



northern
beaches
council

MINUTES

NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING

held in the Flannel Flower Room, Civic Centre, Dee Why on

TUESDAY 7 MARCH 2023

Minutes of a meeting of the Northern Beaches Council Local Traffic Committee

held on Tuesday 7 March 2023

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10:00 am

ATTENDANCE:

Voting Members

Chair –Northern Beaches Council - Councillor
Member for Pittwater Mr R Stokes MP Representative
Member for Davidson Mr J O’Dea MP Representative
Member for Manly Mr J Griffin MP Representative
Transport for NSW
Northern Beaches Police Command, Dee Why

Mr Jose Menano-Pires
Mr Andrew Johnston
Mr Phil Corbett
Ms Adele Heasman
Mr Peter Carruthers
Sergeant Andrew Geraghty

Non Voting Members

Keolis Downer Northern Beaches Bus Operations
Comfort Delgro Company (ex Forest Coach Lines)
Manly Warringah Cabs Cooperative Society Ltd
Cycling Representative

Mr James Makasiale
Mr Robert Bicakcian
TBC
Vacant

Officers

Director Transport and Assets
Executive Manager - Transport and Civil Infrastructure
Manager – Transport Network
Traffic Engineering Coordinator
Traffic Engineer
Traffic Engineer
Traffic Engineer
Traffic Engineer
Traffic Officer
Traffic Officer
Traffic Officer
Traffic Officer
Traffic Officer
Road Safety Officer
Road Safety Officer
Strategic Transport Coordinator
Transport Project Officer
Transport Project Officer
Transport Project Officer
Coordinator - Rangers

Mr Jorde Frangoples
Mr Craig Sawyer
Mr Phil Devon
Mr James Brocklebank
Mr Ricky Kwok
Mr Velsamy Sankaran
Mr Scipio Tam
Ms Leila Kazemnezhad
Mr Luke Nickson
Mr Brian Duong
Ms Jackline Shahho
Mr Nicholas Murace
Mr Chinmaya Gupta
Ms Robynann Dixon
Ms Pavica Kupcak
Ms Michelle Carter
Ms Kajal Todd
Ms Vicki Hart
Mr Alex Yuen
Mr John Hoeben

Specialist Administration Officer
Specialist Administration Officer
Visitors

Ms Caty Pilley
Ms Tracey Gwyther

Resident of Mona St, Mona Vale (re: Agenda item 4.1)
Resident of Mona St, Mona Vale (re: Agenda item 4.1)

Ms Jennie Flaksis
Mr Andrew Lawrence

1.0 APOLOGIES

Voting Members

Member for Wakehurst Mr B Hazzard MP Representative
Northern Beaches Police Command, Dee Why

Mr Toby Williams
Sergeant Nino Jelovic

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 7 FEBRUARY 2023

CHANGES TO BE MADE TO THE MINUTES:

There were 2 amendment requests to be made to the 7 February 2023 Minutes - Item 3.0 Proceedings in Brief re: "North Steyne Road/ South Steyne Road, Manly Beach – high pedestrian activity area infrastructure Package 2 – new traffic calming devices" :

Adele Heasman requested that an amendment be made to wording in the Minutes - in paragraph 8 on page 4, to now read:

"Ms Adele Heasman stated that the documentation presented to the Traffic Committee at the April 2022 meeting (when these works were approved) were not clear and were difficult to understand".

Clr Jose Menano-Pires requested that an amendment be made to the wording in the Minutes - in paragraph 2, point (1) on page 6 , to now read:

"Clr Jose Menano-Pires requested the removal of all the median islands".

Andrew Johnston requested an amendment to be made to the wording in the 7 February 2023 Minutes - Item 4.8 re: Pittwater Road, Bayview – Traffic Management during seawall construction", paragraph 3, to be amended to:

"Andrew Johnston advised that the busiest times for peak hour traffic along Pittwater Road, Bayview, is during the school pick-up and drop-off times, i.e.: before 9:30am and after 2:30pm, and requested that the contractor not undertake construction activity during these times including carrying out their traffic control".

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 7 February 2023, copies of which were previously circulated to all members, are hereby confirmed as a true and correct record of the proceedings of that meeting.

2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

Nil

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

Clr Jose Menano-Pires welcomed two residents of Mona Street, Mona Vale - Ms Jennie Flaksis and Mr Andrew Lawrence to the Local Traffic meeting, as they wish to object to the proposed traffic calming device that the Committee is considering installing in Mona Street, Mona Vale.

Re: MONA STREET, MONA VALE - TRAFFIC CALMING DEVICE

Ms Jennie Flaksis presented her objections to the proposed traffic calming device:

Jennie Flaksis advised that on 21 November 2022, she met with Phil Devon to discuss Council's plan to install a new traffic calming device in Mona Street. Jennie noted that Phil Devon agreed that speed humps were not appropriate to slow the traffic down here, due the speed of the vehicles and the noise associated with vehicles driving over the speed humps and braking, or drivers speeding along the road and not slowing down to navigate over the speed hump, with utes filled with tools etc, or attached trailers, boats, caravans bouncing over the speed hump.

