

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 9 APRIL 2024

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



Campbell Pfeiffer
Acting Director Transport and Assets

Voting Members

Chair –Northern Beaches Council - Councillor	Mr Jose Menano-Pires
Member for Pittwater Mr R Amon MP Representative	
& Member for Davidson Mr M Cross MP Representative	Mr Phil Corbett
Member for Manly Mr J Griffin MP Representative	Ms Adele Heasman
Member for Wakehurst Mr M Regan MP Representative	Ms Sally Claydon
Transport for NSW – Acting Manager – Network & Safety Services	Ms Vicky Walker
Transport for NSW – Network & Safety Officer	Ms Samantha Morley
Northern Beaches Police Command, Dee Why	Sergeant Nino Jelovic
Northern Beaches Police Command, Dee Why	Senior Constable Adam Castleden

Non Voting Members

Keolis Downer Northern Beaches Bus Operations	Mr James Makasiale
ComfortDelgro Company (ex Forest Coach Lines)	Mr Robert Bicakcian
Manly Warringah Cabs Cooperative Society Ltd	TBC
Cycling Representative	Edward Forrester

Officers

Acting Director Transport and Assets	Mr Campbell Pfeiffer
Executive Manager - Transport and Civil Infrastructure	Mr Craig Sawyer
Manager – Transport Network	Mr Phil Devon
Traffic Engineering Coordinator	Mr James Brocklebank
Traffic Engineer	Mr Ricky Kwok
Traffic Engineer	Ms Leila Kazemnezhad
Traffic Engineer	Ms Jackline Shahho
Traffic Officer	Mr Luke Nickson
Traffic Officer	Ms Gabriela Pereira Grano
Traffic Officer	Mr Linji Chen
Traffic Trainee	Mr Nicholas Murace
Engineering Intern	Mr Malik Elatrach
Road Safety Officer	Ms Robynann Dixon
Road Safety Officer	Ms Pavica Kupcak
Strategic Transport Coordinator	Ms Felicity Shonk
Transport Project Officer	Ms Vicki Hart
Transport Project Officer	Ms Kajal Todd
Transport Project Officer	Mr Alex Yuen
Manager - Rangers	Mr Darren Greenow
Coordinator - Rangers	Mr Michael Davey
Ranger	Mr Daniel Bekis
Specialist Administration Officer	Ms Caty Pilley

Visitor

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

to be held on Tuesday 9 April 2024

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10:00 AM

1.0 APOLOGIES

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Nil

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NEXT MEETING Tuesday 7 May 2024

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 5 MARCH 2024

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee held 5 March 2024, copies of which were previously circulated to all members, be confirmed as a true and correct record of the proceedings of that meeting.

2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

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

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

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

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

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

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

**ITEM 4.1 CURL CURL WARD - CONSUL ROAD BROOKVALE - NO PARKING
MOTOR VEHICLES EXCEPTED**

GEOCODES: -33.761497,151.269087

REPORT

BACKGROUND

1. Council has received concerns from residents regarding long-term trailer parking reducing available on-street parking for residents and visitors. Further concerns include reduced visibility and narrowing of the road in the School Zone area.

LOCATION

- Consul Road is a local road carrying moderate volumes of traffic.
- A crest in the road at No.4 Consul Road coupled with a narrow width makes kerbside parking unsafe other than where parking indents are located.
- A double dividing barrier line from No.1a to No.9 Consul Road, Brookvale effectively prevents legal on-street parking activity other than where parking indents are present.
- St. Augustines School is located to the north of the subject section of Consul Road and attracts high levels of traffic and parking activity, particularly during the before and after school period.
- The indented parking bay outside No.2 Consul Road currently has no parking restriction and provides parking for three to four vehicles.

ISSUES

- Long-term parking of boat and box trailers.
- Limited parking turnover or availability for residents and visitors to the area.
- Enforcement activity has been ineffective in removing long term parked boats and trailers.

PROPOSAL

Council has undertaken a review of the location and proposes the installation of a No Parking Motor Vehicles Excepted restriction in the indented parking space in front of No.2 Consul Road, Brookvale.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 20 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

That the Traffic Committee supports the:

1. Introduction of No Parking Motor Vehicles Excepted restriction in the indented parking space in front of No.2 Consul Road, Brookvale.

REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2024/108730
ATTACHMENTS	1 Consul Road, Brookvale - Plan 2 Consul Road Brookvale- Table Of Consultation

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Install on existing post

Install on existing post

Install "NO PARKING MOTOR VEHICLES EXCEPTED" as allocated

PROPOSAL					
CONSUL ROAD, BROOKVALE NO PARKING MOTOR VEHICLES RESTRICTIONS					
DRAWN	HI	APPROVED	JB		
LAYOUT	1 OF 1	REVISION NO.	A	DATE	7/12/2023

Table of Consultation

Address	Consul Road, Brookvale
Proposal	No Parking Motor Vehicles Excepted

Properties Consulted	20
Responses Received	6
Support	3
Do Not Support	3

Issue	Resident Comment	Council Response
Affects Residents	<p>We are requesting this communication be presented to Traffic Committee regarding the signage proposal for Consul Road, Brookvale.</p> <p>1.We speak as the world's leading experts on the parking bay in question as we have lived directly opposite it for almost 70 years and are intimately aware of how it is used.</p> <p>2.Please note the parking bay is of little to no use of residents of Consul Road because it is constantly occupied by residents of unit blocks some distance away in Beacon Hill road and by people working in the Brookvale industrial area.</p>	<p>Consul Road is a public road, located in a residential area and the long term parking of vehicles should be the responsibility of the property owner on private property with any additional vehicles sharing the available on-street parking.</p>
Loss of Trailer Parking	<p>Restricting parking for trailers in this location will not solve anything. There is currently one trailer taking up minimal parking space and leaving three car parking spaces.</p> <p>Restricting trailer parking at this location will only move the problem elsewhere. The outcome would likely be a net loss of parking space in the area.</p>	<p>Council Rangers can investigate the long term parking of boat and box trailers with relevant legislation such as the Public Spaces Unattended Property Act (2021).</p>
Additional Comments	<p>The proposal will just shift the problem which is likely to have occurred due to the timed parking restrictions in the Brookvale industrial area.</p> <p>If parking changes are implemented it should be for the entire length of Consul Road not just three spaces.</p>	<p>Council recommends residents forward correspondence to their Local Member to seek amendments to existing NSW box and boat trailer, campervan and caravan legislation reducing the need for on street restrictions, sign clutter and the cost of installation.</p> <p>Council will continue to monitor Consul Road, Brookvale.</p>

**ITEM 4.2 CURL CURL WARD - HARBORD ROAD, FRESHWATER - EXTENSION
OF NO STOPPING UNBROKEN YELLOW KERB LINE**

GEOCODES: -33.777900, 151.280290

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles on the west side of Harbord Road south of Martin Street, Freshwater. Residents advise that these vehicles impede visibility for traffic exiting Martin Street. Parked vehicles in this location would also impede visibility for traffic exiting Lawrence Street, restrict the road width for buses and the larger vehicles proceeding north on Harbord Road.

LOCATION

- Harbord Road is a regional road with a posted speed limit of 60km/h, carrying high volumes of traffic.
- The proposal section of Harbord Road is on its western side between the intersections of Lawrence Street and Martin Street. This section of Harbord Road measures approximately 12 metres in width, with a northbound lane width of 4.8 metres.
- The Freshwater Senior Campus is located on the eastern side of Harbord Road opposite Wattle Road.
- Harbord Road services school buses and the 178, 180, 193 & 199 bus routes.

ISSUES

- Parked vehicles in this location impede visibility for traffic exiting Lawrence Street and restrict the road width for buses and the larger vehicles proceeding north on Harbord Road.

PROPOSAL

Council has undertaken a review of the location and proposes an extension of the existing 'No Stopping Unbroken Yellow Kerb Line' along the frontage of No.44 Harbord Road, Freshwater. An extension of approximately 11m terminating at the driveway at No.42 Harbord Road, Freshwater.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 108 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

That the Traffic Committee supports the:

1. Extension of the 'No Stopping Unbroken Yellow Kerb Line' in front of No.44 Harbord Road, Freshwater by approximately 11m terminating at the driveway to No.42 Harbord Road, Freshwater.

REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2024/197829
ATTACHMENTS	1 Harbord Road, Freshwater - Plan 2 Harbord Road, Freshwater - Table Of Consultation

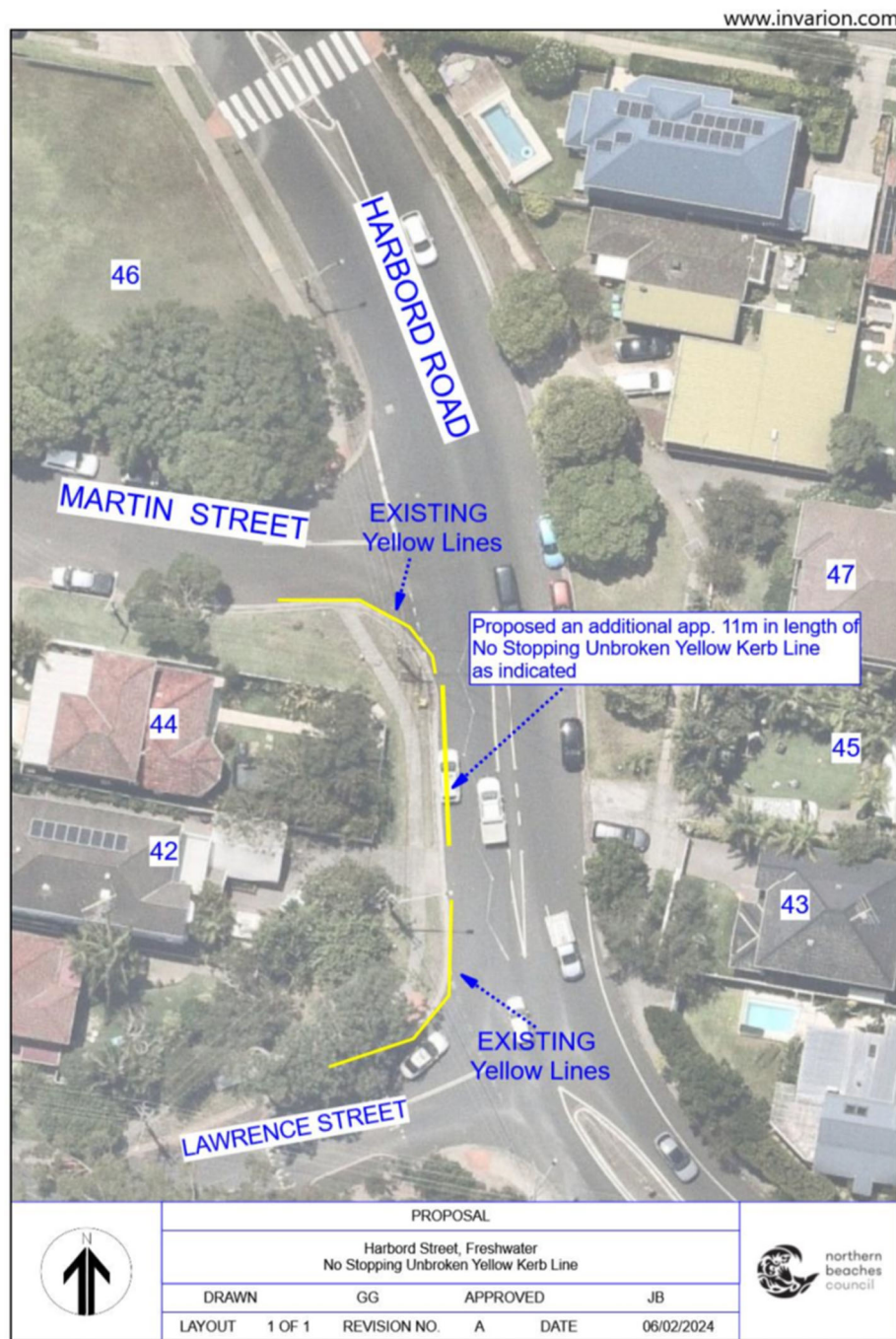


Table of Consultation

Address	<u>Harbord Road, Freshwater</u>
Proposal	<u>Extension of No Stopping Unbroken Yellow Kerb Line</u>

Properties Consulted	108
Responses Received	9
Support	6
Do Not Support	3

Issue	Resident Comment	Council Response
Affects Residents	Additionally residents at 42 Harbord Road have submitted their concerns to Council about the difficulty entering and exiting their driveway due to parked cars immediately parked outside No.42 and overlapping the driveway. Thank you for reconsidering the situation.	The proposal will remove parking therefore, improving road safety concerns which include poor visibility, therefore, enhancing sightlines.
Loss of Parking	This area struggles to present sufficient parking for unit and home residents. There is ample visibility south of the two car parks to view both Harbord Road & turning traffic from Lawrence Street. The roadway is wide at that point & Martin St traffic has ample room to view around any parked cars. Further restrictions are pointless & foolish.	The proposal aims to improve road safety concerns which include poor visibility, therefore, enhancing sightlines. Harbord Road is a public road, located in a residential area and the long-term parking of vehicles should be the responsibility of the property owner on private property with any additional vehicles sharing the available on-street parking.
Additional Comments	I turn out of Lawrence Street every day and pass that area. I've never had any issues with the cars parked there	Council understands, however, it has been noted that sight lines south of Martin Street can be impacted by parked vehicles, in particular large vans or trucks. Therefore, the removal of parking will enhance sight lines and improve road safety for motorists.

ITEM 4.3	CURL CURL WARD - OLD PITTWATER ROAD, BROOKVALE - TIMED PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2024/039192
ATTACHMENTS	1 Old Pittwater Road, Brookvale - Plan 2 Old Pittwater Road, Brookvale - Table Of Consultation

GEOCODES: -33.763058,151.263484

REPORT

BACKGROUND

Council has received concerns from local business premises regarding the long-term parking of box, boat trailers and other vehicles in the unrestricted parking area located outside No.98 Old Pittwater Road, Brookvale. The long term parking of large vehicles impacts on visibility and businesses advise that it is difficult for customers and visitors to find parking.

