

# 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 3 APRIL 2018**

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



**Ben Taylor**  
**General Manager**  
**Environment and Infrastructure**

## **Voting Members**

Chair – Mayor - Northern Beaches Council	Mr Michael Regan
Member for Pittwater Mr R Stokes MP Representative	Mr Andrew Johnston
Member for Davidson Mr J O’Dea MP Representative	Mr Phil Corbett
Member for Wakehurst Mr B Hazzard MP Representative	Mr Toby Williams
Member for Manly Mr J Griffith MP Representative	Mr John O’Connor
Roads and Maritime Services	Mr Raymond Tran
Northern Beaches Police Command, Dee Why	Sergeant Nino Jelovic

## **Non Voting Members**

State Transit Authority, Brookvale Depot	Mr Egwin Herbert
Forest Coach Lines	Mr Jay Zmijewski
Manly Warringah Cabs Co-operative Society Ltd	TBC
Cycling Representative	Mr Owen Dunne

## **Officers**

General Manager Environment and Infrastructure	Mr Ben Taylor
Executive Manager Transport and Civil Infrastructure	Mr Andy Davies
Manager Transport Network	Mr Phillip Devon
Senior Traffic Engineer	Mr James Brocklebank
Traffic Engineer	Mr Ricky Kwok
Traffic Engineer	Mr Sunny Jo
Traffic Engineer	Mrs Rezvan Saket
Traffic Officer	Mr Shankar Pandey
Traffic Officer	Mr Velsamy Sankaran
Active Travel Officer	Ms Michelle Carter
Active Travel Officer	Mr Phillip Gray
Road Safety Officer	Mrs Karen Menzies
Road Safety Officer	Ms Robynann Dixon
Administration Officer	Ms Lisa Monk
Intern	Ms Nafisa Nishandar

## **Visitors**

President - Harbord Park Association	Ms Lynne Morris
Vice President - Harbord Park Association	Ms Kim King

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

**to be held on Tuesday 3 April 2018**

**in the Flannel Flower Room, Civic Centre, Dee Why**

**Commencing at 10:00am**

### **1.0 APOLOGIES**

### **2.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICT OF INTEREST**

2.1 Minutes of Northern Beaches Council Local Traffic Committee held 6 March 2018

2.2 Declaration of Pecuniary and Conflicts of Interest

### **3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL**

Nil

### **4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION .....2**

4.1 Various Locations - Six Month Trial - No Parking Motor Vehicles Excepted Restrictions .....2

4.2 Irrubel Road/Mitala Street Intersection, Newport - No Stopping Restrictions..... 11

4.3 New Street, Balgowlah - No Stopping Restrictions..... 14

4.4 Lower Beach Street, Balgowlah - No Parking Restrictions ..... 17

4.5 Jenner Street, Seaforth - No Parking Restrictions.....20

4.6 Eustace Street, Manly - No Parking Restrictions.....23

4.7 Griffiths Street, Fairlight - No Parking (Australia Post Vehicles Excepted) Restrictions.....26

4.8 Garden Street, North Narrabeen – Bus Zone Relocation and Changes to Parking Restrictions.....31

4.9 Veterans Parade and Lantana Avenue, Collaroy Plateau - Pedestrian Safety .....36

### **5.0 MATTERS FOR NOTATION**

**NEXT MEETING Tuesday 1 May 2018**



## **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 6 MARCH 2018**

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#### **RECOMMENDATION**

That the Minutes of the Northern Beaches Council Local Traffic Committee held 6 March 2018, copies of which were previously circulated to all Members, be confirmed as a true and correct record of the proceedings of that meeting.

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### **2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST**

## **3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL**

Nil

## 4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

### ITEM 4.1 VARIOUS LOCATIONS - SIX MONTH TRIAL - NO PARKING MOTOR VEHICLES EXCEPTED RESTRICTIONS

REPORTING OFFICER TRAFFIC OFFICER

TRIM FILE REF 2018/185635

ATTACHMENTS

- 1 Allambie Road, Allambie Heights -Plan
- 2 Bassett Street, Mona Vale - Plan
- 3 Harbord Park, Freshwater - Plan
- 4 John Fisher Park, Abbott Road - Plan
- 5 Lake Park Road, North Narrabeen - Plan
- 6 Richmond Avenue, Dee Why - Plan

UBD Ref: Various

### REPORT

#### BACKGROUND

Council has received an increasing number of complaints from residents about boats and trailers parking on public roads and road related areas. They state that the boats and trailers are lowering the general appearance of the area and are restricting parking opportunities for local residents.

Several proposals have been tried in the past to address this issue:

- As part of this project, Council had recently proposed to undertake a six month trial of installing 'No Parking Motor Vehicles Excepted' signs on Kenneth Road, Balgowlah Road, Barrenjoey Road, Aiken Reserve and Jacka Park at the Northern Beaches Council Local Traffic Committee Meeting on 6 February 2018. The stage 1 locations have shown up to a 30% reduction in trailers parking in the trial areas.
- Time limited restrictions were introduced in sections of Kenneth Road and Balgowlah Road. The result was that boat trailers were relocated to unrestricted parking areas further along Kenneth Road.
- In 2016 the State Government amended the Impounding Act 1993 to allow Councils to take action against boat trailers parked for more than 28 days. The former Pittwater Council area participated in a pilot trial rollout of the scheme. Council identified a number of compliance issues during the trial and ceased implementing the scheme. Council provided feedback to the Office of Local Government on the issues they encountered with the scheme.