Since then, plans for chicanes were discussed, however, Jennie mentioned that she would not be able to navigate her car into her own driveway with chicanes in place.

Jennie enquired about the option for other types of speed humps to be installed, as the traffic noise is significantly louder than what the residents expected with speed humps placed on the road, and requested the traffic be slowed down without the use of speed humps, as she feels that Mona Street's gradient is too steep for speed humps.

Jennie requested the slowing down solution be located closer to the park, i.e.: a pedestrian crossing, which will create a safe place for pedestrians to cross the road and which will also slow down the traffic. Jennie also mentioned that a bus stop is located at this section of Mona Street, which would benefit from a pedestrian crossing. Jennie advised that all her neighbours are against Council's current recommendation.

Mr Andrew Lawrence presented his objections to the proposed traffic calming device:

Andrew Lawrence advised that he also has the same objections as Jennie, and is greatly affected by the noise pollution the speed hump has caused outside his home when drivers drive over it while not slowing down, including the noise of trucks, buses and tradies' utes and trailers going over the speed hump. Andrew mentioned he had spent \$25,000 on double-glazing his windows to lessen the noise of the traffic along Mona Street.

Andrew has a young family and he is concerned about the safety of the street with vehicles speeding down the road and not slowing down for the speed hump. Mona Street is a local "rat run" that drivers use as a back street from Crescent Road in Newport, to Waterview Street, to Pittwater Road and on to Mona Vale Road, Mona Vale.

Mona Street has become a safety hazard for pedestrians who walk to school, to the park and for local residents who enjoy walking along Mona Street and around the local area, due to excessive speed along the road. Andrew mentioned that all the residents are aware of the 40km/h speed limit in Mona Street, however, he requested this speed limit be policed, especially in peak times.

Andrew also requested that a pedestrian crossing be installed in Mona Street, along with street signage and road markings, to slow down the traffic and to alert drivers there are children crossing.

Clr Jose Menano-Pires thanked Jennie Flaksis and Andrew Lawrence for their feedback and for addressing their objections at the Local Traffic Committee.

Ms Jennie Flaksis and Mr Andrew Lawrence left the meeting at 10:15am.

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

4.1 MONA STREET, MONA VALE - TRAFFIC CALMING DEVICE

PROCEEDINGS IN BRIEF

Clr Jose Menano-Pires advised the Committee that the objections just presented at the meeting by Ms Jennie Flaksis and Mr Andrew Lawrence, were not uncommon.

Phil Devon advised that there are no restrictions for speed humps on hills and that there have been no accidents recorded to date in Mona Street. However, he noted that an average of 7 vehicles per day are recorded at travelling between 110-120km/h down Mona Street between 6am and 5pm.

Adele Heasman enquired whether the speed humps are doing the job of slowing traffic down in Mona Street and enquired why they were placed on the hill.

Phil Devon responded that the speed hump was placed at the peak speed location to slow traffic down.

Craig Sawyer requested the Committee consider other traffic calming devices to slow down the speed of traffic in Mona Street.

Andrew Johnston recommended that the Committee investigate more options to address speeding in Mona Street and enquired how we should respond to this matter.

Adele Heasman recommended that the Committee obtain accredited data to back up this case, ie "that an average of 7 vehicles per day are recorded at travelling between 110-120km/h down Mona Street between 6am and 5pm".

Phil Corbett mentioned that he lives on McCarrs Creek Road, Church Point – where 21 speed humps are installed along the stretch of road outside his residence. These 21 speed humps have made the road very noisy, especially the trades people driving along in their utes with tools banging around in the back and with trucks using low gear while navigating the bends and the gradient in the road.

Clr Jose Menano-Pires mentioned that Grace Avenue, Frenchs Forest, has the same noise issues with the speed humps installed along the street.

Adele Heasman noted that Lauderdale Avenue, Fairlight, has raised pavement markers, not speed humps, to slow the traffic down.

Craig Sawyer requested that a Recommendation "D" be added to this initial recommendation, to:

" D. Defer this matter until the Transport Network Team has investigated other traffic calming solutions and obtained traffic counts, speed data and crash data, which will be presented at the May Traffic Committee Meeting. .

Phil Devon advised he will obtain traffic counts from the surrounding area which he will present at the May Traffic Committee Meeting..

Clr Jose Menano-Pires advised that a pedestrian crossing is a good idea, which will make the area safer for pedestrians and slow down the traffic near the park and the bus stop.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. Deferring the proposed traffic calming device (raised threshold design) located between the driveways of No's 14 and 18, and No's 43 and 45 Mona Street, Mona Vale.
- B. Undertaking further community consultation on an additional traffic calming device to be installed on Mona Street between Eric Green Drive and Bangalow Avenue.
- C. Receiving a further report back to the May traffic meeting.
- D. Deferring this matter until the Transport Network Team has investigated other traffic calming solutions and obtain traffic counts, speed data and crash data which will be presented at the May Traffic Committee Meeting.