LOCATION

- Old Pittwater Road is a regional road with a speed limit of 50km/h surrounded predominantly by a combination of industrial zoned land, as well as the Warringah Mall site and a section of residential land at the northern end of the road.
- The Brookvale TAFE is positioned along the southern end of the road, while Brookvale Public School is positioned at the northern end between Beacon Hill Road and Pittwater Road.
- The road generally has a carriageway width between 12.6m and 12.8m and consists of a single lane carriageway in each direction. The northern and southern ends of the road have dual lanes in each direction leading to traffic signals.
- This road is used as a preferred route for many truck deliveries including Warringah Mall. Only Old Pittwater Road south of Cross Street has been identified as a B-Double route, whilst the remainder of the road is open for general access vehicles.
- The existing parking is unrestricted in the majority of sections located within Old Pittwater Road.
- The surrounding area is a mixed residential and industrial area.

ISSUES

- Parking use in Old Pittwater Road is shared between the businesses, customers and staff. The variety of businesses in Old Pittwater Road have different parking needs and some businesses have requested additional on-street timed parking for their customers.
- Long term parking of box and boat trailers, caravans and trucks.
- Abandoned vehicles and dumped waste.
- Illegal parking across driveways and double parking.

PROPOSAL

Council has undertaken a review of the location and proposes to install a Two Hour (2P) 6am-6pm MON-FRI timed parking restriction to begin on the southern side outside of the northern driveway at No.98 Old Pittwater Road, approximately eighty-six (86) metres in length to the existing power pole outside No.98 Old Pittwater Road, Brookvale.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 43 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a Two Hour (2P) 6am-6pm MON-FRI timed parking restriction to begin on the southern side outside of the northern driveway at No.98 Old Pittwater Road, approximately eighty-six (86) metres in length to the existing power pole outside No.98 Old Pittwater Road, Brookvale.
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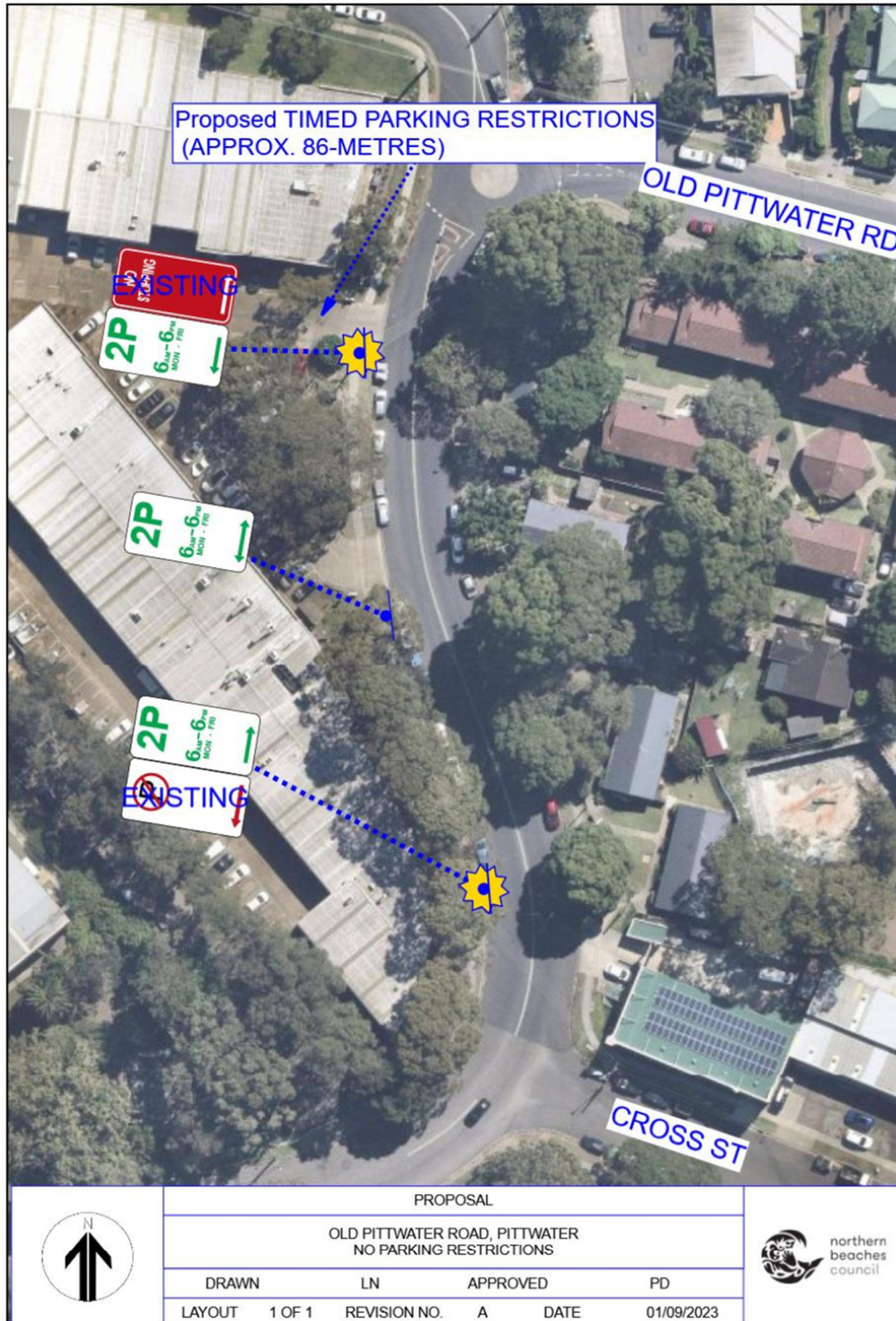


Table of Consultation

Address	<u>Old Pittwater Road, Brookvale</u>
Proposal	<u>Timed Parking</u>

Properties Consulted	43
Responses Received	6
Support	4
Do Not Support	2

Issue	Resident Comment	Council Response
Affects Business	This doesn't solve the problem. The trailers, boats and caravans will move to the other side. I agree it is dangerous, but, it should be No Parking Motor Vehicles Excepted.	The proposal relates to a section of road that has limited parking turnover for business and residents. Ranger investigation appears to have not achieved compliance consistent with the relevant legislation.
Loss Of Parking	It is already difficult enough to recruit staff on the Northern Beaches without removing some of the only off site parking available in this busy business area.	Council understands the loss of unrestricted parking, however, parking turnover is limited due to the existing unrestricted parking which has been taken by the long term parking of box and boat trailers and caravans.
Additional Comments	This should apply to many other areas in Old Pittwater Road, Brookvale, in particular, outside the towing yard where large trucks are continually parked.	Council Rangers can investigate heavy/long vehicles in a built up area parked longer than one hour consistent with existing legislation. Council will continue to monitor Old Pittwater Road, Brookvale if the proposal is approved.

ITEM 4.4 MANLY WARD - BEATRICE STREET, CLONTARF - NO PARKING**GEOCODES: -33.807324, 151.256061****REPORT****BACKGROUND**

Council has received concerns from local residents regarding the narrow road width when vehicles park on both sides of Beatrice Street. This affects the flow of traffic, particularly for larger vehicles including buses and emergency services vehicles. Parking activity also interferes with access to/from properties particularly if vehicles are parked close to skewed driveways with steep gradients.

LOCATION

- Beatrice Street through Clontarf and Balgowlah Heights is a collector road that caters for two-way traffic connecting Cutler Road/Amiens Road and New Street W, with a 50km/h speed limit.
- The subject section of Beatrice Street has a gentle slope which provides ease for southbound traffic to gain speed.
- This street has an available road width of approximately 7.5m, and road centrelines are not installed at this location.
- On-street parking is generally unrestricted on both sides of this road.
- Adjacent land use consists of low-density housing.
- Bus routes 162, and 171x and multiple school services pass through this section of the street.
- A section of the footpath with limited width exists south of the driveway of No.28 in this location.

ISSUES

- Unrestricted parallel parking is available on the eastern side of the street, while parking restrictions are in effect on the western side.
- Parked cars on both sides of the street reduce the road width and increase the risk of collision when accessing driveways or proceeding along narrow sections of the road.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install 'No Parking' restrictions along the eastern side of Beatrice Street to improve safety and access for residents.

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 36 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

That the Traffic Committee supports the:

1. Installation of 'No Parking' restrictions along the eastern side of Beatrice Street

REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2024/156766
ATTACHMENTS	1 Plan 2 Table of Consultation



TrP2023/01261

Table of Consultation

Address	Beatrice Street
Proposal	No Parking Restrictions

Properties Consulted	36
Responses Received	3
Support	2
Do Not Support	1
Partial Support	0

Issue	Resident Comment	Council Response
Affects Residents	<p>to have a «no parking» area outside house numbers 16 and 14 is overkill and would severely impact the amenities of our daily lives and visitors and tradesmen to our house and surrounding properties. The street and affected properties are very steep and having to park further away would impact our visitors who have physical infirmities. With respect to the buses, we only have an average of 1 bus per day in both directions. I would support a compromise of allowing 2 car parking spaces starting at the driveway of no. 16 and ending at the pedestrian entrance of no. 14. Beatrice Street. This should allow better visibility for those residents to access and exit their properties safely.</p>	<p>The available road width is restricted with the existing parking restrictions. Beatrice Street is a public road, and parking is available for road users. Parking for private vehicles remains the responsibility of the property owners. Residents with multiple vehicles need to prioritise their off-street parking according to their needs.</p> <p>The No Parking restrictions would enhance access to and from properties along Beatrice Street. The proposed restriction affects the flow of traffic, particularly for larger vehicles including emergency service vehicles and buses.</p>

ITEM 4.5 MANLY WARD - CALDER STREET AT MAKIM STREET - NO STOPPING UNBROKEN YELLOW KERB LINE RESTRICTIONS

GEOCODES: -33.761128, 151.282799

REPORT

BACKGROUND

Council has received concerns from local residents regarding illegal and unsafe parking activity near the crest of the hill on Makim Street near its intersection with Calder Street, North Curl Curl. The parking activity narrows the traffic lane and reduces the sight distance for traffic exiting Calder Street, North Curl Curl.

LOCATION

- Makim Street, North Curl Curl is a local, narrow road with an average width of approximately 7.5m and a default speed limit of 50km/h.
- Makim Street carries low volumes of two-way traffic with no bus routes along its path.
- Makim Street connects with Headland Road to its west and Fairport Street to its east and it intersects with Calder Street on its southern side.
- Makim Street consists of low-density residential properties.

ISSUES

Vehicles regularly park on both sides of the road and near the intersection of Calder Street and Makim Street, obstructing the visibility of oncoming traffic for traffic exiting Calder Street.

PROPOSAL

Council has undertaken a review of the location, taking into account the feedback received from the residents. On the western side, it is proposed to extend the statutory 10m No Stopping Unbroken Yellow Kerb Line an extra 15 metres to the eastern side of the driveway serving No.3 Makim Street. On the eastern side of the intersection, the Unbroken Yellow Kerb Line will extend 13m east of the intersection. Furthermore, Council proposes to relocate the No Parking sign on the northern side of the intersection by approximately 10m, moving it west of the driveway of No.6 Makim 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 the pedestrian facilities or impacts on walking paths.

CONSULTATION

Consultation letters have been distributed to 64 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

That the Traffic Committee supports the:

1. Installation of 'No Stopping Unbroken Yellow Kerb Lines, at the intersection of Calder Street at Makim Street, North Curl Curl.
2. On the western side of the intersection, install a statutory 10m No Stopping Unbroken Yellow Kerb Line and extend it an extra 15 metres to terminate at the eastern side of the driveway serving No.3 Makim Street.
3. On the eastern side of the intersection, install a statutory 10m No Stopping Unbroken Yellow Kerb Line and extend it to a point 13m east of the intersection with Calder Ave.
4. Relocate of the existing No Parking (L) sign on the northern side of Makim Street by approximately 10m west of the driveway serving No.6 Makim Street.

REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2024/186725
ATTACHMENTS	1 Plan 2 Table of Consultation

Proposed Work:

- i. Install 2 X statutory No Stopping Unbroken Yellow Kerb Lines at the intersection of Calder Street and Makim Street, North Curl Curl.
- ii. On the western side, extend the statutory No Stopping Unbroken Yellow Kerb Line approximately 10m west to the eastern side of the driveway outside No.3 Makim Street, North Curl Curl.
- iii. On the eastern side, extend the statutory No Stopping Unbroken Yellow Kerb Line approximately 3m east to the western side of the driveway outside No.9 Makim Street, North Curl Curl.
- iv. Relocate the No Parking sign on the northern side of the intersection by approximately 10m, moving it further west from the driveway outside No. 6.

**PROPOSAL**

Calder Street, North Curl Curl
No Stopping Unbroken Yellow Kerb Line Restrictions

DRAWN LK

APPROVED

LAYOUT 1 OF 1 REVISION NO. B DATE 1/2/2024



northern
beaches
council

Table of Consultation

Address	Calder Street at Makim Street, North Curl Curl
Proposal	No Stopping Unbroken Yellow Kerb Line Restrictions

Properties Consulted	64
Responses Received	12
Support	7
Do Not Support	5
Partial Support	0

Issue	Resident Comment	Council Response
Loss of on-street Parking	<p>_This is not an issue all of the time in that part of Makim. When the Gyms around are at peak useage it's problematic as gym users park there. There will be no parking for visitors let alone residents if the yellow lines keep getting longer.</p> <p>_There are very few parking spaces available as it is with the other side being a no parking zone.</p> <p>_ I am concerned about the loss of on-street parking. I understand the difficulty of exiting Calder Street due to limited sight distances. Cars are parked on the southern side of Makim Street in the vicinity of Calder Street. Therefore, I suggest removing parking spaces in front of 3 Makim Street (ie: extend the proposed unbroken yellow line to the driveway of 3 Makim Street) and removing the existing No Parking restriction between the driveways of 4 and 6 Makim Street.</p> <p>_ In this way sight distances are improved for vehicles exiting Calder Street but there is a nett loss of only one on-street car parking space.</p>	Any parking that is "lost" is on the tight narrow 90-degree bend in Makim Street. Parked vehicles on the bend prevent access and inhibit sight lines.
Speeding	<p>Consider lowering the speed limit in the area with possibly a speed ramp just after Headland Road/ Makim Street junction. It's the cars driving too fast on Makim Street that are a danger, not the parked cars.</p> <p>Measures to slow traffic on Makim Street would also be very helpful.</p>	<p>Parking restrictions applied to this side of the street can increase drivers' sight distance and confidence in maneuvering through the street.</p> <p>Speeding is essentially a matter for the NSW Police Service. Residents should consider contacting the Police and discuss their concerns about speeding, as Council's rangers do not hold any authority to perform a speed check with devices.</p>
Vehicular and Pedestrian Access	Vehicles have been parking on this bend for several months, and are not owned by a resident outside the property nor in close proximity. They block vehicular and/or pedestrian access.	Noted, this is the reason the restrictions are being proposed.