### REPORT

#### The NSW Road Rules

- Vehicles longer than 7.5m or gross vehicle mass (GVM) of 4.5 tonnes and larger cannot park for more than four hours on a public road. However, many smaller boats and trailers are still able to occupy an unrestricted parking area indefinitely.
- Unregistered vehicles and boat trailers are not permitted to park on public roads.
- The Roads and Maritime Services (RMS) have recently permitted the use of 'No Parking, Motor Vehicles Excepted' signs. Under NSW Road Rules a Motor Vehicle is a vehicle, other than a bicycle, that is built to be propelled by a motor that forms part of the vehicle. Therefore, under

this definition a boat trailer (including box and advertising) or caravan are not motor vehicles and hence would not be permitted to park between these signs.

#### The Proposal for Trialing a Regulatory Approach

- The proposal is for Council to undertake a six month trial of installing 'No Parking Motor Vehicles Excepted' signs at some additional locations across the Northern Beaches. This proposal will be the **second and final stage** of the six month trial of installing 'No Parking Motor Vehicles Excepted' across the Northern Beaches. The scheme will provide enforcement advantages over the timed parking restrictions previously used to attempt to mitigate the parking of trailers taking up on and off street parking. Council may expand this trial with the approval of a subsequent Traffic Committee report. The six additional locations are as follows:

#### Allambie Road, Allambie Heights

- Allambie Road is a regional road connecting Warringah Road and Kentwell Road. The surrounding area consists of a mix of residential and bushland. This road carries higher levels of traffic with a 50km/h local traffic area speed limit with various levels of traffic calming devices installed.

#### Bassett Street, Mona Vale

- Bassett Street is a local street surrounded with a mix of residential and light industrial.

#### Harbord Park, Freshwater

- This proposal will impact on trailers and caravans parked facing Harbord Park, on Robert Street, Waratah Street and Wyndra Avenue, Freshwater.
- All roads being considered are local roads with a 50km/h speed limit and local residential area.
- Parking is generally unrestricted along these roads with some angle parking within road reserve.

#### John Fisher Park, Abbott Road, North Curl Curl

- The number of trailers and caravans parked along Abbott Road facing John Fisher Park between Pitt Road and Griffin Road, Curl Curl.
- The number of trailers and caravans parked along Abbott Road is severely limiting the availability of parking for local residents and park visitors.

#### Lake Park Road, North Narrabeen

- Lake Park Road is a local street with a 50km/h speed limit and local residential area.
- The number of trailers and caravans parked along Lake Park Road facing onto Lakeside Park between Pittwater Road and Main Street, Narrabeen.

#### Richmond Avenue, Dee Why

- Richmond Avenue is a local street with a 50km/h speed limit and local residential area.
- The number of trailers and caravans parked along Richmond Avenue facing the Dee Why Reserve between Avon Road and Clyde Road Dee Why.

### **CONSULTATION**

- For Allambie Road: 27 letters were sent out to residents. Council received a reply suggesting leaving those trailers on Allambie Road. They do not want the trailers in front of their house.

- For Bassett Street: 32 letters were sent out to residents and Council received a reply supporting this proposal.
- For Harbord Park: 99 letters were sent out to residents. Council received six replies supporting the proposal but with the concern that this would just shift the trailers onto local streets.
- For John Fisher Park: 60 letters were sent out to residents. Council received six replies supporting the proposal but again with the concern that this would just shift the trailers onto local streets. Two residents want the signs extended from Griffin to Harbord Road.
- For Lake Park Road: 18 letters were sent out to the residents and no response was received at the time of reporting.
- For Richmond Avenue: 384 letters were sent out to residents. Council received six replies supporting the proposal and emphasising they wanted the signs installed as soon as possible as the area is unattractive.

## CONCLUSION

- Many boat trailer owners could potentially relocate these trailers to other areas such as nearby reserves, industrial and residential areas.
- It is proposed to undertake a before and after license plate survey of boat trailer parking on surrounding streets to determine the impact of the proposed signage.
- This trial will assist Council to manage the parking of boat trailers.

It is acknowledged that there is a need to establish long term solutions to resolve the compliance issues relating to the 2016 State Government amendment of the Impounding Act 1993.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The installation of a six month trial 'No Parking, Motor Vehicles Excepted' signs on Allambie Road, Bassett Street, Harbord Park, John Fisher Park, Lake Park Road and Richmond Avenue as per the proposal.
  - B. A survey being undertaken (before and after the trial period) of the license plates of trailers and caravans parking on and nearby proposed locations.
  - C. Council preparing a report for a future Traffic Committee meeting on the results of the six month trial of the 'No Parking Motor Vehicles Excepted' signs.
  - D. Advising Council's Compliance Manager of the proposed trial and request that his compliance officers keep a record of issues they have with enforcing the proposed signage.
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ALLAMBIE ROAD, ALLAMBIE HEIGHTS  
NO PARKING MOTOR VEHICLES EXCEPTED

Drawn JG Approved *P. Deane* ISM No.



northern  
beaches  
council





**Install**  
**'No Parking**  
**Motor**  
**Vehicles**  
**Excepted'**  
**signs**



**BASSETT STREET, MONA VALE**  
**NO PARKING MOTOR VEHICLES EXCEPTED**

Drawn JG Approved *P. Deva* ISM No.