Committee decision - Approved

4.2 SEAVIEW AVENUE, NEWPORT - NO PARKING RESTRICTIONS

PROCEEDINGS IN BRIEF

Clr Jose Menano-Pires requested these parking restrictions in Seaview Avenue be installed full time and noted that after consultation with the local residents, there were 4 for the parking restrictions and 12 against.

Clr Jose Menano-Pires advised that he is hesitant to take away parking from the residents. He suggested that parking restrictions be amended to No Parking from 7:00am to 5:00pm, so that residents are still able to park their vehicles in the street overnight, and he also requested that the Committee investigate the possibility of more speed controls.

Andrew Johnston advised that there is constant construction work being carried out in Seaview Avenue and therefore, trades people also require parking in Seaview Avenue.

Phil Devon advised that there is no lull in the volume of traffic in Seaview Avenue from Monday to Friday and suggested to amend the recommendation to “No Parking 7am-6pm Every Day” on the western side of Seaview Avenue between Foamcrest Avenue and Robertson Road in Newport.

Clr Jose Menano-Pires suggested that the current parking situation be monitored in Seaview Avenue for the next 6 months and requested Phil Devon to report back to the Local Traffic Committee being held on 5th September 2023.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. Installing “No Parking 7am-6pm Every Day” restrictions on the western side of Seaview Avenue, between Foamcrest Avenue and Robertson Road, Newport.
- B. Monitoring of the current parking situation in Seaview Avenue for the next 6 months and Phil Devon to report back to the Local Traffic Committee meeting being held on 5th September 2023.

Committee decision - Approved

4.3 LANTANA AVENUE, NARRABEEN - NO PARKING & NO STOPPING

PROCEEDINGS IN BRIEF

Phil Devon advised that Lantana Avenue is a No Through Road leading west to the RSL Anzac Village, with low to medium density houses, battle-axe blocks, bus stops and unrestricted parking – noting that there is No Stopping near the bus stops and No Parking outside No’s 41 and 45 (as the road is too narrow here).

Phil Devon advised that during the ongoing construction of the RSL Anzac Village, there was no parking, which allowed free movement of vehicles. However, buses now get stuck whenever vehicles are parked on both sides of the road.

James Makasiale advised he has received complaints from bus drivers who are unable to turn buses in the cul-de-sac when vehicles are parked in the turning circle, some buses even using driveways to do 3-point turns to manoeuvre and exit the cul-de-sac.

Andrew Johnston advised that concerns have been raised by residents, particularly on the northern side of the road. It is understood the aim is to create a balance between the location’s traffic /parking problems. Feedback from residents suggest that the significant congestion problems that occurred 6 months ago may no longer be occurring now, as construction activity has lessened. Agreed with the location being monitored.

Clr Jose Menano-Pires requested this section of Lantana Avenue be monitored and asked Phil Devon to report back to the Local Traffic Committee meeting being held on 5th September 2023.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of No Parking 6:00am-7:00pm Everyday restrictions in the existing unrestricted parking areas on the northern side of Lantana Avenue from the intersection of Veterans Parade & Lantana Avenue, west to the eastern side of the driveway of No.70 Lantana Avenue, Narrabeen.

- B. Installation of a No Stopping Unbroken Yellow Kerb Line approx.56m in length from the eastern side of the driveway outside No.70 Lantana Avenue to the intersection of Lakeshore Drive and Lantana Avenue, Narrabeen.
- C. Monitoring of this section of Lantana Avenue for the next 6 months and Phil Devon to report back to the Local Traffic Committee meeting being held on 5th September 2023.

Committee decision - Approved

4.4 MANLY HIGH PEDESTRIAN ACTIVITY AREA INFRASTRUCTURE - UPDATE

PROCEEDINGS IN BRIEF

Clr Jose Menano-Pires advised that he has a difference of opinion in regard to the removal of the median islands, as he believed that would be taken away immediately, however, the median islands have not yet been removed.

Phil Devon advised that he has reviewed the data (see attachments for traffic counts data and speed data) noting that each location's pre-data was taken over a 7 day period, i.e: see pages 45-49 (2019). The median islands we installed after pedestrian crossings were installed on 1st September 2020 (that finishes on page 39) and most recent results have every start date, then after the pedestrian crossing was installed on 13th February 2021.

In February 2023, 4 counts were taken in proximity to the Queenscliff end where the painted islands are located; these correlated with 2 locations where previous counts were taken and also included was a summary sheet of the locations across the precinct where previous counts had been undertaken.

Phil Devon explained that 85% is the percentage we use for vehicles doing that speed or less, and it is the number we use when assessing these proposals as a means of a clear average – observed means speeds are accepted.

Peter Carruthers advised that TfNSW accepts 85% as the measure of traffic speed.

Clr Jose Menano-Pires advised this was the standard rule introduced in 1940 and it is still used as 85% of drivers do still drive safely, which should be considered when discussing the speed limit in the Manly area.

Adele Heasman enquired whether any other previous data has been done for this area in Manly to compare with, and whether the speeds have decreased since this data was taken, as she has noticed that there are some areas in Manly where traffic speeds have increased.