ITEM 4.6	CONDAMINE STREET, BALGOWLAH HEIGHTS - TIMED PARKING
REPORTING OFFICER	TRAFFIC ENGINEERING COORDINATOR
TRIM FILE REF	2023/656889
ATTACHMENTS	1 Table of Consultation 2 Plan

GEOCODES: -33.800062, 151.263702

REPORT

BACKGROUND

Council officers received requests from residents for parking restrictions to prevent long term parking activity on Condamine Street south of North Harbour Reserve. Boats and trailers have been observed occupying parking spaces on Condamine Street, Balgowlah, particularly south of North Harbour Reserve on the eastern side. This is leaving insufficient parking, at times, for users of the reserve and also for residents and visitors to the street.

LOCATION

Condamine Street, between Lower Beach Street and Clarence Street, is a local road carrying a moderate volume of traffic. It performs a collector road function, linking Balgowlah Heights to the State Road system at Sydney Road. It is approximately 8.5m in width with parking occurring primarily on the east side of the road at this section. Housing is generally low-density residential in nature.

ISSUES

- Unrestricted parking allows for the long-term parking of vehicles including boats, trailers and caravans impacting on-street parking opportunities for residents and their visitors.
- Users of the North Harbour Reserve require parking and unrestricted parking does not provide sufficient turnover to cater for parking demands generated by reserve users.
- The parking of larger vehicles such as boat trailers and caravans at kerbside restricts road width for through traffic.
- Homes on either side of Condamine Street between Lower Beach Street and Clarence Street have limited offstreet parking and rely upon on-street parking particularly for visitors
- Removing parking completely will lead to increased speeds while high parking turnover impacts on safety for through traffic. Some parking activity and some parking turnover such as that created by an 8P restriction provides an appropriate balance.
- Line of sight for through traffic and motorists exiting from Clarence Street and Lower Beach Street onto Condamine Street is impacted by the bulk and height of boats, trailers and motor homes.
- Rangers are unable to effectively enforce long-term parking of boats, trailers, and caravans.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install an Eight-Hour (8P) 7am-7pm Everyday Timed Parking restriction, approximately 60m in length, along the eastern side of Condamine Street, between Clarence Street and Lower Beach 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 impact on walking paths.

CONSULTATION

Consultation letters have been distributed to 126 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 an Eight Hour (8P) 7am-7pm Everyday Timed Parking restriction, approximately 60m in length, along the eastern side of Condamine Street, between Clarence Street and Lower Beach Street.
-

Table of Consultation

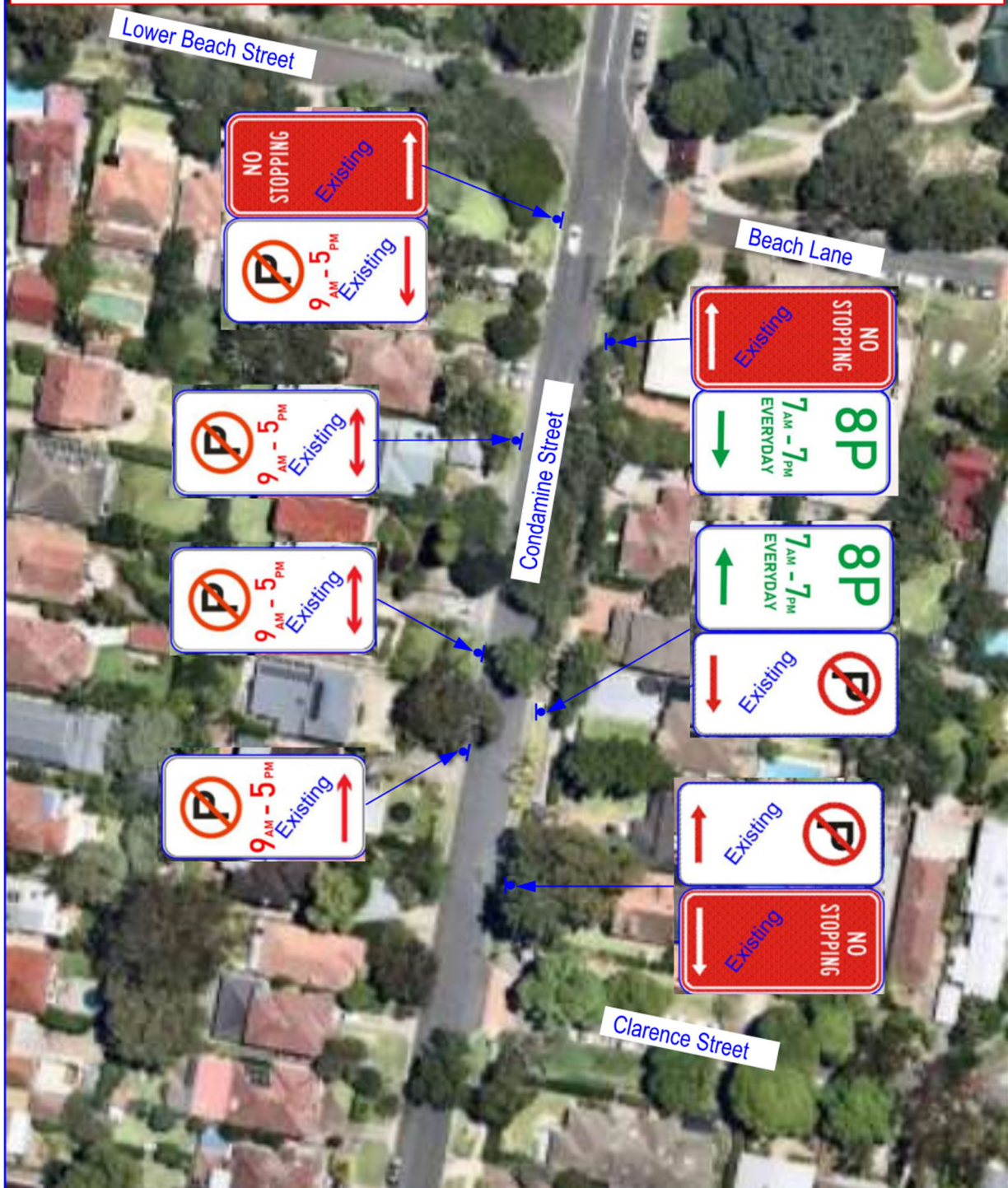
Address	Condamine Street, Balgowlah Heights
Proposal	8P Parking on east side

Properties Consulted	126
Responses Received	37
Support	31
Conditional Support	0
Do Not Support	6

Issue	Resident Comment	Council Response
Change No Parking outside No.66 to 8P	Support the proposal but request No Parking be changed to 8P outside No.66 Condamine Street	Given the number of residents raising sightline issues when exiting side streets, this change to the plan is not supported.
Crash history	I am aware of 3 car crashes involving the boat trailers. The road is not wide enough to support trailer parking. Several other submissions also mention crashes involving parked trailers	Crash data supplied by TfNSW shows some crash history at this location
Sightlines at Lower Beach Street	I frequently use the intersection of Lower Beach Street and Condamine. Any high sided vehicle parked on Condamine St either side of the junction significantly reduces visibility and makes driving onto Condamine St	Visibility is most constrained to the south, due to the topography. The proposed 8P will remove many of the high sided and wide vehicles which park on this part of Condamine Street
Sight lines at Clarence Street	It makes it very dangerous to turn out of Clarence Street with boats and vehicles parked obscuring view of oncoming traffic.	The proposed 8P will improve this situation
Relocates the problem	Trailers will move into neighboring residential roads and block parking space for the people living in these roads.	This will be monitored however Council's experience is that this happens to a limited extent. This section of Condamine Street is attractive for trailer parking as homes are elevated above the road so boat and trailers treat it as "reserve" frontage
Restricted road width	Untimed Boats & trailer Parking on this busy road is becoming increasingly prevalent & represents a safety hazard - narrowing the space for passing vehicles to dangerous levels.	The wider width of boats and trailers does restrict the road width more so than most parked cars

No Parking Motor Vehicles Excepted	Boats and trailers are a problem however No Parking Motor Vehicles Excepted would manage this problem while not impacting upon residents ability to park like the proposed 8P restriction does.	The 8P restriction was preferred as it also prevents long term parking by large motorised vehicles. The 8P restriction also creates some turnover for users of North Harbour Reserve. Further, the 8P restriction does not apply overnight reducing the impact on resident's ability to park.
Consider restriction in Lower Beach Street angle parking	Timed parking should also be considered for Lower Beach Street angle parking bays to prevent trailers moving there.	This will be monitored and restrictions considered if this occurs.
Where do boats park?	I own a boat and park it on Condamine Street in front of my home. Where will I park it if the 8P goes in?	There is limited parking and high demand for it on Condamine Street. The parking of boats and trailers is not the best or safest use of this kerbspace. Long term parking of boats and trailers in excess of the 8P limit should be accommodated offstreet on private property or in a storage facility.
Resident exemption	Residents of Condamine Street should be exempt to the 8P restriction	No resident exemption is proposed or considered warranted

Proposed Work: Install an Eight Hour (8P) 7am – 7pm Everyday Timed Parking restriction, approximately 60m in length, along the eastern side of Condamine Street, between Clarence Street and Lower Beach Street.



*NOT TO SCALE



PROPOSAL

Condamine Street, South Balgowlah
8PTimed Parking Restrictions

DRAWN

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LAYOUT

1 OF 1

REVISION NO.

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ITEM 4.7	HOP, SKIP AND JUMP BUS SERVICE - PROPOSED BUS STOP RESTRICTIONS
REPORTING OFFICER	MANAGER, TRANSPORT NETWORK
TRIM FILE REF	2023/124967
ATTACHMENTS	1 Hop, Skip and Jump Bus Service - Bus Route 2 Hop, Skip and Jump Bus Service - Plan 3 Hop, Skip and Jump Bus Service - Table of Consultation

GEOCODES: Various

REPORT

BACKGROUND

Council runs the *Hop, Skip and Jump* community bus service through the suburbs of Manly, Fairlight, Balgowlah, Balgowlah Heights, Clontarf and Seaforth. The bus routes interchange at Stockland Shopping Centre in Condamine Street, Balgowlah.

The *Hop, Skip and Jump* community bus service operates on a daily basis over four different routes between 7:00am and 6:30pm. The buses operate on a hail-and-ride basis. In locations where there is a high demand for parking and where passenger activity is high bus stops have been signposted to allow the service to pull over close and parallel to the kerb to pick up and set down passengers. This is a legal requirement and also ensures appropriate access for passengers with mobility issues. In parts of the routes, and in liaison with Bus Companies, the *Hop, Skip and Jump* buses share the use of existing TfNSW bus stops. In some locations the bus stop signposting is proving insufficient to discourage car parking activity at bus stops

ISSUE

Drivers have raised concerns regarding a number of locations where parked vehicles are frequently preventing the buses from pulling off the road to pick up or set down passengers, and the installation of parking restrictions to prevent parking other than for Hop Skip Jump pick up and set down activity has been requested.

Previously, the Northern Beaches Council Local Traffic Committee has approved 'No Parking' restrictions at some Hop Skip Jump bus stops where difficulties have been experienced pulling in close and parallel to the kerb. This signage has been effective in preventing most kerbside parking by cars at *Hop, Skip and Jump* bus stops and further signage of a similar nature is now required.

Details of the specific *Hop, Skip and Jump* stops and the proposed course of action are outlined below.

LOCATION AND PROPOSAL

- **29 Osborne Road, Manly**
A *Hop, Skip and Jump* Bus Stop is already present at this location, however, to improve access, a full-time 'No Parking' restriction is to be established across all three driveways. This will assist in keeping the driveway area clear for drop-off and pick-up of passengers and prevent small cars from partly blocking property access.

- **53 Wood Street, Manly (on Marshall Street)**

A *Hop, Skip and Jump* Bus Stop is already present at this location, however, it is sited within a 2P parking zone and is frequently occupied by parked vehicles.

To address the situation, it is proposed to create a 'No Parking' restriction applying from 7AM-6:30PM MON-FRI 9AM-6PM SAT-SUN on the south side of Marshall Street, north of the intersection with Wood Street, which is sufficient, as the *Hop, Skip and Jump* Bus does not service this bus stop at other times.

- **23 Hilltop Crescent, Fairlight**

The *Hop, Skip and Jump* bus utilises the Transport for NSW bus stop, which has been created on the south side of Hilltop Crescent, west of Krui Street. Drivers report that cars often park near the existing Bus Stop which is not signposted as a 'Bus Zone'. A 'Bus Zone' is proposed to ensure buses can pull in and out of the bus stop. The predominant user of this bus stop is the *Hop, Skip and Jump* bus, although this stop is also utilised by a school bus service. The 'Bus Zone' will be in accordance with the Australian Road Rules, which will be large enough to allow for draw in and draw out of TfNSW buses.

The 'Bus Zone' will apply between 7AM-6:30PM MON-FRI 9AM-6PM SAT-SUN which is sufficient, as buses do not service this bus stop at other times.

- **279 Sydney Road Fairlight (on Hill Street)**

The *Hop, Skip and Jump* bus utilises the TfNSW bus stop, which has been created on the east side of Hill Street, south of the intersection with Sydney Road. Bus drivers report that cars often park near the existing Bus Stop which is not signposted as a 'Bus Zone'. Car drivers are stopping their cars to pick up coffee at the nearby café. A 'Bus Zone' is proposed to ensure buses can pull in and out of the bus stop. The predominant user of this bus stop is the *Hop, Skip and Jump* bus, although this stop is also utilised by a school bus service. The 'Bus Zone' will be in accordance with the Australian Road Rules, which will be large enough to allow for draw in and draw out of TfNSW buses.

The 'Bus Zone' will apply between 7AM-6:30PM MON-FRI which is sufficient, as buses do not service this bus stop at other times.

- **138-146 Addison Road, Manly**

Drivers report that there is a demand for a *Hop, Skip and Jump* Bus Stop on Addison Road, adjacent to the intersection of Addison Road and Reddal Street. There is no *Hop, Skip and Jump* Bus Stop at this time. There is an adjacent driveway which is used by the *Hop, Skip and Jump* Bus, however, it is too small for buses to draw in completely off the trafficable lane and the tail of the bus is left exposed, thereby blocking traffic.

