



northern
beaches
council

LATE REPORT AGENDA ITEM

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 10 OCTOBER 2023

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

A handwritten signature in black ink, appearing to read 'Jorde Frangoples', written over a vertical line.

Jorde Frangoples
Director Transport and Assets

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

to be held on Tuesday 10 October 2023

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10:00 am

4.0	REPORTS FOR APPROVAL BY COUNCIL DELEGATION	3
4.15	Central Road Avalon - Proposed Parking Restrictions.	3

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.15	CENTRAL ROAD AVALON - PROPOSED PARKING RESTRICTIONS.
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2023/649473
ATTACHMENTS	1 ↓ Attachment 1 - Central Road Avalon - Concept Plan 2 ↓ Attachment 2 - Central Road Avalon - Amended Plan 3 ↓ Attachment 3 - Table of Consultation

GEOCODES: -33.632026, 151.323812

REPORT

BACKGROUND

- At the meeting of 24 May 2022, Council resolved to analyse car parking along Central Road, and consult with the community on plans to resolve these concerns.
- Council has also had numerous complaints from local residents and bus operators regarding the narrow road width when vehicles park on both sides of Central Road in Avalon Beach, affecting traffic flow and access.

LOCATION

- Central Road is a local road that connects Barrenjoey Road with Avalon Parade and Hudson Parade to the west.
- Central Road curves towards the eastern end to form an intersection with Barrenjoey Road (State Road), which is controlled by traffic lights. Central Road forms a 'Y' shaped intersection with Avalon Parade and Hudson Parade, where the 'Give Way' priorities apply.
- Central Road is 1.2km in length and the road varies in width from 7.5-8m wide at the eastern end; narrowing to around 7m wide at the western end.
- The road has a default speed limit of 50km/h, however a reduced 40km/h speed limit applies for the School Zone which extends for approximately 160m west of the intersection with Barrenjoey Road.
- There are existing sections of 'No Parking', 'No Stopping' and timed parking restrictions installed near the Maria Regina Catholic Primary School and Church. The majority of Central Road is unrestricted parking on both sides; except for the statutory 10m 'No Stopping' restrictions from an intersection, and the 20m before and 10m after a bus stop sign.
- A footpath has been constructed along the entire length of the northern side. The existing footpath on the southern side is approximately 250m in length and only connects Barrenjoey Road to the Seniors Housing development at No.15-17 Central Road. A mountable kerb has been installed on the southern side west of No.35 Central Road, from where the road width narrows to approximately 7m wide. The narrower road width west of No.35 Central Road was required due to the number of trees located near the edge of the road.
- There are three existing raised thresholds constructed to provide traffic calming along Central Road. A road narrowing with marked pedestrian crossing is located at the start of the School

Zone, which provides a crossing facility between Maria Regina Catholic Church and the Primary School.

- The 192 Avalon Beach to Stokes Point bus loop service operates in the westbound direction along Central Road every 20-30 minutes. There are also two morning School bus services which operate along Central Road. The 715n Barrenjoey High to Avalon Public School service runs in the westbound direction, while the 719n Avalon Public School to Barrenjoey High service travels eastbound.

ISSUES

- Vehicles parked on both sides of the road narrow the overall road width for through traffic.
- Traffic sight distances are further restricted when vehicles park on the inside of the curve, creating a potential traffic hazard to road users and increasing the risk of head-on collisions.
- Parking in Central Road is predominantly used by local residents, however the demand for on-street parking exists due to overflow of parking from residents, as well as visitors of these households.
- The majority of the parking currently occurs on the northern side of Central Road, where the concrete footpath is located. Parking also occurs intermittently along the southern side of the road, where there is a mountable kerb, with some vehicles partially parked on the nature strip.
- According to the Road Rules, the driver must position the vehicle so there is at least 3m of the road alongside the vehicle that is clear for other vehicles to pass, unless otherwise indicated by a parking control sign, however the minimum desirable lane width for bus routes is 3.2m. The Road Rules also do not permit a driver to park on a nature strip in a built-up area, unless there are permissible parking signs.
- Random and haphazard parking creates blockages and restricts safe access especially for larger vehicles such as buses, waste collection vehicles, delivery trucks and emergency services.
- Residents have reported instances of vehicle sideswiping and difficulty accessing into and out of private driveways due to the inappropriately parked vehicles.