Craig Sawyer advised that the speed came down to from 39 to 33 in one location and down to 31 in another locations, with February results showing a drop in speed of 2 km/h come down in other locations as well.

Phil Devon advised that he will organise to set up traffic counts near the median islands to capture the latest vehicle speed/volume information.

Peter Carruthers advised that the results of the traffic counts has proven that it has helped to slow down the traffic and the results are better than he thought. Peter also mentioned that he visited Manly after the last Local Traffic Committee meeting, to watch the traffic along the road and he parked his car without any issues of hitting a median island and watched at least 20 cars exiting car spaces and they all drove away very easily. Peter also noted that the road is quite wide and there were no tight spots and the signs were effective. He has received no negative feedback since the pavement and line markings went in.

Peter Carruthers advised that this speed limit has been effective in Manly and noted that TfNSW introduced the 40km/h speed limit, which resulted in drivers travelling at 45km/h; then they introduced a 30km/h speed limit, which resulted in people doing 39km/h; and now that these new traffic calming devices have been installed, the speed control devices have been very effective at keeping traffic speed down by 6-7 km/h. Peter also noted that a lot of other Councils are looking to this Council for ideas to control the traffic speed, as they have not been able to achieve the reduction in traffic speed like we have done in Manly.

Peter Carruthers advised that if Council does decide to take out the traffic calming devices, TfNSW may require refund of the Grant monies, as these traffic calming devices are working effectively at reducing traffic speed. This matter can be discussed further at a Regional Committee meeting.

Clr Jose Menano-Pires asked the Police to comment on this matter.

Sgt Andrew Geraghty advised that Sgt Nino Jelovic sent an email to Phil Devon with his comments on this matter, agreeing to keep the median islands, as the data reflects the traffic calming devices have slowed the traffic down and drivers seem to be able to park in the car parking spaces without hitting the median islands, as the Police have not received any complaints on traffic incidents to date.

Sgt Nino Jelovic forward this email onto Phil Devon on 7 March, with the following comments:

“.....I have inspected the structures and found that many have already been damaged, which appears to be from passing traffic. I would believe from this and from the traffic counts conducted, that they appear to have slowed traffic. From the positioning of them, it appears that they will not hinder any access to parking. I think from the 30km/h high visibility markings on the roadway and from the increased structures on the road which may cause vehicles to slow down through the narrower roadway, this may assist with pedestrian safety. I would think that this should remain and be assessed based on any further traffic counts or incidents reported”.

Sgt Andrew Geraghty advised that he has spent some time down there and also agrees with Sgt Jelovic's comments that the traffic calming devices installed have reduced speeding and drivers seem to be parking their vehicles safely without any incidents occurring.

Adele Heasman mentioned that there has been so much publicity about Manly on Facebook and in the media lately, which has been a good thing for Manly, and believes the majority of people realise the speed limit in Manly is now 30km/h. Adele also believes that before the patches were placed on the road, most people had no idea about the 30km/h zone, and the patches have helped calm the traffic

Peter Carruthers agreed that the publicity has helped reduce the traffic by 7km/h in the Manly area, however, publicity will drop off in the long term. A 7km/h reduction is the best he's seen in the 20 years he has managed traffic speeds.

Phil Devon advised that we will carry out a speed count where the patches are located, to compare the data to where the median islands are located.

Peter Carruthers mentioned that in the 20 years that the zone was 40km/h and that now the speed zone is 30km/h and after the patches have been installed, it has definitely slowed the traffic down.

Phil Devon advised that there are still 12 more locations where coloured patches need to be installed.

Andrew Johnston commented that if there is evidence presented that traffic calming devices seem to be working and they are removed, then there could be issues if an incident occurs.

Clr Jose Menano-Pires mentioned that he had recently been on holidays up on the north coast visiting Byron Bay, Ballina, Lennox Head and Sawtell, which have similar speed and traffic calming devices as Manly does. However, there are no concrete median islands located in the centre of any of these coastal towns (noting that Sawtell only has a speed hump outside a carpark). The coastal towns have roundabouts and “rumble lines” and there were yellow hexagonal patches painted on the roadway to calm the traffic down before pedestrian crossings,.

Clr Jose Menano-Pires disagrees with the conclusions on the location of the concrete median islands in Manly, as he has walked along The Steyne and noticed that there wasn't one island that had not been marked by a vehicle. He also mentioned that in the social media, there are still complaints being received from drivers whose cars have been damaged after their cars hit the median islands.

Clr Jose Menano-Pires also mentioned that drivers are hitting the narrow Keep Left signs installed on the median strips, and noted that over 50% of these signs have been bent or destroyed, which would result in damage to the cars and buses that have hit these signs.

Clr Jose Menano-Pires agreed with Adele Heasman, that Stage 1 has been successful in calming the speed of traffic. However, he questioned why Stage 2 went ahead, to only reduce the traffic speed by 2km/h. Clr Jose Menano-Pires enquired how can we prove that the traffic calming is working on the current speed data between midnight and 6am is 45km/h, then it comes down to 30km/h and then 32km/h. If 85% of people are doing 46.3km/h at night, and 30km/h and 42km/h during the night, this illustrates that the volume of traffic brings the speed down itself, not the median islands, and gives credit to all the speed reductions which has helped reduce the overall traffic speed in Manly.