**Install**  
'No Parking  
Motor  
Vehicles  
Excepted'  
signs



HARBORD PARK, FRESHWATER  
NO PARKING MOTOR VEHICLES EXCEPTED

Drawn JG Approved *P. Deane* ISM No.



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**Install**  
**'No Parking**  
**Motor**  
**Vehicles**  
**Excepted'**  
**signs**



JOHN FISHER PARK, ABBOTT ROAD  
NO PARKING MOTOR VEHICLES EXCEPTED

Drawn JG Approved  ISM No.



**Install**  
'No Parking  
Motor  
Vehicles  
Excepted'  
signs



LAKE PARK ROAD, NORTH NARRABEEN  
NO PARKING MOTOR VEHICLES EXCEPTED

Drawn JG Approved *P. Deva* ISM No.



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**Install**  
'No Parking  
Motor  
Vehicles  
Excepted'  
signs



RICHMOND AVENUE, DEE WHY  
NO PARKING MOTOR VEHICLES EXCEPTED

Drawn JG Approved *P. Dea* ISM No.



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<b>ITEM 4.2</b>	<b>IRRUBEL ROAD/MITALA STREET INTERSECTION, NEWPORT - NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/181195</b>
<b>ATTACHMENTS</b>	<b>1 Irrubel Road/Mitala Street intersection - Plan</b> <b>2 Irrubel Road/Mitala Street intersection - Table of Consultation</b>

IIUBD Ref: 118 J10

## REPORT

### BACKGROUND

Council has received concerns from local residents regarding traffic safety at the Irrubel Road/Mitala Street intersection in Newport.

### LOCATION

- Irrubel Road is a collector road with a 50km/h speed limit and a width of approximately 7.5m
- Mitala Street is a no through road that intersects Irrubel Road as the stem of a standard “T” intersection
- There are existing double separation lines which run along the length of Irrubel Road
- The statutory 10m ‘No Stopping’ restrictions from the intersection prohibit parking on the southern side of Irrubel Road; however, parking is permitted on the northern side of the continuous road

### ISSUES

- Vehicles parked on the northern side of Irrubel Road, opposite Mitala Street, obstruct the eastbound traffic lane and vehicles travelling in this direction are forced to cross the opposite side of the road to pass cars parked legally at this location.
- It is proposed that ‘No Stopping’ restrictions (indicated by a solid yellow line) be installed between the driveways of No.134 and 136 Irrubel Road to prevent parking at this location.
- Similar measures were previously introduced to prevent parking across the intersections at Lanyon Place and Imbara Place, further east along Irrubel Road.
- It is considered reasonable that the ‘No Stopping’ restrictions be granted to improve traffic safety Irrubel Road/Mitala Street intersection.

### CONSULTATION

Council has sent out consultation letters to 15 adjacent properties in the affected area, advising of the proposal. No responses were received at the time of reporting.

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### RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the provision of ‘No Stopping’ restrictions (indicated by a solid yellow line) to be installed between the driveways of No.134 and 136 Irrubel Road, Newport, to prevent parking at this location.

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	PROPOSAL		 northern beaches council
	IRRUBEL ROAD/MITALA STREET INTERSECTION, NEWPORT 'NO STOPPING' RESTRICTIONS		
	Drawn    RK	Approved  ISM No.	



### Table of Consultation

Properties Consulted	15
Responses Received	0
Support	
Do Not Support	

Issue	Resident Comment	Council Response
No submissions received at time of reporting		

<b>ITEM 4.3</b>	<b>NEW STREET, BALGOWLAH - NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>SENIOR TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/179188</b>
<b>ATTACHMENTS</b>	<b>1 New Street, Balgowlah - Plan</b> <b>2 New Street, Balgowlah - Table of Consultation</b>

UBD Ref: 197 K12

## REPORT

### BACKGROUND

Council has been approached by a resident of New Street, Balgowlah, concerned about safety at the intersection of New Street and Curban Street, particularly as buses turn into and out of Curban Street at this point.

### LOCATION

New Street and Curban Street are both local roads and intersect at 90°. Both streets are 9.6m in width with parking permitted on both sides. The location is situated near an access point to the Spit to Manly walk and can suffer from quite heavy parking at times. The northern side of New Street is a bushland reserve.