PROPOSAL

- Council consulted on a concept plan where 'No Parking' restrictions were located on the inside of the curve and alternating sections of the 'No Parking' along both sides of the road to assist with traffic calming and to share the available parking. A copy of the plan is shown in Attachment 1 - Central Road, Avalon Beach - Concept Plan.
- The concept plan also includes a number of signage and linemarking intersection improvements. A 'Give Way' line and Dividing Barrier Lines (10m in length) are proposed in Nandina Terrace, Burrendong Place, and Catalpa Avenue; at the intersections with Central Road. 'No Stopping' restrictions (yellow line) are also proposed to provide additional restrictions beyond the statutory requirements.
- Parking at the western end of Central Road is limited, as it is illegal to park within 3m of the continuous line. An additional on-street parking space has been created adjacent to the Dividing Barrier Lines by extending and offsetting the lines 5.5m from the face of the northern kerb and reducing the width of the intersection with Catalpa Place by installing a painted island.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Improves safety for all road users including people cycling along Central Road by providing a wider road and improved sightlines for through traffic.
- The proposal will increase the available road width for pedestrians who walk on the southern side of the road where there is no constructed footpath.

CONSULTATION

- Community and stakeholder engagement on the proposed 'No Parking' restrictions in Central Road, Avalon Beach; was conducted through the Your Say page between Friday 4 August and Sunday 3 September 2023. Consultation letters were distributed to 253 properties, including all residents in Central Road, Nandina Terrace, Burrendong Place and Catalpa Avenue; inviting them to comment on the Concept Plan. 'Have Your Say' corflute signs were also installed at either end of Central Road to further advise the community of the proposal including information on how to submit comments. A summary of the responses is noted in Attachment 3 – Table of Consultation.
- A total of 106 submissions were received through Your Say and an additional 23 written responses were sent through to the Council email address.
- The combined results showed a majority support with 48% supporting the proposal and 20% supported the proposal with changes. There were also 29% of respondents indicating non-support with 2% unsure. The Avalon Preservation Association has indicated their support for the proposal.
- The main issues raised from the consultation relate to the following:
 - Risk of head-on crashes and pedestrian safety concerns
 - No Parking restrictions should be on the southern side. Parked cars affect visibility more on the low side when exiting driveways.
 - Loss of on-street parking
 - Smaller buses should be used or bus route re-directed
 - The long term parking of trailers and boats reducing the availability of parking
 - Removal of parking would increase traffic speed.
 - Speed limit should be reduced to 40km/h.
 - Increased traffic due to changes in Avalon Parade and Old Barrenjoey Road
- The proposed Concept Plan for sections of 'No Parking' restrictions alternating between both sides of the road was shown to be generally supported, however a significant number of submissions also indicated that the restrictions should be installed only on the southern side of the road so that all parking is located on the northern side where there is a constructed footpath. The change to the location of the restrictions was specified in 27 of the submissions and accounted for 40% of the respondents who indicated support with changes or non-support. It may be reasonable to conclude that an amended proposal would receive even greater support if the 'No Parking' restrictions were installed on the southern side of the road. This amendment would have a lesser impact for residents as it retains parking where the majority of the parking currently occurs.
- Council has considered these comments and has amended the proposal to install the 'No Parking' restrictions on the southern side of the road for westbound traffic, in the same direction as the 192 Avalon Beach to Stokes Point bus loop service. A copy of the amended proposal is shown in Attachment 2 - Central Road, Avalon Beach - Amended Plan.
- Sections of 'No Parking' restrictions are also installed on the northern side where sight distances are most restricted. The curve at the eastern end near the Marina Regina Catholic Church and Primary School includes an extension of the existing 'No Parking' restrictions to No.72 Central Road. The inside of the curve outside No.146 Central Road will include 'No Parking 7am-6pm' restrictions, which covers the main period for traffic and allows for overnight parking.
- Passing bays have been created by installing 'No Stopping' restrictions (yellow line) on the northern side to enable vehicles to pass on the narrow road. The passing bays are spaced

between 65-100m apart and have a minimum length of 14m. Most of the proposed passing bays are located near the existing thresholds or utilise locations where there are short sections between driveways which would not affect parking.