Clr Jose Menano-Pires agrees that the publicity about the 30km/h speed zone in Manly has been good, however, the publicity has not been good for Northern Beaches Council.

Clr Jose Menano-Pires advised that he will not support the installation of concrete median islands along the road and recommends that they all be taken away and finish Stage 1 to complete the traffic calming process and look at alternative methods of traffic calming including rumble lines, including the maintenance and replacement of the current signs and median islands.

Peter Carruthers advised that we use the 85% percentile, as this is a traffic calming and traffic congestion issue and 85% is the universally adopted percentile. Peter mentioned that outside of peak periods, people have a tendency to drive faster, and keeping the percentile at 85%, averages that out and gives us an accurate number of what the majority of customers are doing. It also helps maintain a slower traffic speed. He feels that the comment made that this speed limit does not work at night, does not make sense to him.

Clr Jose Menano-Pires read a definition of this 85% percentile to the Committee: *“it is one of the oldest criteria for setting speed limits. The 85% percentile speed is the speed at or below which 85% of motorists travel and the free flow conditions when the speed choice is not constrained by vehicles in front of them”*.

Peter Carruthers advised that the 85% percentile was adopted when there were no speed limits in place and studies were only carried out for brand new roads to make them safe. He noted a few other speed zone scenarios in Sydney that occurred in the past and that TfNSW are currently addressing now. 85% percentile is a good indication of the average speed drivers are doing.

Clr Jose Menano-Pires advised there are limited benefits of the 85% percentile in Australia and noted that this was recognised in the early 1980's and the use of this percentile speed has been largely discontinued by many authorities, as the key factor is speed limit setting and it's not the only factor, as there are other key factors like traffic volume.

Peter Carruthers advised that he agrees with this, however, we need speed zones. Peter mentioned that he has been managing speed on New South Wales roads with TfNSW for 20 years.

Craig Sawyer advised that in relation to Recommendation Item A, that the median islands are one method to calm down traffic, however, the potential of rumble strips could be another traffic calming method and the Committee will need to consider expanding Item A to include replacing the current devices with rumble strips at these locations.

Adele Heasman mentioned that rumble strips on the road pavement may be too noisy for the residents and therefore, Manly residents need to be consulted before these traffic calming devices are installed.

Adele Heasman also mentioned that her office mostly receives concerns from local residents in regard to traffic noise and parking issues and noted that residents have also requested safe egress from car spaces, once the traffic calming devices have been completed and are placed correctly, and once the traffic speed drops.

Clr Jose Menano-Pires is concerned about the damage to cars caused by drivers hitting the concrete median islands.

Peter Carruthers advised that crash history obtained during the last 5 years, shows there have been 24 crashes before introducing the 30km/h and only 8 crashes have been recorded in the last 3 years after introducing the 30km/h speed limit.

Peter Carruthers also mentioned that the traffic speed in the Manly area has greatly improved since traffic calming devices and line markings were installed. Peter also noted that that we now have studies that shows that the median islands and the line marking work really well in slowing down the traffic and reducing car and pedestrian accidents.

Adele Heasman advised that to be fair, we need to have pedestrian data as well as traffic data and Police data etc in order to carry out a full assessment of the area and make the right decisions for the community. However, in the meantime, Adele is happy with the removal of these median islands while the Committee discusses the monitoring of others and various traffic calming devices for the Manly area.

Clr Jose Menano-Pires does not support this or the cost of reducing traffic speed by 2km/h and feels this is not a desirable situation, and requested evidence of drivers who have hit and damaged their cars on these median islands, so that the Committee can look at alternative traffic calming devices.

Peter Carruthers advised that other alternatives to provide traffic calming may have involved removing parking, however, we chose to keep the parking and narrowed the road, as car spaces are important in the Manly area, and we would have lost too many parking spaces.

Clr Jose Menano-Pires advised that this matter is a benefit/cost issue.

Clr Jose Menano-Pires requested the Committee's recommendation be amended to:

- A. Carry out a speed count study at the 30km/h speed limit which would be beneficial .
- B. Removal of those 6 median islands and trim the median island on the bend, as it is opposite a driveway.
- C. Carry out a traffic study on the Western Esplanade.
- D. Continue monitoring traffic counts on the Western Esplanade.
- E. Continue monitoring speeds at the entry treatments and review.

Adele Heasman mentioned that "E" needs to be inserted re: completing the patching on Western Esplanade.

Peter Carruthers does not agree to remove the traffic calming devices and requests the Committee's recommendation not to be amended, as TfNSW have funded this traffic calming project in Manly.

Clr Jose Menano-Pires enquired whether the Police support the removal of the current traffic calming devices.

Sgt. Andrew Geraghty advised that he agrees with all the recommendations except Item A, that states the removal of all median islands, which he does not agree with as he feels it's too early to remove these traffic calming devices before further studies and speed counts are carried out.