Given the volume of traffic using Addison Road (approx. 12000 AADT), it is proposed to create a 'No Parking' restriction of 10-metre length, applying 7AM-6:30PM MON-FRI to facilitate bus drop-off and pick-up activity.

- **22-26 Roseberry Street, Balgowlah**

Drivers report that there is a demand for a *Hop, Skip and Jump* Bus Stop on Roseberry Street due to the presence of Woolworths and Aldi which generates bus passenger activity. There is no *Hop, Skip and Jump* Bus Stop at this location and passengers tend to wait at inappropriate locations, which often means the driver needs to park illegally to collect the passenger or, alternatively, the driver cannot see the passenger.

To address the problem, it is proposed to convert a section of existing 'No Stopping' restrictions into a 'Bus Zone' restriction of 10-metres in length along the frontage of Aldi, to permit bus drop-off and pick-up activity. The restrictions will apply between 7AM-6:30PM MON-FRI with 'No Stopping' all other times. The site has good visibility and is on a relatively flat grade. The site is approximately mid-block and will provide a location for drivers to pull over for up to two minutes to drop off and pick up passengers. Drivers will progressively educate passengers on where the pick-up point is located to catch the bus.

- **47 Osborne Road, Manly**

Drivers report that there is a demand for a *Hop, Skip and Jump* Bus Stop on Osborne Road, adjacent to the intersection with Marshall Street. There is currently no *Hop, Skip and Jump* Bus Stop at this location. There is an adjacent driveway which is used by *Hop, Skip and Jump* Bus, however, it is too small for buses to draw in completely off the trafficable lane and the tail of the bus is left exposed, thereby blocking traffic.

Given the volume of traffic using Osborne Road (approx. 5300 AADT), it is proposed to create a 'No Parking' restriction of 10-metres in length applying 7AM-6:30PM MON-FRI 9AM-6PM SAT-SUN to facilitate bus drop-off and pick-up activity.

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

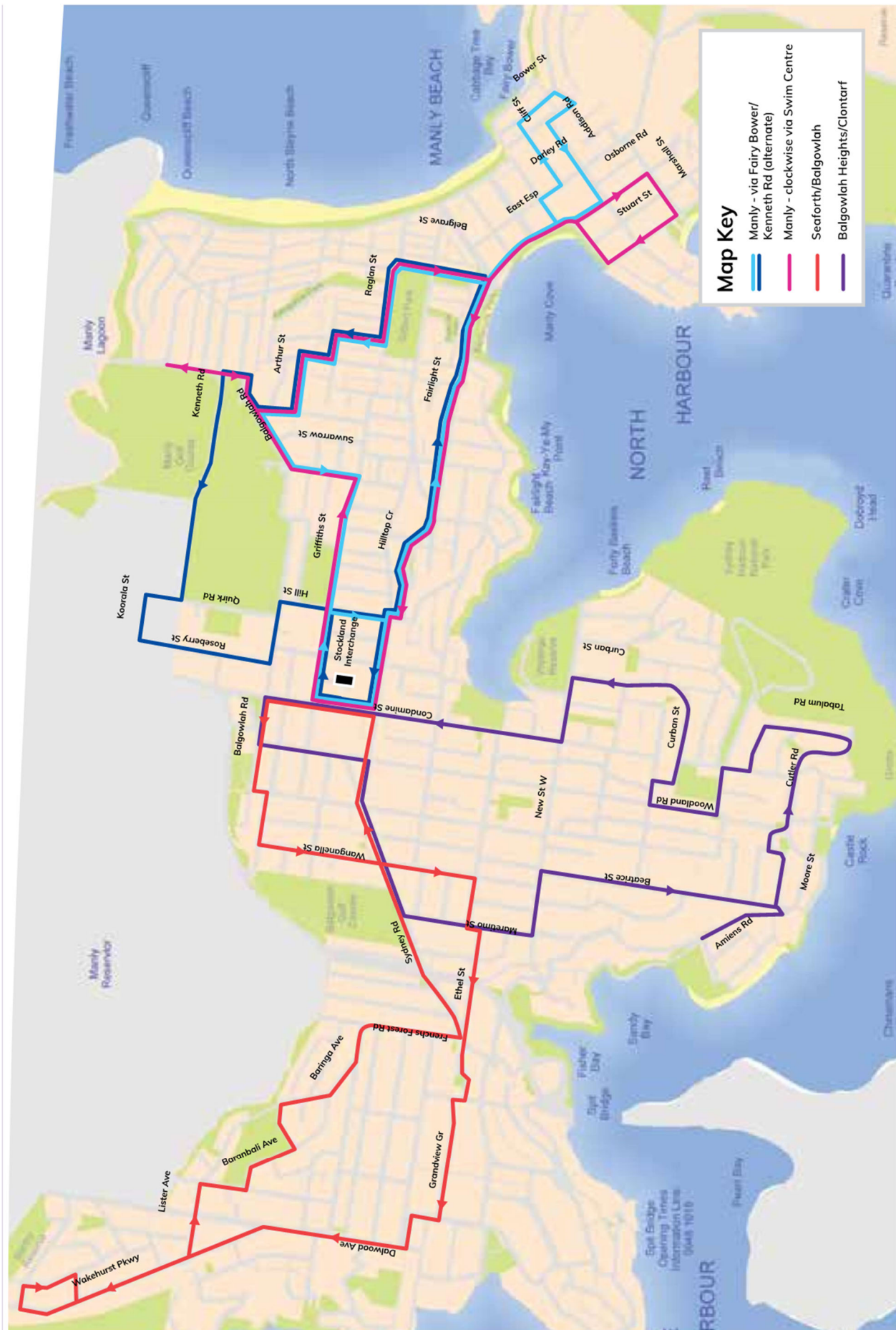
- Consultation letters have been distributed to all affected properties within the immediate vicinity of each location providing notification of the proposed changes. The responses are noted in Attachment 3 – Table of Consultation.
- Council understands that street parking is a high demand in the Manly area and that full-time restrictions are not required in some locations, therefore, these restrictions have been minimised in both length and duration to maximise parking retained and to allow parking when the bus stops are not in use.
- Drivers will progressively educate passengers on where the pick-up point is located to catch the bus.

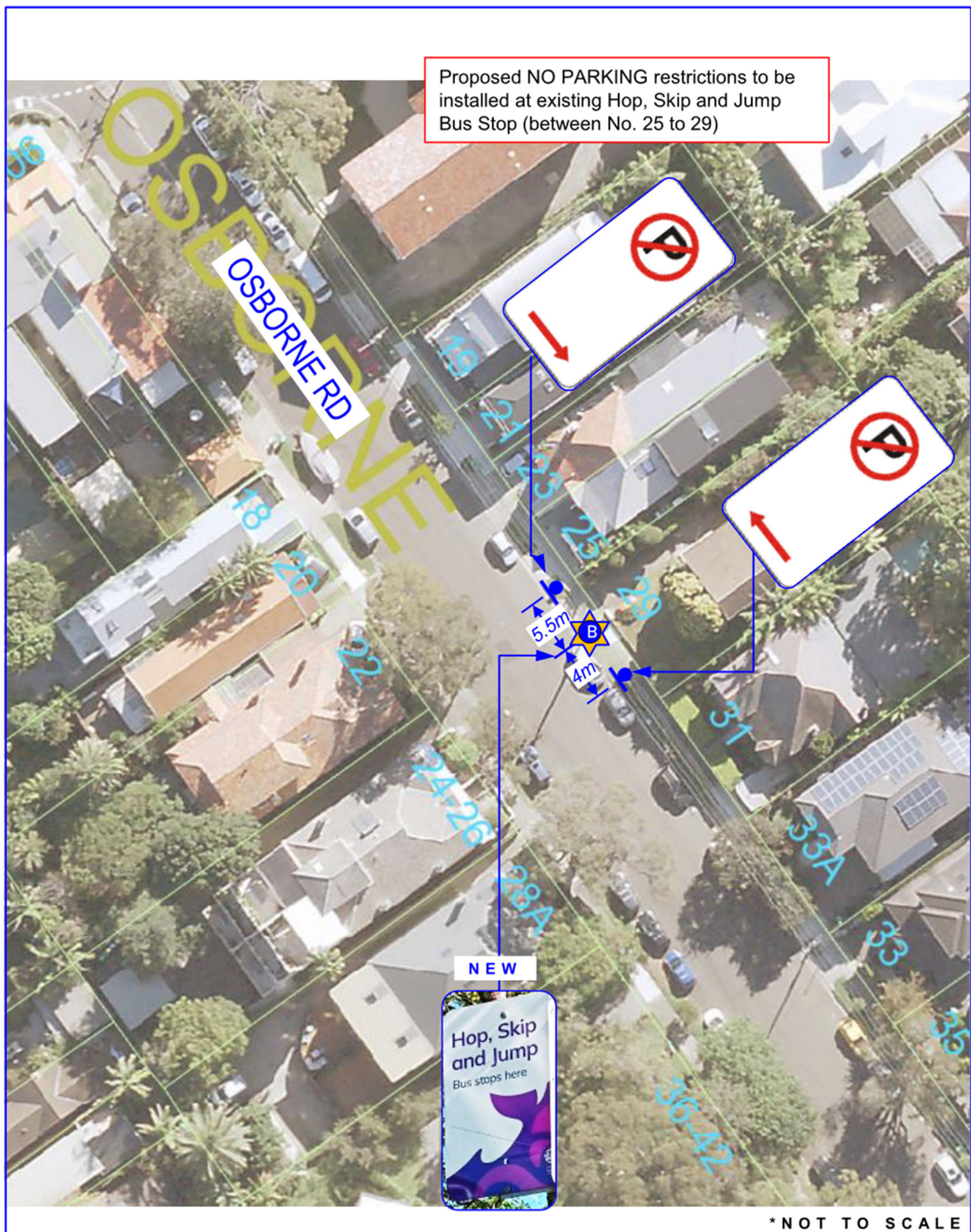
RECOMMENDATION TO TRAFFIC COMMITTEE



That the Traffic Committee supports :

- A. 29 Osborne Road, Manly
 - i. Installation of 'No Parking' restriction between No.23 to No.29 Osborne Road, Manly.
- B. 53 Wood Street, Manly (on Marshall Street).
 - i. Installation of 'No Parking 7AM-6:30PM MON-FRI 9AM-6PM SAT-SUN' restriction on the south side of Marshall Street, north of the intersection with Wood Street.

- C. 23 Hilltop Crescent, Fairlight
 - i. Installation of 'Bus Zone 7AM-6:30PM MON-FRI 9AM-6PM SAT-SUN' restriction at the existing school bus stop, adjacent to the intersection of Hilltop Crescent and Krui Street, Fairlight.
 - D. 279 Sydney Road, Fairlight (on Hill Street)
 - i. Installation of 'Bus Zone 7AM-6:30PM MON-FRI' restriction at the existing school bus stop, adjacent to the intersection of Sydney Road and Hill Street, Fairlight.
 - E. 138-146 Addison Road, Manly
 - i. Installation of 'No Parking 7AM-6:30PM MON-FRI' restriction on the south side of Addison Road, south of the intersection with Reddall Street, Manly.
 - F. 22-26 Roseberry Street, Balgowlah.
 - i. To convert 10-metre of existing 'No Stopping' restriction into 'Bus Zone 7AM-6:30PM MON-FRI' and 'No Stopping all other times' restrictions on the east side of Roseberry Street, along the frontage of No's 22-26 Roseberry Street, Balgowlah.
 - G. 47 Osborne Road, Manly
 - i. Installation of 'No Parking 7AM-6:30PM MON-FRI 9AM-6PM SAT-SUN' restriction on the north side of Osborne Road, north-west of the intersection with Marshall Street, Manly.
-
-





	PROPOSAL					
	Osborne Road, Manly Hop Skip Jump Bus Stop Restrictions					
	DRAWN	BD	APPROVED			
	LAYOUT	2 OF 10	REVISION NO.	B	DATE	16/11/2022



Proposed NO PARKING 7AM-6:30PM MON-FRI 9AM-6PM SAT-SUN restrictions to be installed at existing Hop, Skip and Jump Bus Stop (west of driveway of Property No. 53)



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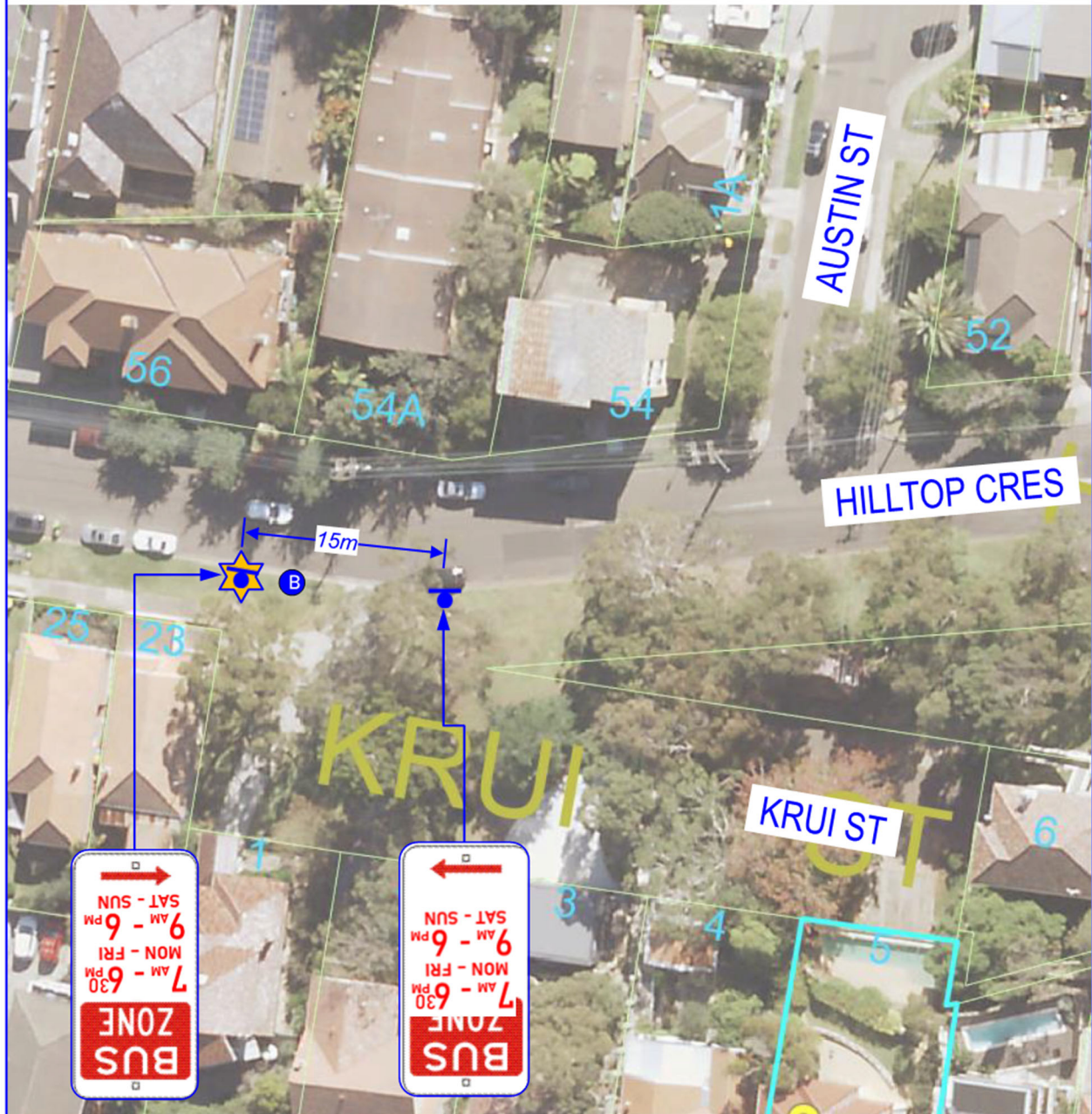
PROPOSAL