### ISSUES

- Buses turn right into Curban Street from New Street and left out of Curban Street into New Street. If cars are parked on the northern side of New Street buses (and other vehicles) can have difficulty turning into Curban Street particularly if a vehicle is waiting to exit Curban Street at the same time.
- New Street has a hill crest of approximately 60m to the east of Curban Street and traffic proceeding west on New Street has restricted sight distance to a vehicle waiting to turn into Curban Street. Traffic turning into Curban Street often has to prop to allow a vehicle to exit the street before it is able to enter and when doing this can be trapped in the middle of the road in a dangerous location.
- Boat trailers are parked along this section of New Street and, given the greater footprint occupied by a boat trailer; it exacerbates the issues outlined above.
- The introduction of a yellow 'No Stopping line' on the northern (reserve) side of New Street would give more space for vehicles to turn or to wait for a gap before turning without encroaching on the wrong side of the road and without losing parking in front of residential premises.

### CONSULTATION

Sydney Buses have been asked to comment on the matter and have advised that their drivers do experience difficulties safely entering and exiting Curban Street and are supportive of a parking restriction on the northern side of New Street at Curban Street.




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### RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of a yellow 'No Stopping' line of approximately 30m in length on the northern side of New Street, Balgowlah, on approach to and opposite its intersection with Curban Street, Balgowlah.

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	PROPOSAL		 northern beaches council
	New Street at Curban Street – No Stopping line		
	Drawn JB	Approved  SM No.	

### **Table of Consultation**

<b>Properties Consulted</b>	5
<b>Responses Received</b>	3
<b>Support</b>	2
<b>Do Not Support</b>	Nil

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
access at intersection	buses have difficulty turning into and out of intersection if cars parked opposite	Proposed No Stopping will provide greater room for turning
safety at intersection	turning vehicles sometimes have to prop in a dangerous location to allow another vehicle to exit Curban Street	Proposed No Stopping will provide more room for vehicles to wait and turn

<b>ITEM 4.4</b>	<b>LOWER BEACH STREET, BALGOWLAH - NO PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>SENIOR TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/179091</b>
<b>ATTACHMENTS</b>	<b>1 Lower Beach Street, Balgowlah - Plan</b> <b>2 Lower Beach Street, Balgowlah - Table of Consultation</b>

UBD Ref: 197 H10

## REPORT

### BACKGROUND

Council has been approached by a resident with a disability of 3A/24 Lower Beach Street, Balgowlah, requesting the introduction of 'No Parking' restrictions to prevent parking on one side of Lower Beach Street near her driveway.

### LOCATION

Lower Beach Street is a cul-de-sac in Balgowlah. It is generally 7.3 m in width; however, at its western end it narrows to 6m in width. There is no turning circle at the end of the road and the driveway to 3A/24 Lower Beach Street is accessed off the northern side of the narrowed section of the road at the end of the road.

### ISSUES

- If vehicles are parked on the southern side of Lower Beach Street opposite the driveway to 3A/24 Lower Beach Street access to and from the driveway is possible with some difficulty. If cars are parked on the northern side, access to the driveway is severely impacted owing to the 6m width of the road
- If vehicles are parked on both sides of the road access is blocked
- Introduction of a 'No Parking' restriction on the northern side of Lower Beach Street and across the end of the road where vehicles periodically park perpendicular to the kerb is considered warranted

### CONSULTATION

The resident at 3A/24 is supportive of the introduction of 'No Parking' restrictions. Residents opposite at No.s 35 and 37 have been notified of the proposed change and raised no objections.

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### RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of a 'No Parking' restriction along the western end of Lower Beach Street, Balgowlah, and extending around the cul-de-sac end of the road on its north side to terminate 2m west of the eastern boundary alignment of No. 24 Lower Beach Street, Balgowlah.

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	PROPOSAL		 northern beaches council
	Lower Beach Street – No Parking		
	Drawn JB	Approved  ISM No.	

### Table of Consultation

Properties Consulted	4
Responses Received	1
Support	1
Do Not Support	Nil

Issue	Resident Comment	Council Response
poor access to driveway	access to driveway is difficult if vehicles parked adjacent due to narrow road width	Proposed No Parking will improve access

<b>ITEM 4.5</b>	<b>JENNER STREET, SEAFORTH - NO PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>SENIOR TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/179172</b>
<b>ATTACHMENTS</b>	<b>1 Jenner Street, Seaforth - Plan</b> <b>2 Jenner Street, Seafroth - Table of Consultation</b>

**UBD Ref:** 197 A9

## **REPORT**

### **BACKGROUND**

Council has received correspondence from the resident at No.7 Jenner Street, Seaforth, raising concerns about a lack of visibility when exiting their driveway to access Jenner Street.

### **LOCATION**

Jenner Street is a local road generally of 7m in width. West of No.5 Jenner Street its width narrows to 5m. It carries low volumes of two way traffic with traffic forced to yield to each other to pass a parked vehicle on the narrow section of the road. Parking activity on the street is light with most homes having off-street parking for multiple vehicles.