- The amended proposal acts to regulate parking on one side of the road, as random and haphazard parking creates blockages and restricts access, especially for buses and larger vehicles. The proposal facilitates the general parking practice on the northern side of the road with the provision of formalized sections of 'No Stopping' restrictions (passing bays) to improve safety and vehicle passing. The proposed measures will maintain regular bus services for the public and improve safety and access along Central Road, especially for larger vehicles such as buses, waste collection vehicles, delivery trucks and emergency services.
- A number of submissions raised concerns with the long term parking of trailers and boats occupying on-street parking spaces for residents. Council has always advocated for greater legislative reform to deal with the many issues associated with boats, trailer and caravan parking. The NSW Government has recently introduced new laws – the Public Spaces (Unattended Property) Act 2021 and regulations – that put accountability firmly on those responsible to do the right thing and remove their property quickly from public land. These reforms were developed following widespread consultation with Councils, members of the public, industry/business groups, retailers, peak bodies and government agencies. Under the new Act, vehicles include caravans, boat trailers or other trailers, whether or not attached to a motor vehicle. The new laws forces owners to take responsibility for their vehicles and provides councils, other public land managers and police with stronger powers and penalties to rid our roads, footpaths, parks, bushland and waterways of abandoned and unattended property. The new Public Spaces Unattended Property laws commence on 1 November 2022 and repeal and replace the outdated Impounding Act 1993. Any parking issues relating to these matters should therefore be reported to Council's Rangers (via Customer Service on 1300 434 434) for investigation and enforcement in accordance with the new Act.
- Local residents also commented on the need for the existing buses to cater for the bus patronage, suggesting smaller buses or replacement with Keo-ride. Keo-ride is an on-demand service designed to connect to and from a designated transport hub, and therefore does not provide the frequency of service and destinations of a regular bus route. Keo-Ride provides a limited service connecting only to the main bus stops in Barrenjoey Road, north of the intersection with Avalon Parade. The planning and scheduling of public transport bus routes and timetables are managed by Transport for NSW (TfNSW). Council has previously referred requests from residents to consider smaller buses on the 192 bus route. The 192 Avalon Beach to Stokes Point (Loop Service), operates in an anti-clockwise direction along Barrenjoey Road and Central Road, servicing the Avalon Beach area. The 191 Avalon Beach to Taylors Point (Loop Service), operates in a clockwise direction along Avalon Parade and Old Barrenjoey Road; servicing Avalon Beach, Bilgola Plateau and Clareville areas. The 191 and 192 bus routes combine to operate in a continuous figure eight arrangement. Keolis Downer is the bus operator for the Northern Beaches area, and has advised that smaller buses cannot be used for the routes due to serviceability and operational requirements. Buses must have sufficient capacity to transport the number of passengers for the entire route including peak periods. Both the 191 and 192 bus routes provide morning and afternoon services used by School children and are supplemented by additional School bus services during these periods of increased demand. Council has no control regarding the determination of bus routes, as the decision to change or alter routes are ultimately made by the individual providers in conjunction with TfNSW.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Proposed 'NO PARKING' restrictions at the following locations
- From existing 'No Parking' restrictions outside No.70 to 2m west of driveway to No.72 (northern side)
 - From 1m west of driveway to No.19 to 1m east of driveway to No.59 (southern side)
 - From 1m west of 'Bus Zone' outside No.59 to 'Bus Zone' located outside No.91 (southern side)
 - From 'Bus Zone' 1m west of driveway to No.91 (southern side) to 'Bus Zone' located outside No.91 (southern side)
- B. Proposed 'NO PARKING 7AM-6PM' restrictions
- From 1m west of driveway to No.142 to the power pole located outside No.146 (northern side)
- C. Proposed 'NO STOPPING' restrictions (yellow line) passing bays at the following locations
- From 1m west of driveway to No.142 to the power pole located outside No.146 (northern side)
 - From 6m west of driveway to No.80 to 1m west of driveway to No.84 (northern side) - signage installation issues
 - From 3m east of driveway to No.94 to 1m west of driveway to No.96 (northern side) - signage installation issues
 - From 1m east of driveway to No.122 to 2m west of driveway to No.126 (northern side)
 - From 6m west of driveway to No.148 to the driveway to No.152 (northern side) - signage installation issues
 - From 6m west of driveway to No.154 to the driveway to 3m west of driveway to No.158 (northern side)
 - From 2m east of driveway to No.174 to the driveway to 1m west of driveway to No.178 (northern side)
- D. Proposed 'NO STOPPING' restrictions (yellow line) at intersection with Nandina Terrace
- From 24m east of driveway to No.128 (northern side) to location 15m north of the intersection with Nandina Terrace.
 - From 9m west of driveway to No.134 (northern side) to location 15m north of the intersection with Nandina Terrace.
- E. Proposed 'No Stopping' restrictions (yellow line) at intersection with Burrendong Place
- From west of driveway to No.168 (northern side) to location 15m north of the intersection with Burrendong Place
 - From 2m west of driveway to No.172 (northern side) to location 15m north of the intersection with Burrendong Place
- F. Proposed 'No Stopping' restrictions (yellow line) between Catalpa Avenue and Avalon Parade
- Between driveway to No.182 Central Road (northern side) and driveway to No.2 Catalpa Avenue
 - From 12m east of driveway to No.190 (northern side) to 15m north of the intersection with Central Road.
 - From west of driveway to No.190 (northern side) to 10m north of the intersection with Avalon Parade.
 - From west of driveway to No.103 (southside), to 10m south of the intersection with Avalon Parade.
- G. Proposed painted island on the western corner of Central Road and Catalpa Avenue
- H. Proposed Dividing Barrier lines at the following locations
- For 20m extended eastwards along Central Road, offset 5.5m from the northern face of kerb (to allow 2 parking spaces) and transition to 5m from southern face of kerb
 - For 10m centered along Catalpa Avenue, north of intersection with Central Road