Marshall Street, Manly
Hop Skip Jump Bus Stop Restrictions

DRAWN	BD	APPROVED	<i>P. Devo</i>
LAYOUT	4 OF 10	REVISION NO.	A
		DATE	16/11/2022




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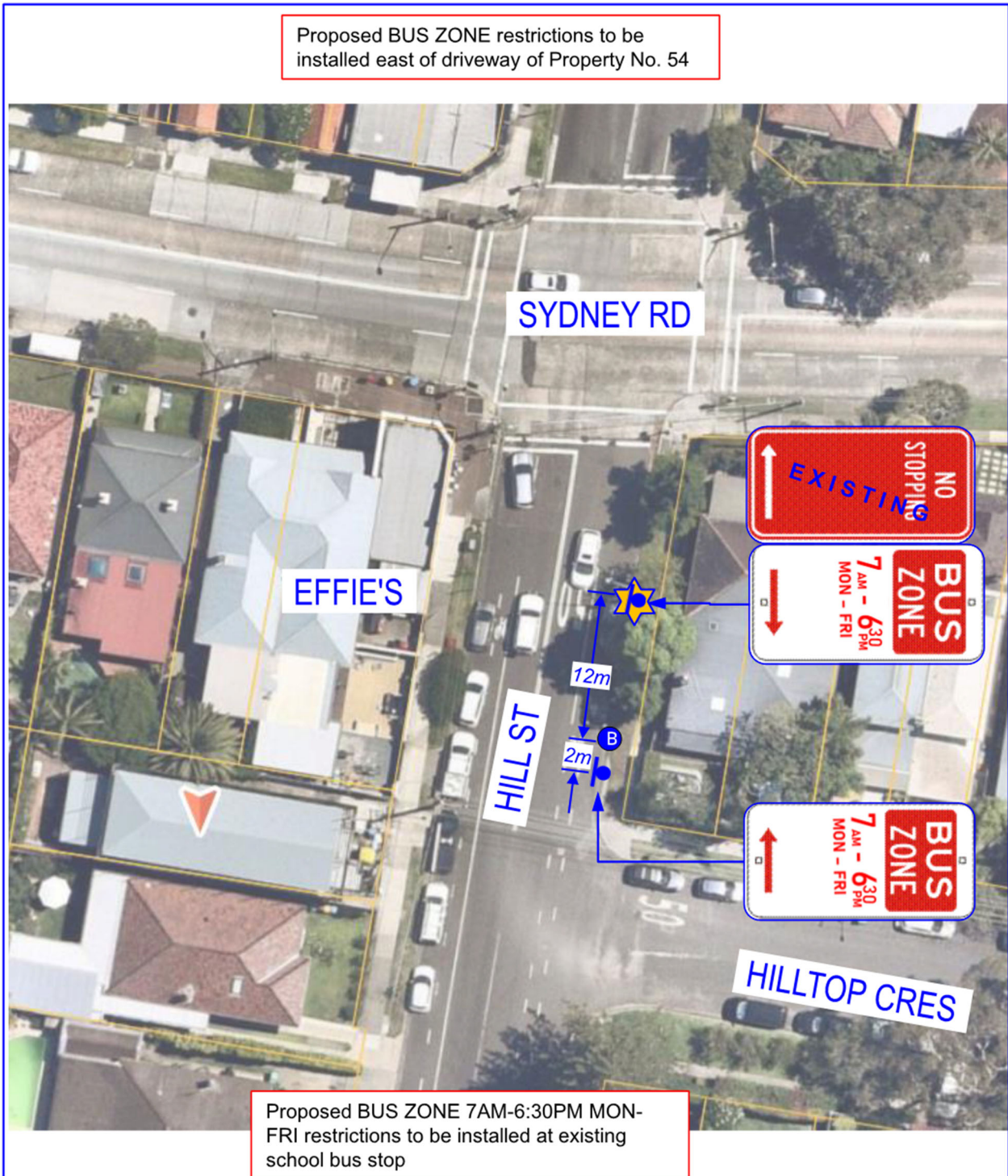


Proposed BUS ZONE 7AM-6:30PM MON-FRI 9AM-6PM SAT-SUN restrictions to be installed at existing school bus stop

*NOT TO SCALE

	PROPOSAL					
	Hilltop Crescent, Fairlight Hop Skip Jump Bus Stop Restrictions					
	DRAWN	BD	APPROVED			
	LAYOUT	5 OF 10	REVISION NO.	A	DATE	16/11/2022





* NOT TO SCALE



PROPOSAL

Hill Street, Balgowlah
Hop Skip Jump Bus Stop Restrictions

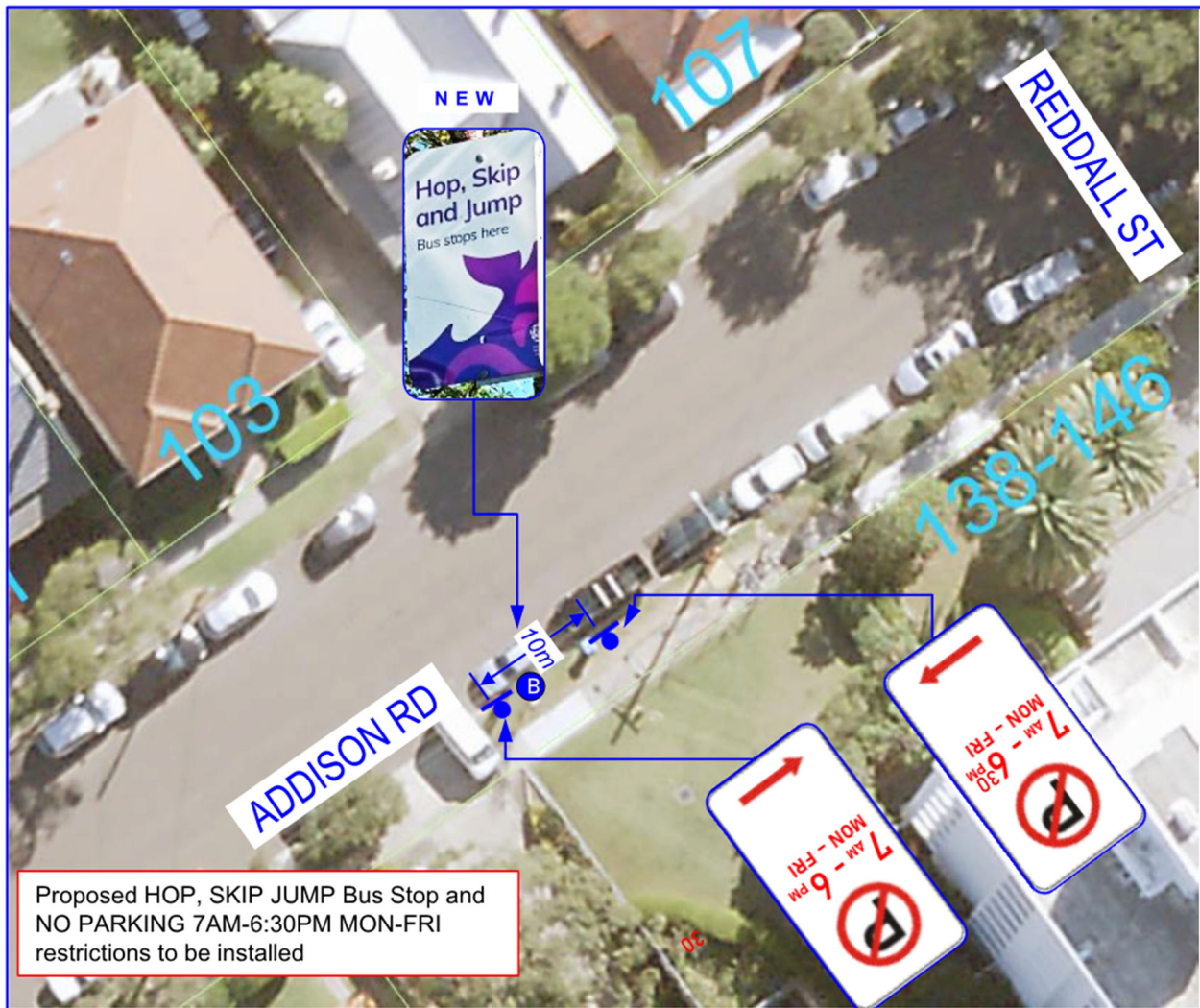
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LAYOUT 6 OF 10 REVISION NO. A DATE 16/11/2022

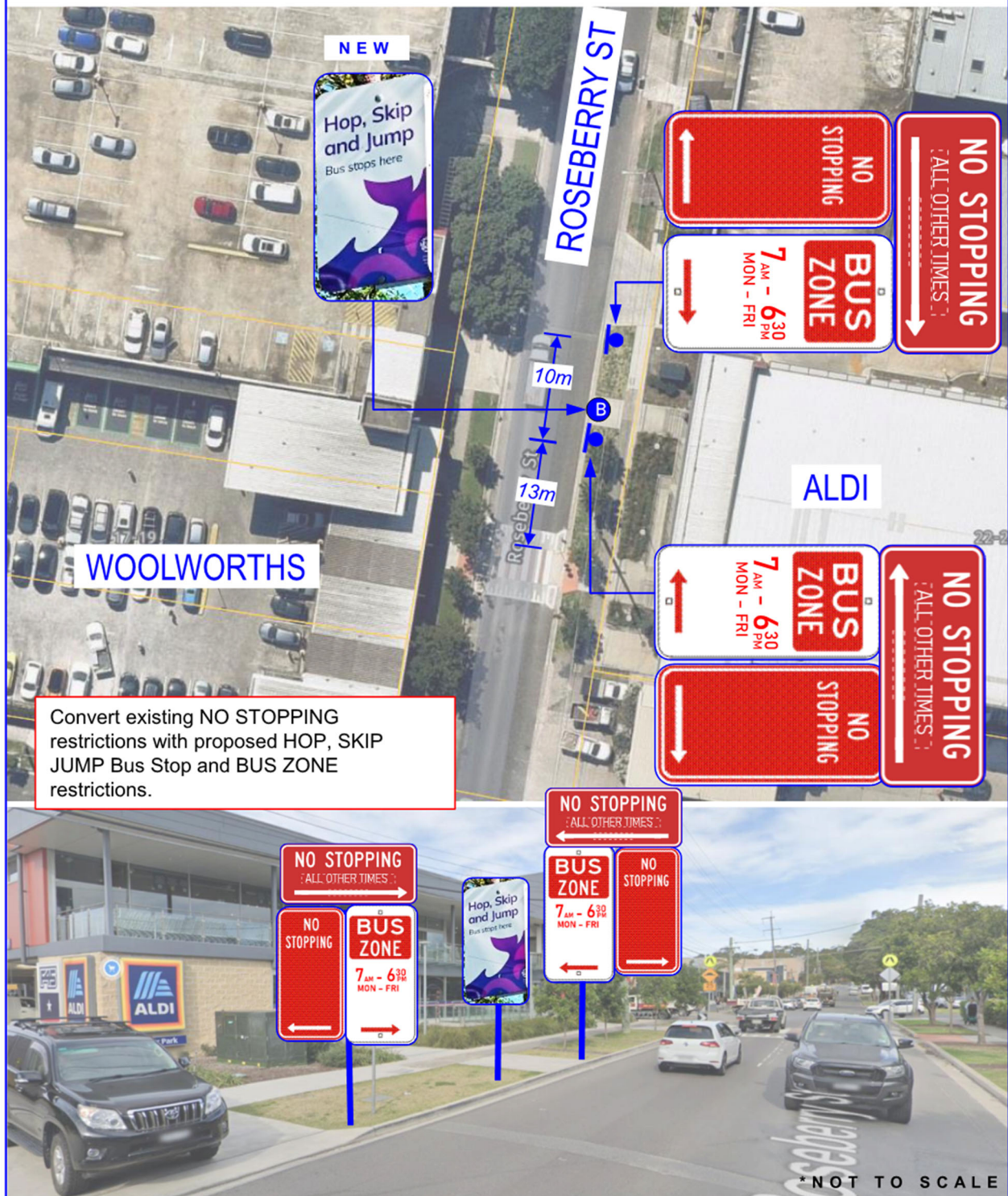


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	PROPOSAL					
	Addison Road, Manly Hop Skip Jump Bus Stop Restrictions					
	DRAWN	BD	APPROVED			
	LAYOUT	7 OF 10	REVISION NO.	B	DATE	16/11/2022





	PROPOSAL					
	Roseberry Street, Balgowlah Hop Skip Jump Bus Stop Restrictions					
	DRAWN	BD	APPROVED			
	LAYOUT	8 OF 10	REVISION NO.	A	DATE	16/11/2022







	PROPOSAL					
	Osborne Road, Manly Hop Skip Jump Bus Stop Restrictions					
	DRAWN	BD	APPROVED			
	LAYOUT	3 OF 10	REVISION NO.	A	DATE	16/11/2022



Table of Consultation

Address	Osborne Road, Manly
Proposal	Hop Skip and Jump Bus Service - No Parking Restrictions

Properties Consulted	77
Responses Received	10
Support	3
Do Not Support	7

Issue	Resident Comment	Council Response
Bus Services	<ul style="list-style-type: none"> - Resident supports the proposal and values the Hop Skip and Jump Bus service. - Resident supports the proposal, however reports that the existing Hop Skip and Jump Bus sign referenced in the proposal is no longer present. 	<ul style="list-style-type: none"> - Council acknowledges the resident's comments and aims to implement changes that benefit the community. Council will investigate and reinstall the missing Hop Skip and Jump Bus sign with the installation of the proposed parking restrictions.
Local Safe Street Zone and Parking Bays	<ul style="list-style-type: none"> - Resident does not support the proposal and raises concerned about the safety risks when exiting the driveway due to the bus stop. The resident suggests an alternative location for the No Parking restriction. 	<ul style="list-style-type: none"> - Residents comments are noted. Council has reassessed the location and reconsider alternate placement of the bus stop to ensure the safety of passengers and residents when entering and exiting driveways. Drivers will progressively educate passengers on where the pick-up point is located to catch the bus.
Loss of parking	<ul style="list-style-type: none"> - Resident does not support the proposal and raises that the bus stop is currently manageable and removing parking would inconvenience residents. - Resident does not support the proposal and highlights the existing parking difficulties and expects the proposal to worsen the situation. 	<ul style="list-style-type: none"> - Residents comments are noted. Council understands the residents' concerns. However to balance the competing demands for parking and safety of passenger using the service, the proposal allows the bus service to pull over close and parallel to the kerb. It allows a convenient and safe pick up and set down area for passengers. - Council understands the parking challenges and the proposal utilises existing driveways to minimize additional impact on parking availability.