Adele Heasman advised that she agrees with the Committee's recommendations.

Clr Jose Menano-Pires advised that the Committee supports the 30km/h speed zone, however, we need to look at alternatives to provide traffic calming.

Clr Jose Menano-Pires stated that he definitely wants immediate removal of those 6 median islands and remove the remaining ones after we have found other traffic calming alternatives.

Craig Sawyer suggested that Recommendation D should be worded:

"To review the proposed entry treatments and discuss potential alternatives and report back to the LTC meeting in April 2023.

Craig Sawyer suggested to amend the wording of Recommendation D to:

D. Speed zones to remain at 30km/h in Manly and the Committee to review the entry treatments proposed for the overall zone, and discuss potential alternatives to traffic calming devices. Phil Devon to report back to the Committee at the April LTC meeting".

Clr Jose Menano-Pires requested he be advised if this request is unable to be carried out by the April LTC meeting.

Clr Jose Menano-Pires referred to and read out the email to the Committee from Sgt Nino Jelovic, in regard to the 30km/h speed zone in Manly.

Sgt Andrew Geraghty advised that he totally agrees with Sgt Jelovic's comments in his email.

Clr Jose Menano-Pires advised that as this matter is now a "split vote", with a 2 for and 2 objections are recorded against the recommendation, and therefore with his casting vote, the recommendation is passed and will now be implemented.

Under the terms of the Local Traffic Committee, there is no provision for the Chair to have a casting vote. Cllr Jose Menano-Pires stated "The Charter of the Traffic Committee is silent regarding the Chair having a casting vote". However, as the recommendation is not unanimous, there will be a freeze on the implementation of the recommendation for 14 days, and we will then expect an Appeal request from either the Police or TfNSW, and once that Appeal request has been submitted, then the issue will be bumped up to a Regional level, who will decide the outcome, which could then be appealed again by the Minister.

Cllr Jose Menano-Pires advised that Council will need to write to the Voting Members, explaining that it's a split vote, and TfNSW and Police may be appealing the matter.

Craig Sawyer advised that the Committee is in agreement with the recommendations that – the speed limit is 30km/h in the Manly area, that they are happy with Recommendations B, C and D (with D being amended to include proposed alternatives to entry treatments (which means we may need to delay this matter to the May LTC meeting)).

Cllr Jose Menano-Pires requested that a 5th Recommendation "E" be added to this Local Traffic Committee to this item: *"E. Phil Devon to monitor West Esplanade and report back to the Committee at the May LTC Meeting."*

Craig Sawyer requested Phil Devon to write a letter to be lodged within 14 days to TfNSW, with a copy to the Voting Members, to advise them there was no casting vote for this matter, and to expect an Appeal from us.

Phil Corbett enquired who the representatives are on the Regional Committee panel?

Peter Carruthers advised that he will investigate who is on the Regional Committee and report back to the Local Traffic Committee at the April LTC meeting. He suggested the Regional Committee is made up of Traffic Engineers and traffic experts in New South Wales.

Cllr Jose Menano-Pires advised that he has been involved with traffic issues for the past 20 years however, this is the first time that an issue has been referred to Regional level.

Craig Sawyer advised that the Local Traffic Committee members will receive a copy of Phil Devon's letter to TfNSW and noted that he will continue to gather more information on this matter, which he will forward onto the Committee members.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. Removal of the median islands at the following locations (as shown on the included plan):
- North Steyne north of Denison Street
 - Outside No.84 North Steyne
 - Outside No.91 North Steyne
 - Outside No.105-107 North Steyne
 - Outside No.112-113 North Steyne
 - North Steyne, north of Ceramic Lane

- B. Adjustment of the median island outside No.140 North Steyne, to minimise the length of the island.
- C. To continue monitoring speed and volumes at key locations across the zone and report back to the April meeting.
- D. Speed zones to remain at 30km/h in Manly and the Committee to review the proposed entry treatment and discuss potential alternatives to traffic calming devices. Phil Devon to report back to the Committee at the April LTC meeting.
- E. Phil Devon to monitor West Esplanade and report back to the Committee at the May LTC Meeting.

Committee decision - Not Adopted

4.5 GARDEN STREET, NORTH NARRABEEN - PARKING IMPROVEMENTS

PROCEEDINGS IN BRIEF

Andrew Johnston acknowledged the work that Phil Devon and his team have done to improve the high turnover of parking around the intersection at Garden Street and Powderworks Road, North Narrabeen. Andrew Johnston also thanked Phil Devon for communicating with local businesses, which resulted in a “Yes” from the local business community without the need for a formal consultation to be carried out.

Clr Jose Menano-Pires advised that these parking spaces were removed previously and have now been reinstated.

The Committee is happy with these recommendations.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a kerb blister north of the intersection of Garden Street and Powderworks Road on the western side of the carriageway.
- B. Installation of 1P 8am – 6pm Everyday between the kerb blister and driveway at 54 Garden Street North Narrabeen.
- C. Installation of Left Turn pavement arrows in the kerb side lane on the northbound Garden Street approach to Powderworks Road.
- D. Installation of an additional 47metres of Separation line in Garden Street on the northbound approach to Powderworks Road.