- For 10m centered along Burrendong Place, north of intersection with Central Road
- I. Proposed Give Way sign and lines at the following locations
- Catalpa Avenue at the intersection with Central Road
 - Burrendong Place at the intersection with Central Road
 - Nandina Terrace at the intersection with Central Road
- J. Proposed 'Bus Zone' restrictions at the following locations
- From 1m east of driveway to No.59 to 1m west of the bus shelter (southern side)
 - From 1m west of driveway to No.89 to 1m west of driveway to No.91 (southern side)



PROPOSAL

CENTRAL ROAD, AVALON BEACH
NO PARKING RESTRICTIONS



Drawn RK

Approved *P. Devo*



PROPOSAL

CENTRAL ROAD, AVALON BEACH
NO PARKING RESTRICTIONS



Drawn RK

Approved *P. Devan*

Table of Consultation

Address	Central Road, Avalon Beach
Proposal	No Parking restrictions

	Your Say	Written Responses	Total (%)
Yes	55	7	62 (48%)
Yes with change	19	7	26 (20%)
No	29	9	38 (29%)
Unsure	3	0	3 (2%)
Responses Received	106*	23	129 (100%)

*253 properties consulted

Issue	Resident Comment	Council Response
Proposed 'No Parking' restrictions	<p>- It is a serious danger to lives if we continue letting cars park on both sides. Let's not wait until someone is seriously hurt or worse before we do something about this.</p> <p>- These roads are frequently impassable & on more than one occasion I have seen buses & garbage trucks forced to reverse for a considerable distance then re-route via Avalon Pde.</p> <p>- You have done a similar process in Hudson Parade near Delecta Avenue and the 191 bus now flows smoothly.</p> <p>- I drive in Central Road on a regular basis and it's very hard to safely navigate through it, especially in sections where looking ahead for oncoming traffic is impossible due to cars parked on both sides of the street. Kids on bikes also use the street to and from the school in Central Road while also navigating through parked cars which makes it even harder as you also have to keep your eyes out for the kids. I fully support the proposal.</p> <p>- It is definitely time to place restrictions, especially on strip between Hudson Pde/Central and Catalpa (where the house on the corner parks all their work trucks and other large vehicles in the lay-by directly opposite Catalpa). This has been very dangerous as you cannot see what's coming from Hudson if you are trying to turn right into Catalpa.</p> <p>As a consequence of these improvements to Central, the boat trailers, motor homes etc. currently on Central Rd will end up parking further up on Catalpa, Burrendong & Nandina causing congestion to these side roads thus impacting people's driveways on those streets.</p> <p>- On the topic of parking, the area behind my residence on Central Road offers a wider parking space compared to the rest of Central Road. This area also features a small bay where cars can be parked without intruding into the road space, thus avoiding the need for traffic to maneuver around parked vehicles.</p> <p>- My view is that all or most properties on Central Road have sufficient off-street car parking for more than 1 car and that most of the parked cars could be taken off the road by using driveways. I would strongly object to any alternative plans to create more street parking spaces by cutting into and concreting existing grassland/vegetation - this was suggested by a resident of Central Rd who attempted to get signatures to petition this.</p>	<p>- The primary function of roads is to facilitate a safe traffic flow, with public on street parking provided only where appropriate. 'No Parking' restrictions provides greater road width for two-way traffic flow and improves sight distances for oncoming traffic.</p> <p>- Additional restrictions are proposed at the western end of Central Road with the installation of 'No Stopping' restrictions (yellow line) to prevent parking on the approaches to the intersections and on the inside of the curve. A painted island is to be installed on the western corner of Catalpa Place and Central Road, with the Dividing Barrier Lines extended and offset 5.5m from the face of the northern kerb to enable two parking spaces on the northern side.</p> <p>- Parking on the inside of the curve restricts traffic sight distances to oncoming traffic on the approach to the intersection with Avalon Parade. The proposed improvements enables the retention of parking on the outside of the curve.</p> <p>- Council has previously investigated the construction of parking bays in streets where vehicles park illegally on the nature strip such as Hillcrest Avenue, Mona Vale; and has found that the costs to be prohibitive and unfeasible to grant the number of resident requests.</p>

Issue	Resident Comment	Council Response