Table of Consultation

Address	Marshall Street, Manly
Proposal	Hop Skip and Jump Bus Service - No Parking Restrictions

Properties Consulted	50
Responses Received	1
Support	1
Do Not Support	0

Issue	Resident Comment	Council Response
Bus Services	- Resident supports the proposal	- Council acknowledges the resident's comments

Table of Consultation

Address	Hilltop Crescent Fairlight
Proposal	Hop Skip and Jump Bus Service - Bus Zone Restrictions

Properties Consulted	38
Responses Received	21
Support	2
Do Not Support	19

Issue	Resident Comment	Council Response
Loss of parking	<ul style="list-style-type: none"> - Resident does not support the proposal due to limited street parking and potential loss of spots. - Resident does not support the proposal and raises concerns about underutilized bus service and existing parking issues along Hilltop Crescent. 	<ul style="list-style-type: none"> - Council recognizes the resident's concerns about the limited street parking and the potential loss of parking spots in the area. Council has considered resident's feedback and has altered the proposal. The length of the proposed bus zone will be reduced to a shorter length to provide additional on-street parking in the affected area. Council notes that the existing Bus Stop is utilised by school services.
Additional Restrictions	<ul style="list-style-type: none"> - Resident supports the proposal and suggest additional signs for concealed driveway and time restrictions for parking. 	<ul style="list-style-type: none"> - Council will investigate the feasibility of installing a 'Concealed Driveway' sign at the entrance of Kriu Street and proposing new timed restrictions based on the resident's comments.

Table of Consultation

Address	Hills Street, Balgowlah
Proposal	Hop Skip and Jump Bus Service - Bus Zone Restrictions

Properties Consulted	19
Responses Received	2
Support	2
Do Not Support	0

Issue	Resident Comment	Council Response
Parking Enforcement	- Resident supports and reports multiple breaches of parking restrictions in this location.	- Council Rangers will investigate and monitor the area after the implementation of the restrictions to ensure proper enforcement.

Table of Consultation

Address	Addison Road, Manly
Proposal	Hop Skip and Jump Bus Service - No Parking Restrictions

Properties Consulted	63
Responses Received	5
Support	0
Do Not Support	5

Issue	Resident Comment	Council Response
Location of Bus Stop	- Resident does not support the proposal. The resident raises concern about the loss of street parking for a service benefiting a small portion of the community. The resident also raises issues with the proposed location of the bus stop, including proximity to driveways and safety on a hill.	- Council acknowledges the concern regarding street parking and the concerns about the proximity of the bus stop to driveways are noted. Council has assessed and the proposed location in terms of its impact on driveway access and traffic flow. Council has reassessed the location and reconsider alternate placement of the bus stop that offer better safety conditions for loading and unloading and has less impact on driveway access and traffic flow. Drivers will progressively educate passengers on where the pick-up point is located to catch the bus.
Loss of parking	- Resident does not support the proposal due to limited street parking and potential loss of spots.	- Council recognizes the resident's concerns about the limited street parking and the potential loss of parking spots in the area. Council has considered resident's feedback and has altered the proposal. The length of the proposed bus zone will be reduced to a shorter length to provide additional on-street parking in the affected area. - Council understands the parking challenges and the proposal utilises existing driveways to minimize additional impact on parking availability

Table of Consultation

Address	Roseberry Street, Balgowlah
Proposal	Hop Skip and Jump Bus Service - Bus Zone Restrictions

Properties Consulted	37
Responses Received	0
Support	0
Do Not Support	0

Issue	Resident Comment	Council Response

Table of Consultation

Address	Osborne Road Manly (at Marshall Street)
Proposal	Hop Skip and Jump Bus Service - No Parking Restrictions

Properties Consulted	93
Responses Received	4
Support	3
Do Not Support	1

Issue	Resident Comment	Council Response
Bus Services	- Resident supports the proposal and comments that the bus service is a necessity for their daily activities.	- Council acknowledges resident support for the proposal.
Loss of parking	- Resident does not support the proposal and raises concern about the impact on limited parking spaces, especially concerned about parking during the summer months.	- Council understands the parking challenges and the proposal utilises statutory No Stopping restrictions at the intersection to minimize additional impact on parking availability.

ITEM 4.8 MANLY WARD - WILLYAMA LANE, FAIRLIGHT - NO PARKING RESTRICTION

GEOCODES: -33.796190, 151.268622

REPORT

BACKGROUND

Council has received concerns from local residents regarding the narrow road width when vehicles park on both sides of Willyama Lane. This effects traffic flow and access to/from properties along Willyama Lane, particularly for larger vehicles including emergency services vehicles.

LOCATION

- Willyama Lane and Northcote Avenue are short and narrow roads connecting Rosedale Avenue and Hill Street, carrying low volumes of two way traffic.
- Adjacent land use consists of low-density housing.
- There is no paved footpath on this road.

ISSUES

- Vehicle parking on both sides of the road reduces the road width, restricting access for residents, visitors, waste operators, and emergency vehicles.
- Due to an adjacent work site, large construction vehicles have been further restricting access and creating issues for residents accessing homes.
- Although the issues have been more pronounced during building works the problem is ongoing.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install 'No Parking' restrictions along the eastern and northern sides of Willyama Lane to improve safety and access for residents.

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 96 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

That the Traffic Committee supports the:

1. Installation of 'No Parking' restrictions along the eastern and northern sides of Willyama Lane.

REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2024/113097
ATTACHMENTS	1 Plan 2 Table of Consultation



*NOT TO SCALE

	PROPOSAL					
	Willyama Avenue, Fairlight No Parking Restrictions					
	DRAWN	LK	APPROVED			
	LAYOUT	1 OF 1	REVISION NO.	B	DATE	31/10/2023



Table of Consultation

Address	Willyama Lane, Fairlight
Proposal	No Parking Restrictions

Properties Consulted	96
Responses Received	19
Support	8
Do Not Support	11
Partial Support	0

Issue	Resident Comment	Council Response
Affects Residents	<p>_ Access to the lane is not an issue and further parking restrictions are not required.</p> <p>_ Parking is so limited for residents in this area, as we have limited car spaces.</p> <p>_ I live right next to this area, and parking is extremely difficult. If there was no parking, residents of this area would not be able to park. Residential stickers need to be made for this area as the reason for the struggle in parking is because of commuters and people going to the beach.</p> <p>_ Putting no Parking on the northern side will just aggravate residents who want to park temporarily in their own driveway, e.g. for loading and unloading, washing the car, etc.</p> <p>_ Parking is terrible around here, there are cars that never move and there should be parking for residents.</p> <p>_ On-street parking can be very very difficult in the surrounding area, with Effie's cafe on the corner of Hill Street and Sydney Road, many unit blocks and many commuters parking in the surrounding streets all day to catch the bus on the corner of Sydney Road and Hill Street. It is particularly bad on weekends and public holidays and when the weather is nice. If this proposal goes ahead there needs to be preference given to residents in the form of time limited parking or such.</p>	<p>Parking for private vehicles remains the responsibility of the property owners. Residents with multiple vehicles need to prioritise their off-street parking according to their needs.</p> <p>The No Parking restrictions would enhance access to and from Willyama Lane and Northcote Avenue.</p>
Additional comment	<p>There were people living at 18 Willyama who parked 2 cars along their fence as no off road parking and that did cause more of an issue if 2 cars were parked at the far East end - however that property has now sold and house been demolished for a developer.</p>	<p>Willyama Lane is a public road, and parking is available for road users. However, there may be development application requirements that the builders may be required to uphold which can be investigated by Council Rangers.</p>

**ITEM 4.9 NARRABEEN WARD - NARRABEEN PARK PARADE, NORTH
NARRABEEN - BUS STOPS REMOVAL & RELOCATION**

GEOCODES: -33.689507, 151.306615

REPORT

BACKGROUND

Council has received concerns from residents and Keolis Downer regarding the limited opportunities for two buses to pass each other on Narrabeen Park Parade between Melbourne Avenue and Cook Terrace. TfNSW has proposed a rerouting of northbound bus services via Cook Terrace with southbound services remaining on Narrabeen Park Parade. Although the rerouting of northbound buses to address these concerns, as has been proposed by TfNSW is not a matter for Council, the relocation of Bus Zones to support the bus route changes is a matter for the Traffic Committee.

LOCATION

- Narrabeen Park Parade is a local road with a carriageway width of approximately 7 metres. Unrestricted parking is available on western side of the road. There is a “No Parking” restriction on eastern side of the road. Bus Zones are currently present on both sides of the road with buses proceeding north and south between Melbourne Ave and Coronation Street.
- Narrabeen Park Parade intersects with Melbourne Avenue to the south and with Coronation Street on the north.
- Cook Terrace is a local road, running between Pittwater Road and Narrabeen Park Parade.
- Cook Terrace has a carriageway width of approximately 8 metres and has parking permitted on both sides.
- Narrabeen Park Parade has a footpath on its eastern side.
- Cook Terrace does not have footpath on either side.
- A default speed limit of 50km/hr applies to both Cook Terrace and Narrabeen Park Parade.

ISSUES

- Due to narrow width of the Narrabeen Park Parade and on-street parking on one side of the road, there is insufficient space for two buses to pass each other.
- Buses sometimes have to reverse long distances to allow an opposing bus to pass. This is unsafe particularly given the level of pedestrian activity on Narrabeen Park Parade
- Reversing buses, on some occasions, go over the footpath causing danger to pedestrians.
- Keolis Downer and local residents advise that there have been a number of instances where buses have hit the parked cars, causing damage to them.

PROPOSAL

Council has undertaken a review of the issues in liaison with Keolis Downer (Northern Beaches & Lower North Shore bus contractor) and it is proposed to:

- Re-route northbound buses from Narrabeen Park Parade to Melbourne Avenue and Cook Terrace.
- Relocate the bus stop and Bus Zone from No.146 Narrabeen Park Parade to No.18 Melbourne Avenue
- Relocate the bus stop from the Narrabeen Park Parade frontage of No.37 Cook Terrace to the Cook Terrace frontage of No.48 Cook Terrace.
- Reinstate kerbside parking in the place of the removed Bus Zones.
- Install a 'No Stopping' yellow Unbroken Line along the east side of Narrabeen Park Parade adjacent to the landscaped kerb blisters, north of Cook Terrace.
- Extend existing No Stopping yellow unbroken line on both sides of Cook Terrace where it meets Melbourne Avenue by approximately 6m to ensure adequate space for turning buses

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 200 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

That the Traffic Committee:

1. Notes the proposed re-routing of northbound buses from Narrabeen Park Parade to Melbourne Avenue and Cook Terrace.
2. Supports the relocation of the bus stop at No.146 Narrabeen Park Parade to No.18 Melbourne Avenue and installation of a Bus Zone of approximately 26m in length between the driveways to No.16 and No.20 Melbourne Avenue
3. Supports the relocation of the bus stop on the Narrabeen Park Parade frontage of No.37 Cook Terrace to the Cook Terrace frontage of No.48 Cook Terrace and installation of a Bus Zone extending between the driveway serving No.48 Cook Terrace and Narrabeen Park Parade.
4. Reinstatement of kerbside parking in place of the removed bus zones on Narrabeen Park Parade.

5. Installation of 'No Stopping' Yellow Unbroken Line along the east side of Narrabeen Park Parade adjacent to the landscaped kerb blisters, north of Cook Terrace.
6. Extend the existing No Stopping' Yellow Unbroken Lines on both sides of Cook Terrace at Melbourne Avenue by approximately 6m in an easterly direction

REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2024/156807
ATTACHMENTS	1 Plan 2 Table of Consultation 3 Swept Path Analysis



* NOT TO SCALE



PROPOSAL

Narrabeen Park Parade near Melbourne Avenue Bus Stops Removal & Relocation

DRAWN Dolma Negi

APPROVED

LAYOUT 1 OF 1

REVISION NO. B

DATE DRAWN

13/03/2024



northern
beaches
council

Table of Consultation

Address	Narrabeen Park Parade, North Narrabeen
Proposal	Bus stops removal and relocation

Properties Consulted	200
Responses Received	132
Support	36
Conditional Support	9 (all from Narrabeen Park Parade)
Do Not Support	87 (59 from Cook Terrace, 22 from Melbourne Avenue & 6 from Narrabeen Park Parade)

Cook Terrace		
Issues	Residents' Comments	Council Response
Safety concerns for pedestrians	Cook Terrace is a narrow road with high pedestrians walking on the road as there are no footpath on either side of the road. It will be unsafe for pedestrians to be walking on the road together with buses and cars.	Narrabeen Park Parade also did not have footpath before and was constructed due to high demand. A footpath can be considered for Cook Terrace in the future if there is high demand. The bus service is only once an hour. It should not impact much on the pedestrian activity.
Safety concerns for drivers	Cook Terrace has rise and fall making visibility along the road very difficult and as it runs East West any morning bus will be driving directly into the sun causing severe problems for anyone but for even more for anyone driving a large bus in a narrow street.	While Council notes that driving in sun glare is like driving blind folded, it should be noted that to control sun glare is not in council's or anybody's hand. There are many roads in Australia where people get strong sun glare while driving. Council believes that the bus drivers will be well trained and well experienced to drive in the sun glare.
loss of parking	Hospital staff park on Cook Terrace and the on-street parking is already heavily utilised. The proposal would create parking loss.	Some parking spaces will be gained after removing the existing bus stops.
Underused service	Many residents claim that there are barely anybody on this bus.	Keolis Downer provided a patronage data in the bus on this route as per Council's request, for a period of one month. Although the patronage number is relatively low on Narrabeen Park Parade, there is higher number of passengers from the Coronation Street, near the Hospital, which warrants the Narrabeen Park Parade loop for the bus route
Keoride or on demand bus	use smaller sized buses or use Keoride or on demand bus	Keoride is already operating in this area. Size of bus cannot be determined by number of passengers from one area as there may be more passengers from other area.