Committee decision - Approved

4.6 LAGOON STREET, NARRABEEN - BUS ZONE AMENDMENT

PROCEEDINGS IN BRIEF

Phil Devon advised that adjustments to these parking restrictions will free up parking outside of the Bus Zone operating hours.

James Makasiale advised that the buses have no issues with this, as no one uses this parking zone – noting that St Joseph’s School and the Church are supportive of the parking restrictions.

The Committee is happy with these restrictions.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Adjustment to the operating hours of the Bus Zone on the east side of Lagoon Street, outside St. Joseph’s Church, the Bus Zone to operate 8am-9:30am and 2:30pm-4pm School Days.

Committee decision - Approved

4.7 SOUTH CREEK ROAD, CROMER - SIGHT LINE IMPROVEMENTS

PROCEEDINGS IN BRIEF

Phil Devon advised that the area required to have sight line improvements is opposite Cromer Park. The Bus Zone will be shifted 6m to the east, to maintain the existing 32m length, in order to improve sight line distance.

Phil Devon mentioned that private buses are permitted to park here. He also noted that it will be difficult to manage private buses parking here, as they are still classed as “buses”.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. Relocating the Give Way line marking for Inman Road traffic approximately 2m to the south with an associated painted chevron island to the east of the intersection.
- B. Extending the existing No Stopping zone on the north side of South Creek Road east of Inman Road by 6m, and shifting the Bus Zone in an easterly direction, maintaining its existing 32m length.

Committee decision - Approved

4.8 REQUEST FOR WORKS ZONE

PROCEEDINGS IN BRIEF

RECOMMENDATION TO TRAFFIC COMMITTEE

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

Committee decision - Approved

5.0 MATTERS FOR NOTATION

5.1 HILLCREST AVENUE, MONA VALE - REPORT BACK ON PARKING OPTIONS.

PROCEEDINGS IN BRIEF

Phil Devon advised that due to the lack of on-street parking for residents in Hillcrest Avenue, some residents and motorists are parking their vehicles inappropriately along the carriageway and on the grass verge. Phil noted that due to the high cost to provide parking, Council has not provided dedicated parking for residents in Hillcrest Avenue,

Phil Devon advised that a 3rd Recommendation "C" be added to the Local Traffic Committee to this item, i.e.: *Yellow Lines were installed to indicate the locations not to park, due to lane width requirements, however, these lines have not reduced legal parking.*

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee notes the:

- A. Results of the review undertaken.
- B. High cost to provide parking for the residents in this location due to the topography of the area available for parking construction.
- C. Yellow Lines were installed to indicate the locations not to park, due to lane width requirements, however, these lines have not reduced legal parking.

Committee decision - Noted

6.0 GENERAL BUSINESS

6.1 TfNSW TEMPORARY DELEGATION - Traffic Management and Pedestrian Works Temporary Delegation

PROCEEDINGS IN BRIEF

Clr Jose Menano-Pires advised that TfNSW has now issued a temporary delegation of its powers under the Roads Act 1993, and an authorisation under the Road Transport Act 2013, to facilitate more efficient and localised decision making for minor pedestrian and streetscape improvements. The changes give Councils an alternative approval pathway that is in addition to the existing Local Traffic Committee, which will take effect from February 2023 to 2026 - noting that the Local Traffic Committee represents our Member of Parliament.

Queries on the operation or interpretation of the delegation can be sent to delegated_works@transport.nsw.gov.au Information about both the existing and new delegation is available on the TfNSW website at transport.nsw.gov.au/temporary-delegation and transport.nsw.gov.au/traffic-committees

Clr Jose Menano-Pires referred to the letter addressed to the Northern Beaches Council from Rob Sharp, Secretary, TfNSW, (see Attachment 1 to these Minutes). This letter from TfNSW had attached the revised Instrument of Delegation and Authorisation, and a Guide to Councils. Clr Jose Menano-Pires proceeded to read out a summary of the list of TfNSW Temporary Delegations to the Local Traffic Committee.

Craig Sawyer advised that there are only some minor changes to the Temporary Delegation directives in the consultation process and residents will need to contact Council for feedback.

Clr Jose Menano-Pires enquired about the Appeal process.

Adele Heasman enquired how the Local Traffic Committee will be able to obtain any feedback if our residents are not in agreement with the decisions on various traffic issues.

Peter Carruthers advised that TfNSW will organise a briefing on the handover and believes that the Local Traffic Committee is still a good vehicle to carry out the assessment process.

Adele Heasman enquired whether residents are still able to bring up any traffic issues to the Local Traffic Committee and whether it will become a collective decision, and whether Council's CEO will be able to act upon the new directives.

Phil Devon advised that he has circulated this document to the Local Traffic Committee members and relevant Council staff, for their information.

Cr Jose Menano-Pires requested that Peter Carruthers report the outcome of the upcoming TfNSW briefing at the next Local Traffic Committee meeting being held on 4th April 2023.