<p>'No Parking' restrictions on the southern side of the road</p>	<p>- The lower side (odd numbers) of central road should be no parking and the high side (even numbers) should be all parking, this would allow an open road to take the confusion out of who has right of way, but most importantly allow the safe entry onto central road from the lower side (odd numbers) because when cars are parked on the odd number side of the road residents can't see the flow of traffic when entering into central road from the driveways making it very dangerous, majority of the houses on the even sides are height up and can see over the parked cars as they enter onto central road from the driveways.</p> <p>- Many cars park on the north side of the road, little to no cars park on the southern side of the road now. This is much safer for parking and getting in and out of cars, particularly with kids. The southern side does not have proper guttering, no footpath, trees right up to the side of the road, uneven to dangerous ground footing. Buses currently only travel east to west direction on Central road, making the southern side the left side of the road.</p> <p>- PLEASE do not move the vehicles to the other side, look at the photos. Residents have controlled the speed of traffic by predominantly only parking on the northern side "as this provides a safety barrier for ALL" who live and transit along the only Central Rd footpath.</p>	<p>- The Concept Plan was based on the 'No Parking' located on the inside of the curve where sight distances are restricted and alternating sections of the 'No Parking' along both sides of the road to assist with traffic calming and to share the available parking. Council has noted the comments requesting restrictions be located on the southern side of the road and has amended the proposal to retain parking on the northern side where the majority of parking currently occurs, with an existing footpath and barrier kerb. Short sections of 'No Parking' restrictions are still required on the inside of the curve (northern side) where sight distances are most restricted. Formalised passing bays have also been created by installing 'No Stopping' restrictions (yellow line) on the northern side to enable vehicles to pass on the narrow road.</p>
<p>Loss of parking</p>	<p>- If the new proposed 'no parking' areas are enforced on central road, it's going to be a complete nightmare to find parking at night, outside our homes. Our household simply does not have the option to park on our driveways (not enough spaces). We will end up having to travel to other streets/blocks which is a major inconvenience, for us (and potentially those streets we will take parking spaces from).</p> <p>- By halving the number of available on-street parking spaces, the proposal will result in an unreasonable shortage of available places for residents to park. Our house has parking for one vehicle, which means we rely on on-street parking close to our house to park our second car</p> <p>- Lack of available parking spots - the proposal will result in fewer available parking spots for residents. Given the high number of cars parking on the street around our house, this will no doubt result in us having to park unreasonably far away from our house. We have a small child and I'm required to move heavy items to / from my car for my job. This is going to create an extremely difficult situation for me if I'm unable to park near my house.</p> <p>- Leave as it is presently. Where are residents to park.</p>	<p>- Parking for private vehicles remains the responsibility of the property owners. Residents with multiple vehicle should better utilise garages and existing driveways for off-street parking and prioritise off-street parking according to their needs.</p> <p>- On-street parking is not fully utilised in Central Road as parking generally occurs on the northern side of the road with some parking on the southern side. Some residents will no longer to be able to park directly outside their property due to the proposed restrictions on the southern side of the road. The access issues in the street are the result of random and haphazard parking at inappropriate locations and/or vehicles parked directly opposite each other on both sides of the road. These parking practices restricts access especially for larger vehicles such as buses, delivery trucks and emergency services. The proposal will help maximise and regulate parking on the northern side to maintain access.</p>
<p>Traffic volumes</p>	<p>- Since the new plaza was built near Woolworths there has been twice as much traffic heading east as it's not possible to access Woolworths from Avalon Parade as previously</p> <p>- In my experience, there is slightly more traffic on central road since the Avalon 1-way street came in (people going to Woolies etc). It hasn't been much, though, and we all seem to be managing as we have done for years.</p>	<p>- Traffic data for Central Road since the implementation of the 'One Way Shared Zone' has shown an increase in traffic volumes of between 5-10%.</p>