New route	Residents have suggested to have bus stop at the end of Melbourne Avenue, turn around in the hospital and continue on Coronation Street. Some residents have suggested to keep the buses on Pittwater Road only. The suggestion is to move bus stops inside the hospital grounds with buses doing a "Loop". The north and south bound buses would use Coronation Street only to transit from/to Pittwater Road before/after doing a loop in the hospital grounds.	This is a TfNSW matter. It is unlikely that bus stops inside the hospital will be supported as this is infeasible due to the space constraints. Also, this route will skip the passengers from Cook Terrace and Narrabeen Park Parade.
Stagger bus timetable & use GPS	stagger bus time table and use GPS tracking to prevent buses from meeting each other	Changing timetable is a matter of TfNSW, not Council. GPS system is already in use, it is not being useful as the buses still meet.
Vision Blockouts	Remove vision blockouts on the crest and bend by installing No Stopping unbroken yellow line on No. 174-176 Narrabeen Park Parade and on No. 190 Narrabeen Park Parade to allow buses to pass safely.	This creates a huge parking loss and may not be supported by the residents of the location. Also, this solution does not guarantee that the buses will be able to pass each other smoothly as the buses may not always meet at or near these points. Furthermore, there was similar proposal before and it was objected by the majority of residents.
Swept path analysis	downhill approach of Melbourne Avenue with a right hand turn into Cook Terrace is not ideal for turning buses due to narrow width of the road.	Council has carried out a swept path analysis of a bus turning right at Melbourne Avenue/ Cook Terrace intersection. While it is a tight turn with cars parked close to the intersection, Council will extend the existing No Stopping Unbroken Yellow Line by 6 metres on both sides to assist in turning and passing.
Melbourne Avenue		
Issues	Residents' Comments	Council Response
blind corner	The bus stop at No. 18 Melbourne Avenue is on a blind crest with a kink in the road. There are risks that the vehicles approaching on full speed from the crest would miss to see the propped bus and might crash.	Melbourne Avenue has a carriageway width of approximately 10 metres and consists of kerbside parking on both sides, with two lanes in the middle for two-way traffic. The bus will be pulled over in the on-street parking space rather than in a through lane, which means the through traffic will be unaffected by a propped bus.
Stagger bus timetable & use GPS	alter the bus timetables so that they don't meet each other, use GPS system to track the vehicles so that they don't meet each other.	Changing timetable is a matter of TfNSW, not Council. GPS system is already in use, it is not being useful as the buses still meet.

relocate existing bus stop	move existing bus stop at No. 146 Narrabeen Park Parade, 100 to 200 metres north to provide passing	this will make two bus stops very close to each other
additional bus stops	provide additional bus stops at Billarong Reserve, Narrabeen Academy of Sport and Oxford Falls to increase patronage	outside the scope of this proposal.
smaller buses	use smaller buses as there are not much passengers	Keolis Downer provided a patronage data in the bus on this route as per Council's request, for a period of one month. Although the patronage number is relatively low on Narrabeen Park Parade, there is higher number of passengers from the Coronation Street, near the Hospital, which warrants the Narrabeen Park Parade loop for the bus route
use main road only	put bus stops on Pittwater Road only due to less passengers	matter of TfNSW
narrow width	narrow width of the road and on-street parking activities restricts carriageway width	Cook Terrace is similar to other local roads which are approximately 7 metres wide and consist of kerbside parking on both sides.
safety issues	Melbourne Avenue is a busy road with rat runners using the road to avoid Pittwater Road. Adding bus will create congestion and might have accidents.	Bus services in an hourly basis. It should not make much difference. Frequency of bus service can be reduced further.
loss of parking	adding bus stop will remove parking spaces and due to less parking, people will park close to the driveways. This impact on the sight lines of exiting cars.	2 parking spots will be compromised to provide a bus stop in Melbourne Avenue. 2-3 parking spaces will be gained in Narrabeen park Parade after removing the existing bus stops, hence there should not be any loss of parking spaces.
Rerouting	add bus stop to the north end of Melbourne Avenue beside the park, will be easy walking distance of the hospital	this route will skip the passengers from Cook Terrace and Narrabeen Park Parade
Narrabeen Park Parade		
Issues	Residents' Comments	Council Response
difficulty for bus to turn right at Melbourne Avenue	if right turning bus and left turning car meet up at the intersection, car will have nowhere to pull in to give way to the bus.	Council has carried out a swept path analysis of a bus turning right at Melbourne Avenue/ Cook Terrace intersection. According to the swept path, bus can turn right with a car propped at stop line. However, no stopping yellow line at the intersection can be extended to assist in the passing.
change timetable	run northbound buses 10/15 minutes earlier, this way buses will not meet each other in Narrabeen Park Parade	changing bus timetable is by TfNSW not Council

original proposal	go back to the original proposal (Trim 2021/493660) with double lines	this proposal did not proceed forward due to majority of objections received
rerouting	northbound buses should go one way on Melbourne Avenue and only southbound bus should use Narrabeen Park Parade	this route will miss the passengers from Cook Terrace
Conditional supports		
reduce speed	supports the proposal but also requests for reduced speed of 30km/hr zone for pedestrian safety	Council is proposing a 40km/hr zone in Narrabeen.
one side parking	supports the proposal but also suggests to have parking on one side only in Cook Terrace to ensure safe and smooth traffic for the bus	Council does not believe it is required to take away parking from a complete one side of the road only to cater for a rare passing opportunities. However, further reduction in the bus service may be considered.
reduce bus size	supports the proposal but also advises to downsize the bus	There might be less passengers on Narrabeen Park Parade but there might be more people on other roads, so only because of less passengers on one place does not determine the size of the bus
Pittwater Road only	supports the proposal but also suggests to keep buses on Pittwater Road only	TfNSW matter
reroute	supports the proposal but recommends to turn left into Coronation Street instead of Cook Terrace	TfNSW matter Also, this route will skip passengers from Cook Terrace, Narrabeen Park Parade
Supports		
<p>1. Safer proposal than the current situation. This route also still ensures passengers are delivered directly to the hospital as per requirements.</p> <p>2. Rerouting the northbound bus will alleviate the current issue of two buses not being able to pass each other, and causing damages to the parked cars and safety risks to the pedestrians.</p> <p>3. It puts the buses on the opposite side of road where most damage is done.</p> <p>4. This is a problem that must be addressed. The proposed solution, while not perfect, is reasonable.</p> <p>5. Excellent</p> <p>6. Good solution</p> <p>7. This design proposal balances the traffic/safety issues within these streets very well.</p>		



**ITEM 4.10 NARRABEEN WARD - ORLANDO ROAD, CROMER - TIMED
PARKING AND NO STOPPING**

GEOCODES: -33.73646, 151.28714

REPORT

BACKGROUND

Council has received multiple concerns from local businesses regarding long-term parking of box, boat trailers and trucks affecting parking turnover and resulting in a lack of on-street parking for workers and customers. Local businesses are requesting timed parking restrictions consistent with existing restrictions elsewhere in the Cromer Industrial Area.

LOCATION

Orlando Road is a local road carrying over 3,500 vehicles per day and peak hour volumes of around 400 vehicles per hour. It links the Cromer Industrial Area at its western end (Inman Road) with the Collaroy Plateau residential area at its eastern end (at Parkes Road). It is of variable width being 13m wide at its western end, between Villers Place and Inman Road, and 10m in width at its eastern end.

East of Villers Place it is predominantly residential in nature however properties at the western end of the road are industrial/commercial in nature.

Parking is permitted on both sides of the road with parking currently unrestricted over most of its length.

ISSUES

- Long term parking of boats, trailers and box trailers on Orlando Road leading to a lack of parking availability for local business.
- Insufficient turnover of parking.
- The opening of the Business Park at the former Roche site at 4-8 Inman Road will increase parking pressure in this vicinity, including on weekends, given the nature of many of the businesses operating from the address.
- Poor sightlines for traffic turning from Orlando Road into Inman Road and recent crash history and near misses associated with turning movements at the intersection.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the installation of 8P 8am-6pm EVERYDAY parking restrictions on both sides of Orlando Road, Cromer, between Inman Road and Villers Place. The proposal will improve parking turnover.

In addition, due to the recent crash history at the intersection of Inman Road and Orlando Road, Council proposes to extend the existing No Stopping restrictions on Inman Road from 10 to 20 metres at its intersection with Orlando Road. This amendment will improve motorist sightlines and safety at the proposed location.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

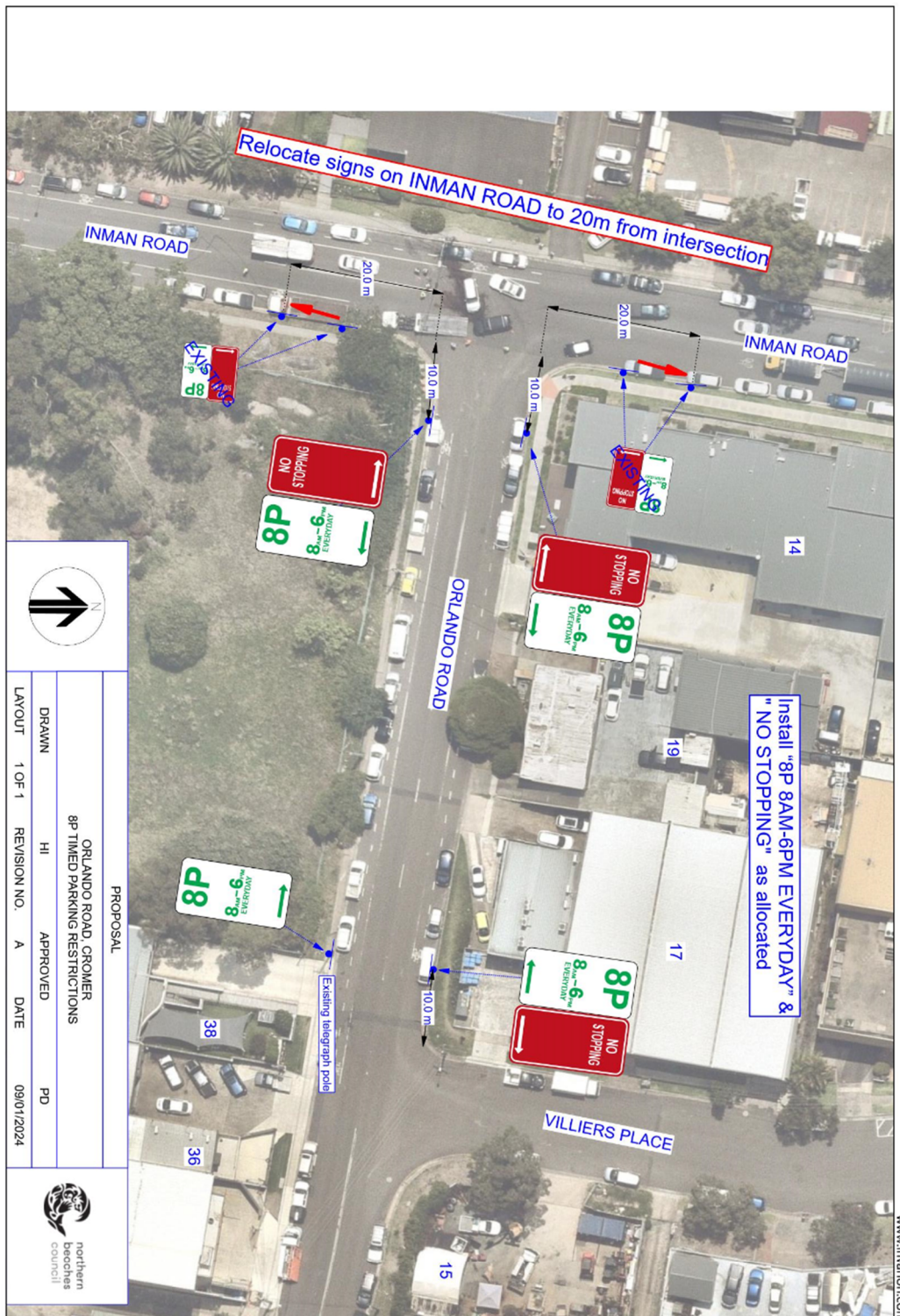
Consultation letters have been distributed to 10 properties within the immediate vicinity of the location providing notification of the proposed changes. Only one response was received which was supportive of the proposed course of action.

RECOMMENDATION

That the Traffic Committee supports the:

1. Introduction of 8P timed parking restrictions applying on both sides of Inman Road between Villers Place and Orlando Road. The restrictions to apply 8am-6pm Every day
2. The extension of No Stopping zones from the statutory 10m to 20m on the east side of Inman Road, north and south of its intersection with Orlando Road.

REPORTING OFFICER	TRAFFIC ENGINEERING COORDINATOR
TRIM FILE REF	2024/141227
ATTACHMENTS	1 Plan



ITEM 4.11	PITTWATER WARD - ISOBEL CLOSE, MONA VALE - NO PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/838401
ATTACHMENTS	1 Isobel Close, Mona Vale - Plan 2 Isobel Close, Mona Vale - Table of Consultation

GEOCODES: -33.675830, 151.297090

REPORT

BACKGROUND

Council has received concerns from local residents and others regarding limited road width for large vehicles and emergency services to enter the cul-de-sac at Isobel Close, Mona Vale.