### **ISSUES**

- The driveway serving No.s 5,7 and 9 Jenner Street slopes steeply downhill from the street and meets the road at an acute angle. Visibility to traffic approaching from the west when exiting the driveway is poor and if vehicles are parked immediately to the west of the driveway visibility is non-existent.
- Given the narrow width of the road egress from the driveway to the left it would be extremely difficult if vehicles were parked near the driveway.
- The resident had originally requested the installation of a convex mirror to improve visibility but this was denied as mirrors are not favoured for installation in on-road situations unless there are no alternative measures to improve visibility. The alternative option of a 'No Parking' restriction for two car spaces west of the driveway on the south side of the road was suggested to the resident as an option and was supported.

### **CONSULTATION**

The residents at No.s 5-9 and 10-14 Jenner Street have been notified of the proposed 'No Parking restriction' and no objections have been received at the time of drafting the Agenda item.

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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of a 'No Parking' restriction across the driveway serving No.5,7 and 9 Jenner Street, Seaforth, and extending a distance of 12m to the west of the driveway.

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	PROPOSAL		 northern beaches council
	No.7 Jenner Street – No Parking		
	Drawn JB	Approved  ISM No.	

### Table of Consultation

Properties Consulted	6
Responses Received	2
Support	2
Do Not Support	Nil

Issue	Resident Comment	Council Response
poor access to driveway	access to driveway is difficult if vehicles parked adjacent due to narrow road width, acute angle of driveway and steepness of driveway	Proposed No Parking will improve access and sight lines

<b>ITEM 4.6</b>	<b>EUSTACE STREET, MANLY - NO PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>SENIOR TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/179109</b>
<b>ATTACHMENTS</b>	<b>1 Eustace Street, Manly - Plan</b> <b>2 Eustace Street, Manly - Table of Consultation</b>

**UBD Ref:** 29 H5

## **REPORT**

### **BACKGROUND**

Residents of Eustace Street, Manly, have been raising concerns with Council about parking and traffic congestion in their street. One of the issues raised is that there is nowhere in the street for drop off or pick up of passengers. There is a Sydney Water premises in the street which is infrequently used and given the infrequency of use the access driveway is frequently blocked by parked cars despite Sydney Water having installed 'Driveway in use 24 hours a day' signs on the gates.

### **LOCATION**

Eustace Street is situated within the heart of the Manly CBD, two blocks west of Belgrave Street. It is 7.3m in width with parking permitted on both sides of the road. It carries 'One Way' traffic flow in a northbound direction.

### **ISSUES**

- The installation of a 'No Parking' restriction across this driveway will increase the likelihood of 24 hour maintenance access to Waterboard land being available
- The introduction of a 'No Parking' restriction will create a small length of kerb, approximately 7m, where drivers can pull over to legally drop off or pick up goods or passengers before finding longer term parking
- Residents report that there are many elderly residents in the street who are unable to walk long distances to their cars. While it is not possible to install a disabled parking space in the street a 'No Parking' zone will at least provide an area where drivers can drop off passengers near to their homes.

### **CONSULTATION**

Consultation with a residents group from Eustace Street regarding various traffic management options has taken place with the introduction of a 'No Parking' restriction across the driveway serving the Waterboard premises being one of the recommended actions.

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## **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of a full time 'No Parking' zone across the driveway serving the Sydney Water premises at No. 15 Eustace Street, Manly.

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R5-40(R)



R5-40(L)



### PROPOSAL

**Eustace Street – No Parking zone  
at No.15 – Water board property**

Drawn JB

Approved  ISM No.



northern  
beaches  
council

### **Table of Consultation**

<b>Properties Consulted</b>	11
<b>Responses Received</b>	3
<b>Support</b>	3
<b>Do Not Support</b>	Nil

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Nowhere to drop off and pick up passengers in street		Proposed No Parking will provide a place for dropp off/pick up to occur
Nowhere for disabled to be dropped off near their homes		insufficient road width to permit a compliant disabled parking space, proposed No parking will provide a place to drop off while longer term parking is found
Waterboard driveway is often blocked		proposed No Parking will assist in keeping driveway clear

<b>ITEM 4.7</b>	<b>GRIFFITHS STREET, FAIRLIGHT - NO PARKING (AUSTRALIA POST VEHICLES EXCEPTED) RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>SENIOR TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/179153</b>
<b>ATTACHMENTS</b>	<b>1 Griffiths Street, Fairlight - Plan</b> <b>2 Griffiths Street, Fairlight - Table of Consultation</b>

**UBD Ref:** 197 L7

## **REPORT**

### **BACKGROUND**

Council has received complaints from a motorist that vehicles are parking within 3m of the double separation lines on Griffiths Street, Balgowlah, west of Hill Street. A Post box is also situated on this length of road and vehicles are regularly parked within 3m of it.

### **LOCATION**

Griffiths Street is a local road carrying relatively high volumes of traffic as it is used as an east-west access route to and from the Manly CBD. It is also on a bus route and the subject section of Griffiths Street has a boundary to the Manly West Public School. The road is approximately 10.3m in width with parking permitted on both sides of the road. West of the roundabout at its intersection with Hill Street a double separation line is present.