Issue	Resident Comment	Council Response
Boat trailer parking	<p>- Long overdue! Central Rd has been a nightmare to navigate for far too long. In addition, suggest signs "NO PARKING Motor Vehicles Excepted " to get rid of the large number of trailers, boats, etc.</p> <p>- With the proposed parking restrictions, residents should not be allowed to park boats, boat trailers or similar in the street.</p> <p>- Highly disagree with this proposal. As a resident it is trouble enough trying to find a park. We only have one parking space available and with two people in our home one of us has to park on the street. The biggest issue with Central Road is all of the boats and unused trailers parked on the street, taking up most of the car spots as it is. These have been sitting here for years, and never moved. The street needs to be for motor vehicles only.</p> <p>- I have lived in the northern beaches since 1970, Central Road has been a no go, zone with boats trailers, box trailers & stored boats it is an absolute disaster & disgrace that this can be where people in this street think they have the right to park whatever & whenever on the road it is a public road to traverse to in each direction, not a parking lot or a private road. Limited parking is an absolute requirement, this council are too lax in providing infringement to illegal parking</p>	<p>- The installation of "NO PARKING Motor Vehicles Excepted" signs does not address the underlying problem of boat trailers, trailers or caravans parking on public roads; and simply relocates these vehicles to nearby areas where these restrictions have not been installed.</p> <p>- The NSW Government recently introduced new laws – the Public Spaces (Unattended Property) Act 2021 and regulations to replace the outdated Impounding Act 1993. The new laws forces owners of caravans, boat trailers or other trailers, to take responsibility for their vehicles and provides councils, other public land managers and police with stronger powers and penalties to rid our roads, footpaths, parks, bushland and waterways of abandoned and unattended property. Any parking issues relating to these matters should therefore be reported to Council's Rangers for investigation and enforcement in accordance with the new Act.</p>
Enforcement	<p>- I would like there to be no parking on the south side of the street & our neighbours are continually parking illegally on the nature strip which is dangerous as restricts our view as we come out of our driveway!</p> <p>- For this to work it would need rangers to enforce it . Where parking restrictions have been put in Riverview rd they have been ignored and are not enforced.</p>	<p>- The Road Rules do not permit a driver to park on a nature strip in a built-up area, unless there are permissible parking signs. Illegal parking is an enforcement issue.</p> <p>- All proposals require adequate enforcement to be effective, however residents can also report any matters to Council for Ranger's to investigate.</p>
Smaller bus or re-direct bus route	<p>- I'm not in favor of the no-parking zones being suggested for Central Road. While I understand the concerns of the 192 bus drivers, it's noteworthy that the bus often runs with few passengers. Perhaps considering a smaller vehicle, similar to the 'keo' or the 'hop jump skip' seen in Manly, might be a more efficient solution for this route.</p> <p>- With regard to the problems confronted by the buses trying to navigate this street my solution would be to either re-route the service to Avalon Parade or alternatively use a smaller bus for this local route – I cannot imagine the numbers of passengers would warrant a "full sized" bus and in fact from my observations many of the buses traversing Central Road have no passengers at all. Over the years buses have become bigger, as have the size of cars but the street hasn't become any wider. Waste collection also offers its own unique set of problems</p>	<p>- The planning and scheduling of public transport bus routes and timetables are managed by Transport for NSW (TfNSW). Council has previously referred requests from residents for consideration of smaller buses on the 192 bus route, but have been advised that smaller buses cannot be used for the routes due to serviceability and operational requirements. Keo-ride is an on-demand service designed to connect to and from a designated transport hub, and therefore does not provide the frequency of service and destinations of a regular bus route.</p>
One Way	<p>- One solution might be to make the street one way in a westerly direction and set a speed limit of 40km/hr to make it safer for all the pedestrians and children riding their bikes to school.</p>	<p>- Central Road is 1.2km in length, and the introduction of one way flow will increase travel times and restrict access for residents, waste collection, School bus and emergency services.</p>