It was found that vehicles parking along the narrow throat section of the road are restricting access for large vehicles and are creating an unsafe road environment for all road users and potentially hindering access for emergency services vehicles.

LOCATION

- Isobel Close is a local road that intersects Vesper Street and terminates at a cul-de-sac at its western end.
- Isobel Close has a road entrance width of approximately 6.5 metres between kerbs.
- Adjacent land use generally consists of low-density housing and is located within walking distance to Vesper Reserve.

ISSUES

- Vehicles are parking on both sides of the road reducing the effective road width to less than 3m, restricting access for residents, visitors, and larger vehicles including emergency services vehicles.
- Vehicles rarely park directly opposite each other as this would reduce carriageway width to around between 2m and 2.5m effectively preventing access however, if parked on both sides and offset from each other access can still be prevented for larger vehicles.
- Due to an adjacent work site, large construction vehicles are restricting access and reducing parking turn-over.

PROPOSAL

Council has undertaken a review of the above location and proposes to install full-time No Parking restrictions along the frontage of No.6 Isobel Close.

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.

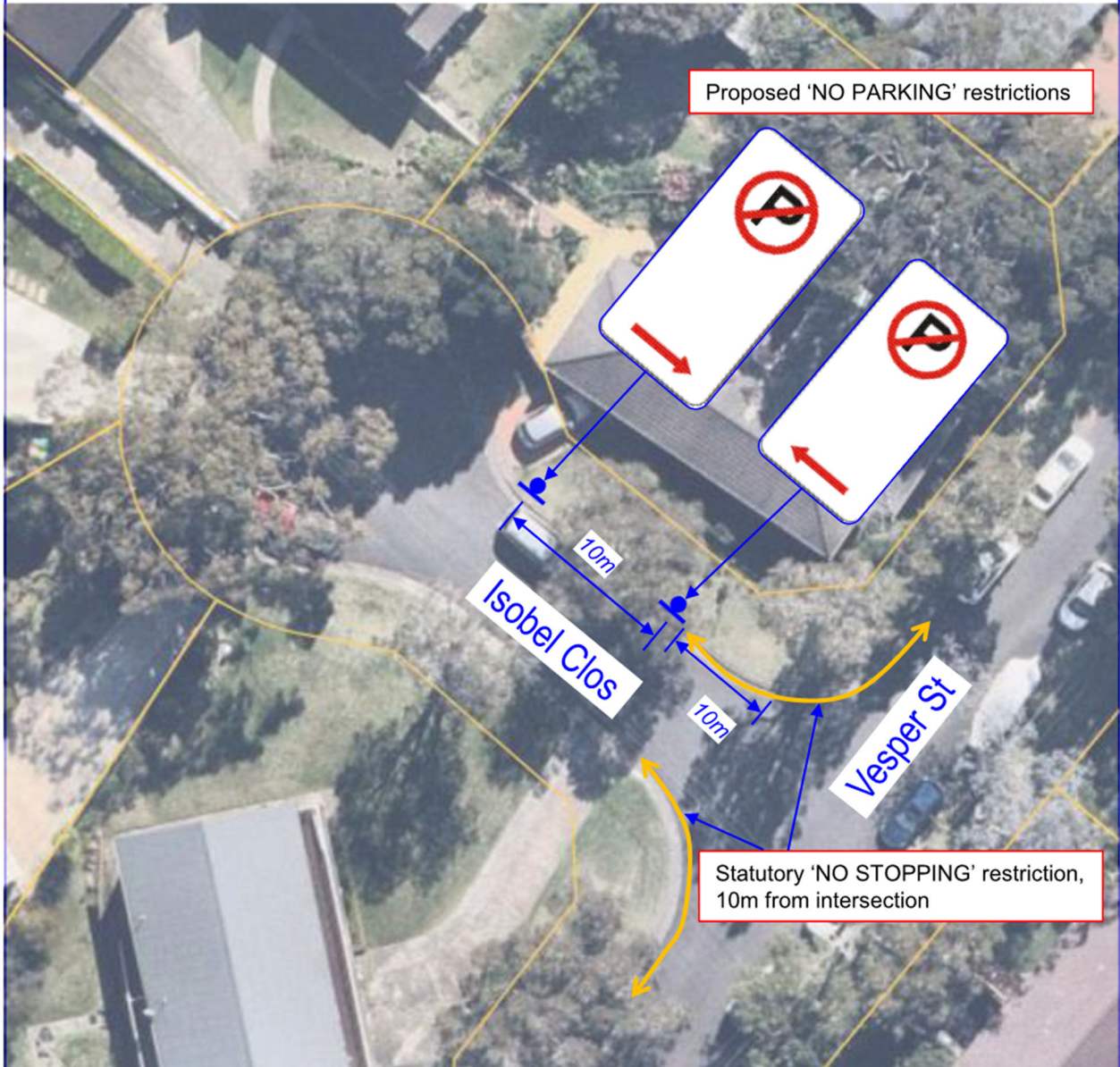
CONSULTATION

Consultation letters have been distributed to 10 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of No Parking Everyday restrictions, 10 metres in length along the frontage of No.6 Isobel Close.
-



* NOT TO SCALE


	PROPOSAL					
	Isobel Close, Mona Vale No Parking Restriction					
	DRAWN	LC	APPROVED		JB	
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	06/11/2023



Table of Consultation

Address	Isobel Close, Mona Vale
Proposal	No Parking

Properties Consulted	10
Responses Received	5
Support	1
Do Not Support	4

Issue	Resident Comment	Council Response
Loss of Parking	<p>We do not have any issues with limited road access for large vehicles. Rather than restrict the parking in the cul-de-sac for all of the residents,</p> <p>I am happy to put all of the bins for the cul-de-sac in an easier location for the bin trucks. I have done that this evening and put them all in a line on the road so that no vehicles can park on that side of the cul-de-sac.</p> <p>I believe this simple step will eliminate the need to put in no parking restriction signs which would not only look ugly but would inconvenience all of the residents of Isobel Close and would further create a bigger issue in Vesper Street.</p>	<p>The available road width is restricted with the existing parking restrictions.</p> <p>Isobel Close is a public road, and the responsibility of parking vehicles should be on private properties with additional parking available on street.</p> <p>The placement of waste bins should be on the Council nature strip and not on the road.</p>
Affects residents	<p>Why would you enforce no parking restrictions in a cul-de-sac on a permanent basis when no one else appears to have any issues?</p> <p>We would like council to identify where the complaints have come from please (likely to be just the waste service collection company URM).</p> <p>Emergency services vehicles haven't been in the street and all of the residents in our street don't have any issues with how it's operating now.</p>	<p>The No Parking restrictions would enhance access to and from Isobel Close.</p>
Additional comment	<p>The people parking there at the moment are building contractors who are working on 5 Isobel Close. This is just temporary. Please ask the owners of 5 Isobel Close to tell their builders not to park there. If the building contractors were not there, there is enough parking and access space for us residents.</p>	<p>Isobel Close is a public road and parking is available for road users. However, there may be development application requirement that the builders may be required to uphold which can be investigated by Council Rangers.</p>

5.0 MATTERS FOR NOTATION

ITEM 5.1 ONGOING ACTIONS UPDATE

REPORT

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

Initial Meeting Date	General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
TRANSPORT FOR NEW SOUTH WALES CONTROLLED ROAD NETWORK:				
7.2.23	6.4	4 Delmar Parade, Dee Why – Development Application Samantha Morley is still waiting for Peter Carruthers' response re: the final decision regarding turning ban/median closure options. Ongoing	TfNSW	5/3/24 Pending
7.2.23	6.6	Hilmer Street, Frenchs Forest – stop line Timing has been amended and the situation has improved. Can be removed	TfNSW	5/3/24 Remove
4.7.23	6.3	Forest Way, Belrose – pedestrian safety On behalf of MP's Michael Regan's and Matt Cross' requests, Sally Carmody has asked TfNSW to look into this matter urgently, due to pedestrian safety issues on Forest Way. An extension of the 40km/h School Zone is being considered for Wakehurst Public School, ie: lengthen it to extend to Forest Way and potentially onto Forest Way. 6/2/24: Sally Carmody requested that she be advised of any incoming responses from TfNSW re: the Wakehurst Parkway upgrade, and requests that her emailed questions to the Traffic Committee regarding Wakehurst Parkway be included in the Minutes. Sally Carmody enquired when the 40km school zone can be extended. Clr Jose Menano-Pires advised the extension of the 40km school zone will take a while, even though it has been reviewed by TfNSW. Ongoing	TfNSW	5/3/24 Pending

Initial Meeting Date	General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
10.10.23	6.2	<p>Relocation of Bus Stops along Narrabeen Park Parade, North Narrabeen</p> <p>6/2/24: James Makasiale requested whether the buses can be re-routed to go up further into Cook Terrace and past the hospital (travelling north), as buses are encroaching on the wider footpaths and driveways, especially around the corner where possible head-on collisions may occur due to parked cars on the roadside, which has become a major safety issue.</p> <p>Craig Sawyer said that even though it is not Council's decision, Council does work with the bus companies, and we can consult with TfNSW to request moving the existing bus stop further north to Cook Terrace, cnr Narrabeen Park Parade.</p> <p>5/3/24: James Makasiale requested an update on this item at the next meeting. The Chair advised that in his view this was a TfNSW matter.</p> <p>Ongoing</p>	<p>TfNSW</p> <p>Keolis</p> <p>Downer</p>	<p>5/3/24</p> <p>Pending</p>
10.10.23	6.3	<p>Wakehurst Parkway, Deep Creek, North Narrabeen – Safe Road Crossing</p> <p>There is no safe crossing for bike riders at this location. To cross the road from the northern side bike trails to the formal trail around Narrabeen Lagoon, mountain bikers need to either cross Wakehurst Parkway between fast-moving high-volume traffic, or cross over the narrow vehicle bridge and then access the under-bridge path. Both options are dangerous and a better solution needs to be found</p> <p>It was noted that a makeshift path had been constructed by cyclists under the bridge.</p> <p>Sam Morley advised that this matter is currently sitting with management in TfNSW. An update to Michael Regan's office will be given shortly.</p> <p>6/2/24: Sam Morley advised she will update the Traffic Committee about this matter as soon as possible.</p> <p>5/3/24: Sam Morely advised this has been handed back to Council as their responsibility to address the cyclists' makeshift path under the bridge.</p> <p>Ongoing</p>	<p>TfNSW</p>	<p>5/3/24</p> <p>Pending</p>

Initial Meeting Date	General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
5.12.23	6.8	<p>Pittwater Road, North Manly – pedestrian refuge</p> <p>Adele Heasman requested an update on the pedestrian refuge at this location. Samantha Morley, TfNSW is waiting for the updated design and will advise Adele Heasman of any outcomes.</p> <p>5/3/24 – Samantha Morley advised it is currently with the TfNSW road design team.</p> <p>Ongoing</p>	TfNSW	<p>5/3/24</p> <p>Pending</p>
5.3.24	6.2	<p>Government Road and Warringah Road, Beacon Hill – Traffic signals safety improvements</p> <p>Staff have requested TfNSW review the rear-end crash history and design of signals at the corner of Government Road and Warringah Road intersection to determine whether any changes can be made to improve safety.</p> <p>Ongoing</p>	TfNSW	<p>5/3/24</p> <p>Pending</p>

COUNCIL CONTROLLED ROAD NETWORK:				
8.11.23	6.2	<p>Ponsonby Road, Seaforth - Roundabout</p> <p>Adele Heasman advised that this matter has been ongoing and related to a request for measures to improve pedestrian safety on Ponsonby Road immediately west of the roundabout and did relate to the roundabout itself.</p> <p>James Brocklebank advised that this would be investigated and a verbal update will be provided at the next LTC meeting.</p> <p>5/3/24: Phil Devon advised that traffic counts are currently being undertaken, results are anticipated next week.</p> <p>Ongoing</p>	Council	<p>5/3/24</p> <p>Pending</p>

[illegible]

Initial Meeting Date	General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
5.3.24	6.1	<p>Waterloo Street and Pittwater Road, Narrabeen – Stormwater infrastructure damaging buses</p> <p>James Makasiale advised there have been 3 major incidents recently with buses being damaged by metal stripping in the lintel at the corner of Waterloo Street.</p> <p>Phil Devon has previously lodged a CRM with Council's Construction and Maintenance Team and he will investigate where it is up to.</p> <p>Ongoing</p>	Council	5/3/24 Pending

RECOMMENDATION

That the Traffic Committee notes the updated Actions Table.

REPORTING OFFICER	SPECIALIST ADMINISTRATION OFFICER - BUSINESS SUPPORT
TRIM FILE REF	2024/221689
ATTACHMENTS	NIL

ITEM 5.2	REQUESTS FOR WORKS ZONES
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GEOCODES: Various

REPORT

BACKGROUND

Council has approved the following Works Zones 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 reapply to Council if the approved Works Zone period is inadequate for completion of their work. The extension is subject to approval by Council's Traffic Engineer and payment of additional Works Zone application fees.

Applicant	Location	Works Zone Length and Time	Requested Period
Atlen Construction Pty Ltd	874 Pittwater Road, Dee Why NSW 2099	Length: 14 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	26 February 2024 to 29 July 2024
Jdv Projects	39 Sydenham Road, Brookvale NSW 2100	Length: 12 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	1 March 2024 to 30 May 2024
Intrec Management Pty Ltd	52 Eurobin Avenue, Manly NSW 2095 (Stella Maris College)	Length: 30 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	11 March 2024 to 25 March 2024
Richard Crookes Constructions Pty Ltd	23 Fisher Road, Dee Why NSW 2099	Length: 25 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	1 April 2024 to 2 December 2024
Bluzone Constructions	195 Sydney Road, Fairlight NSW 2094	Length: 24 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	4 March 2024 to 31 March 2024
Mp Construction	52-56 Darley Road (Ashburner Street), Manly NSW 2095	Length: 20 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	19 March 2024 to 14 May 2024

RECOMMENDATION

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

REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2024/226204
ATTACHMENTS	NIL

6.0 GENERAL BUSINESS

ITEM 6.1	NARRABEEN WARD – ETTALONG STREET, COLLAROY PLATEAU – REVIEW OF DISABLED PARKING
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ITEM 6.2	PITTWATER WARD – BEAUTY DRIVE, WHALE BEACH – REVIEW OF TRAFFIC COMMITTEE DECISION
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ITEM 6.3	OTHER MATTERS FOR DISCUSSION
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