### **ISSUES**

- Griffiths Street suffers from congested traffic conditions in the before and after school period as parents arrive and depart to pick up and drop off their children. Parking conditions in the vicinity of the school at these times are heavy.
- Vehicles parked close and parallel to the kerb on the northern side of the road are generally 2.9m to 3.0m from the centerline which is sufficient to allow a car to pass but may on occasion mean that buses and other large vehicles must cross the centerline to pass. There is clear sight distance and under the Australian Road rules it is permissible to cross a double centerline to avoid an obstruction if it is safe to do so.
- The presence of parking on both sides of the road leading to narrow lane widths acts to force traffic to proceed at low speeds which is beneficial in terms of safety in the vicinity of the school.
- On the basis of the above, it is not considered necessary to ban parking on the north side of the road adjacent to the centerline as this would exacerbate parking issues around the school and lead to higher traffic speeds.
- The Australia Post box sited near the intersection with Hill Street is regularly inaccessible due to long term parked vehicles. It is illegal to park within 3m of a Post box; however, a short length of 'No Parking (Australia Post Vehicles Excepted)' would assist in keeping the area clear of long term parked vehicles while still allowing parking for short term drop off pick up purposes.

### **CONSULTATION**

The Manly West Public School has been notified of the proposed change and raised no objections. Australia Post is supportive of the recommendation.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of a 6m length of 'No Parking (Australia Post Vehicles Excepted)' at the Australia Post box sited on the north side of Griffiths Street west of Hill Street, Fairlight.

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### PROPOSAL



**Griffiths Street – No Parking  
(Australia Post Vehicles Excepted)**

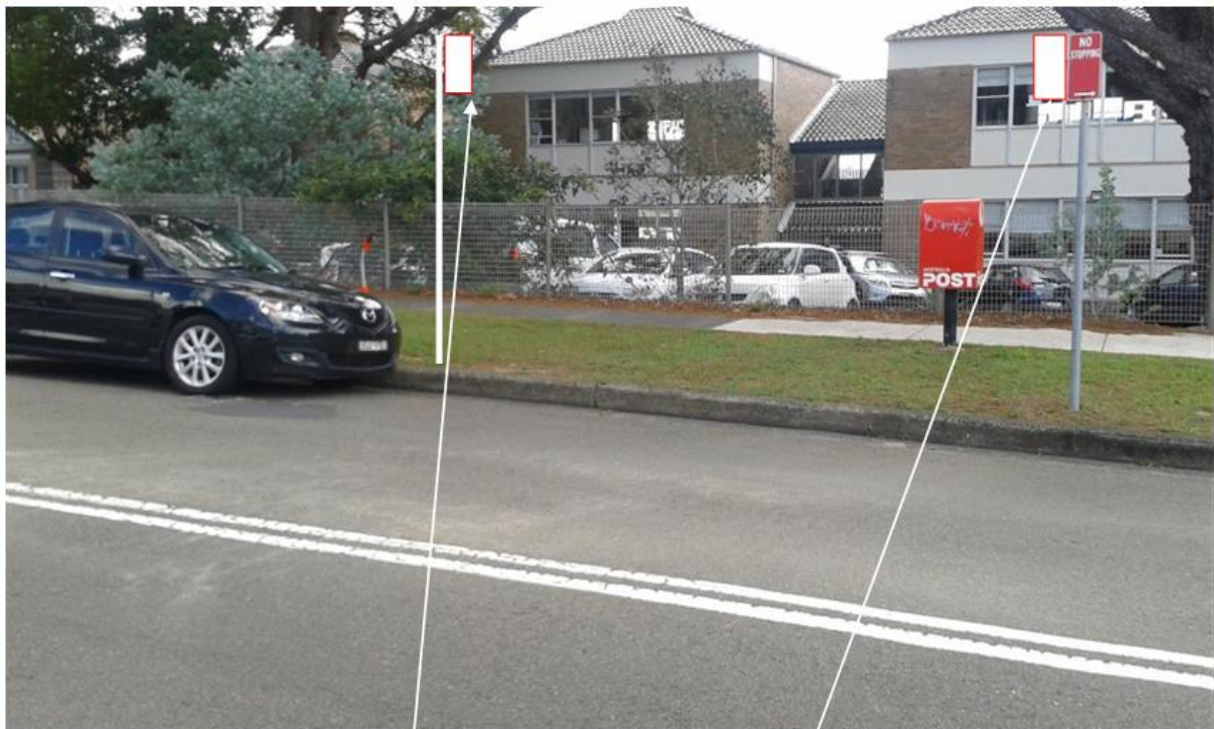
Drawn JB

Approved  ISM No.



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### Table of Consultation

<b>Properties Consulted</b>	2
<b>Responses Received</b>	0
<b>Support</b>	0
<b>Do Not Support</b>	0

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
resident raises concerns about vehicles parking too close to Post Box		No Parking (Australia Post Vehicles Excepted) will assist in keeping area clear

<b>ITEM 4.8</b>	<b>GARDEN STREET, NORTH NARRABEEN – BUS ZONE RELOCATION AND CHANGES TO PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/181499</b>
<b>ATTACHMENTS</b>	<b>1 Garden Street - Plan 2 Garden Street - Table of Consultation 3 Garden Street - Site Photographs</b>

**UBD Ref:** 138 E16

## **REPORT**

### **BACKGROUND**

Council has received a request to relocate the bus stop located outside No.48 and 50 Garden Street, North Narrabeen, following concerns from local residents reporting buses blocking driveway access and affecting garbage collection services. Concerns have also been raised with traffic congestion in Garden Street, and the location of the bus stop affecting traffic flow through the Garden Street/Powder Works Road intersection.