Issue	Resident Comment	Council Response
Deliveries and construction work	<p>- Delivery vehicles (building materials, garden supplies, on line shopping, heavy vehicles ,earth moving equipment, tradesmen painters,plumbers etc) access Central Road where will they park with one side of the road No parking restricted? Tree lopping, garbage collection trucks, would also need consideration.</p> <p>- Another potential problem would stem from any future building works in the street which would result in increased competition for a greatly reduced number of parking spaces. This would be further exacerbated when there are services such as cranes and concrete deliveries to said building sites & would be a significant problem if there were 2 or more construction sites in close proximity.</p>	<p>- It is not possible to park safely on both sides of the road due to the narrow road width. Deliveries should be undertaken on-site where possible. 'No Parking' restrictions still allows a driver of a vehicle to drop off, or pick up, passengers or goods, as long as they do not leave the vehicle unattended, and it is completed within 2 minutes.</p> <p>- Construction/trades vehicles will need to park according to the proposed restrictions or on the private property. Depending on the nature of the work a Stand Plant Application may be required. Work Zones or temporary changes to parking restrictions may be considered for longer term construction sites.</p>
Reduced speed limit	<p>- I would also like to recommend the speed limit be reduced to 40 Km per hour to reflect the high density pedestrian traffic in the street.</p>	<p>- Council may consider reduced speed limits on local streets in the future. Changes in speed limits can only be approved by TfNSW and the enforcement of speed limits is undertaken by the Police.</p>
Speed and Traffic calming	<p>- I broadly support the proposal, however I believe there are several issues that would need to be dealt with in order for this proposal to work. I would recommend the introduction of additional speed humps to accompany the new parking restrictions.</p> <p>- The current on-street parking arrangement forces cars to adhere to the speed limit on the street. At times when there are fewer cars parked on the street, there is a high frequency of cars exceeding the allowable speed limit. This not only poses an unacceptable danger to residents, but also to school children attending Maria Regina public school, and patrons of the adjacent church. If the council ignores these concerns and pushes forward with restricted parking, it will need to install traffic calming devices along the street to prevent speeding through-traffic.</p>	<p>- Central Road is a narrow road with a general pavement width of about 7m. With parking permitted on one side of the road the available road width for two-way traffic reduces to about 5m which still requires vehicles to travel at reduced speeds to pass. The existing road geometry also includes several alternating curves would generally affect motorists to drive to the road conditions. There are three existing raised thresholds as well as a road narrowing with marked pedestrian crossing, to provide traffic calming along Central Road. There are no current plans for additional traffic calming devices in the street as additional raised thresholds would further reduce the availability of on-street parking.</p>