### **LOCATION**

- The section of Garden Street, between Pittwater Road and Powder Works Road, is a regional road and one of the major roads to the Warriewood Valley land release.
- Powder Works Road is also a regional road (connecting Garden Street and Mona Vale Road) that intersects Garden Street as a standard 'T' intersection, controlled by traffic signals.
- Garden Street has a 50km/h speed limit, a road pavement width of 12.5m and is heavily trafficked (especially during peak hours).
- Progress Park is located on the eastern side of Garden Street and the North Narrabeen Industrial Area is located on the western side, north of Powder Works Road.
- The 182 and E83 from Mona Vale to Narrabeen is a regular service which operates northbound along Garden Street and then westwards up Powder Works Road. The service also runs along the same route in the opposite direction. The Bus Zones are located on opposite sides of the road, south of the traffic lights, at the intersection with Powder Works Road.
- There are existing 'No Parking 3:00pm-7:00pm' restrictions, south of the Bus Zone, on the eastern side of Garden Street followed by 'No Stopping' restrictions on the approach to the traffic lights at the Pittwater Road/Garden Street intersection. On the western side of Garden Street there are existing sections of 'No Stopping' restrictions (outside No.46) followed by a 'Bus Zone' (located outside No.48 and 50) and further 'No Stopping' restrictions (approximately 30m in length) prior to the traffic lights at Powder Works Road.

### **ISSUES**

- Council has received concerns from local residents regarding buses blocking driveway access when picking up/dropping off/ passengers at the 182 bus stop located outside No.48 and 50 Garden Street. Residents have also reported that buses are standing at this location for lengthy periods at the start of the service, resulting in a number of missed morning garbage bin collections.
- Buses servicing the existing bus stop affect traffic flow on the approach to the traffic signals at the Garden Street/Powder Works Road intersection, especially during the morning and afternoon peak periods. The existing bus stop location prevents traffic turning left into Powder Works Road, when traffic queueing extends beyond the bus stop.
- It is proposed that the existing 'Bus Zone' be relocated further south away from the signalised intersection to a new position between the driveways of No.38 to 44 Garden Street. The existing

'No Stopping' restrictions from the Garden Street/Powder Works Road intersection will be extended to the driveway of No.48 and 'No Parking 6:00am-10:00am and 3:00pm-7:00pm' restrictions will apply from the driveway of No.44 to 48. The extension of the existing lane lines by an additional 70m is also proposed to improve delineation on the approach to the traffic signals.

- The new bus stop location is approximately 40m further south from its current position providing additional queueing capacity for six vehicles undertaking left turn movements into Powder Works Road which improves overall traffic flow in the northbound direction and eases congestion on the approach to the traffic lights.
- The new bus stop location is also better placed for currently affected residents as it does not directly obstruct access to their driveways.
- The proposal is in line with the principles of the Warriewood Valley Strategic Transport Study (WVSTS) to address the traffic impacts of development. The Study recommends a 100m parking restriction with am/pm peak parking restrictions beyond a 30m distance from the traffic signals and the proposed measures will ease congestion through the Garden Street/Powder Works Road intersection during the peak periods.
- Council is currently extending the existing angled parking area in the North Narrabeen Industrial Area, located on the eastern side of Garden Street, immediately north of the intersection with Powder Works Road. The removal of the existing parallel parking will provide an additional twelve car park spaces to the area and is provided to offset part of the losses from parking restrictions identified in the (WVSTS) to address the problems with future queueing and traffic volumes.
- It is considered reasonable that the proposed bus stop relocation and changes to parking restrictions be granted as it will improve driveway access and traffic flow in the area.

## CONSULTATION

- Council has liaised with the State Transit Authority (STA) and sent out consultation letters to 13 adjacent properties in the affected area, advising of the proposal. STA have no objection to the proposed relocation of the bus stop to the south of its present position provided sufficient draw in and draw out lengths are provided for articulated buses. Council received two indications of support for the proposal and two objections.
- The main concern relates to the overall loss of on-street parking where there is existing demand for parking from residents and workers in the area. The relocation of the Bus Zone will result in the loss of approximately six on-street car park spaces. However, the net parking loss from the proposal would be four spaces, as the two spaces located between the driveways of No.44 to 48 are only restricted during the morning and afternoon peak periods, which will allow for overnight parking.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following changes in Garden Street, North Narrabeen to facilitate the relocation of the bus stop and improve traffic flow in the area:

- A. Relocate the existing 'Bus Zone' located outside No.48 and 50 Garden Street to a new position between the driveways of No.38 to 44 Garden Street.
  - B. Extend the existing 'No Stopping' restrictions from the Garden Street/Powder Works Road intersection to the driveway of No.48.
  - C. Install 'No Parking 6:00am-10:00am and 3:00pm-7:00pm' restrictions from the driveway of No.44 to 48.
  - D. Extend the existing lanes lines an additional 70m on the approach to the Garden Street/Powder Works Road traffic signals (northbound).
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## PROPOSAL

GARDEN STREET, NORTH NARRABEEN  
'BUS ZONE' RELOCATION & CHANGES TO PARKING  
RESTRICTIONS

Drawn RK

Approved *P. Dean*

ISM No.



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### **Table of Consultation**

<b>Properties Consulted</b>	13
<b>Responses Received</b>	4
<b>Support</b>	2
<b>Do Not Support</b>	2

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Blocking of driveways	<ul style="list-style-type: none"> <li>- Buses standing in the Bus Zone block driveway access.</li> <li>- The existing bus seat is located too close to the driveway making it difficult to enter/exit the property</li> </ul>	<ul style="list-style-type: none"> <li>- The relocation of the Bus stop further south does not directly obstruct access to residential driveways.</li> <li>- All associated bus infrastructure including bus seats will be relocated as part of the proposal</li> </ul>
Loss of on-street parking	<ul style="list-style-type: none"> <li>- Current on-street parking is used by residents and workers in the area, and parking restrictions will reduce the availability of parking for all users.</li> <li>- Some properties have dual dwellings, or multiple vehicles for each household with insufficient off-street parking</li> <li>- Suggestion to provide an indented bus bay in the road reserve located at the southern end of Garden Street</li> </ul>	<ul style="list-style-type: none"> <li>- Council is currently extending the existing angled parking area in the North Narrabeen Industrial Area, which will provide an additional 12 car park spaces to the area, to offset part of the losses from parking restrictions introduced to address future traffic volumes.</li> <li>- Parking for private vehicles remains the responsibility of the property owners. Residents will still be able to park in the parking restricted area outside the peak periods and existing unrestricted areas south of the new Bus Zone</li> <li>- The proximity to the traffic signals at the Pittwater Road/Garden Street intersection and the road alignment does not enable for an articulated bus to safely enter/exit this location without impacting the through traffic lane</li> </ul>
Entering/exiting driveway	<ul style="list-style-type: none"> <li>- Visibility issues exiting driveway when bus is using the bus stop</li> </ul>	<ul style="list-style-type: none"> <li>- Vehicles exiting the driveway located north of the new Bus Zone are able to safely enter the kerbside lane, or wait until the bus has departed before exiting the property</li> </ul>





Existing Garden Street bus stop looking south towards Pittwater Road



Garden Street looking north towards Powder Works Road

<b>ITEM 4.9</b>	<b>VETERANS PARADE AND LANTANA AVENUE, COLLAROY PLATEAU - PEDESTRIAN SAFETY</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/172811</b>
<b>ATTACHMENTS</b>	<b>1 Veterans Parade, Collaroy Plateau - Plan</b> <b>2 Veterans Parade and Lantana Avenue, Collaroy Plateau - Site View</b>

**UBD Ref:** 158 B9

## **REPORT**

### **BACKGROUND**

A letter was received concerning the safety of school children and aged pedestrians at the intersection of Veterans Parade and Lantana Avenue, Collaroy Plateau.

### **LOCATION**

- Lantana Avenue is a dead end road of approximately 480m in length and is surrounded by residential houses on the south side and the RSL Anzac Village establishment on the north side
- Currently the intersection is controlled by a roundabout and due to the narrow road width of Lantana Avenue splitter islands were completed in linemarking
- Investigations have shown that the site does not meet the warrants for a marked foot crossing and due to the narrow road width of Veterans Parade a pedestrian refuge island could not be provided
- Observations on site indicate that there is a small volume of pedestrians crossing Lantana Avenue near the roundabout at the two existing kerb ramps

### **ISSUES**

- It is reported that drivers turning into Lantana Avenue from the roundabout at Veterans Parade do so at a speed that is concerning with witnesses of several near misses
- Existing area wide pedestrian warning signs are in place along Veterans Parade; however, there is a need to reinforce aged pedestrian warning signs in Veterans Parade.
- A fluorescent yellow W6-1A pedestrian symbolic warning sign with a supplementary 'aged' W8-18A sign is proposed for the north bound traffic along Veterans Parade near No.82.

### **CONSULTATION**

Consultation has not been undertaken for the proposed changes.

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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of a pedestrian symbolic warning sign W6-1A with supplementary 'aged' W8-18A sign for the northbound traffic adjacent to No.82 Veterans Parade, Collaroy Plateau.

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Install pedestrian symbolic W6-1A and supplementary 'aged' W8-18A on ELP between property No. 82 and 84 Veterans Parade on offset bracket. Signs to face south.

## PROPOSAL



Veterans Parade, Collaroy Plateau  
Proposed Pedestrian Warning and  
supplementary 'aged' sign



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council

Drawn SJ

Approved *P. Devo* ISM No.





Source: Google Streetview 2018



## PROPOSAL

Veterans Parade, Collaroy Plateau  
Site view

Drawn SJ

Approved *PDevon* ISM No.



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