Clr Jose Menano-Pires advised that he will work with Council's new Chief Executive Officer to discuss a new framework for delegating traffic issues, as he would like to have the ability (together with Craig Sawyer, Jorde Frangoples and the new CEO) to challenge, discuss and inform the Local Traffic Committee and TfNSW of any traffic issues in our LGA.

6.2 AVALON SHOPPING CENTRE – Traffic Issues created by new bus route - General Business Item 6.1 in LTC Minutes for 7 February 2023

PROCEEDINGS IN BRIEF

Phil Devon advised that these works are still under way.

6.3 MANLY POLICE STATION – Request for road markings for Police cars - General Business Item 6.2 in LTC Minutes for 7 February 2023

PROCEEDINGS IN BRIEF

Completed – line markings for allocated car spaces for Police cars will be arranged on the road outside Manly Police Station.

6.4 POWDERWORKS ROAD, NORTH NARRABEEN – Parking request - - General Business Item 6.3 in LTC Minutes for 7 February 2023

PROCEEDINGS IN BRIEF

Phil Devon advised that he has not received any feedback to date from Environmental Compliance and he will be following this up and report back to the Committee at the next Local Traffic Committee meeting being held on 4th April 2023.

6.5 PITTWATER ROAD, MANLY – Bus Stop sign outside restaurant - General Business Item 6.4 in LTC Minutes for 7 February 2023

PROCEEDINGS IN BRIEF

This matter has been redirected to Council's Compliance Department.

Phil Devon advised that we have not yet received a response, however, he will follow this up and report back to the Committee at the next Local Traffic Committee meeting being held on 4 April 2023.

6.6 4 DELMAR PARADE, DEE WHY – Development Application – potential turning ban changes - General Business Item 6.5 in LTC Minutes for 7 February 2023

PROCEEDINGS IN BRIEF

Phil Devon advised that he and Peter Carruthers are discussing this item , i.e.: extending the turning ban to block right turns, which will be facilitated by a median extension on Pittwater Road.

Peter Carruthers advised these works will be considered by TfNSW.

Phil Devon will follow this up and report back to the Committee at the next Local Traffic Committee meeting being held on 4th April 2023.

6.7 GRACE AVENUE, FRENCHS FOREST - Heavy vehicles - General Business Item 6.6 in LTC Minutes for 7 February 2023

PROCEEDINGS IN BRIEF

Sgt Andrew Geraghty advised that the Police will pass this information on, to enforce the 3T limit that was recently implemented.

Luke Nickson mentioned that he has received complaints from local residents about heavy vehicles using this road.

6.8 RICKARD ROAD, NORTH NARRABEEN – Lines to be repainted on road - General Business Item 6.7 in LTC Minutes for 7 February 2023

PROCEEDINGS IN BRIEF

Phil Devon advised that the lines will be completed as they form part of the scheduled works with The Esplanade, and requested Brian Duong to advise the Committee when these works will be completed at the next Local Traffic Committee meeting being held on 4 April 2023.

6.9 BLACKBUTT ROAD, FRENCHS FOREST - request to repair speed humps - General Business Item 6.8 in LTC Minutes for 7 February 2023

PROCEEDINGS IN BRIEF

Clr Jose Menano-Pires requested a timeframe for these speed humps to be repaired.

Phil Devon advised that these works have been scheduled.

Phil Devon will advise the Committee when these works will be completed at the next LTC meeting being held 4 April 2023.

6.10 HILMER STREET, FRENCHS FOREST – Stop Lights / pot holes/ heavy patching / speed hump repair - General Business Item 6.9 in LTC Minutes for 7 February 2023

PROCEEDINGS IN BRIEF

Clr Jose Menano-Pires enquired about the timeframe for these works to be completed.

Peter Carruthers advised that TfNSW is waiting on advice from network operations to complete this matter.

Craig Sawyer advised that these works are in the program and the pot holes and heavy patching have been marked out.

6.11 BANTRY BAY ROAD, FRENCHS FOREST – Timed parking restrictions General Business Item 6.10 in LTC Minutes for 7 February 2023

PROCEEDINGS IN BRIEF

Clr Jose Menano-Pires enquired whether this matter has been investigated by the Rangers and in particular, the boat, the 4WD vehicle and the 2 trailers that are parked in Bantry Bay Road.

John Hoeben advised that he will chase this up and report back to the Committee at the next Local Traffic Committee meeting being held on 4th April 2023.

6.12 EUROBIN AVENUE, MANLY – traffic congestion during morning peak times

PROCEEDINGS IN BRIEF

Adele Heasman enquired whether someone could come down to enforce the 8:20am-8:40am peak times in Eurobin Avenue, Manly, when parents are dropping off their children at the school, in order to address the traffic congestion and illegal parking that occurs during this peak time.

Phil Devon requested Council Rangers attend to witness these morning peak times.

6.13 THE CORSO, MANLY – updated signage for cyclists

PROCEEDINGS IN BRIEF

Adele Heasman advised that the existing signage needs to be replaced at the entrance to Henry Roth Arcade, to ensure pedestrians and families are protected from cyclists entering the arcade, which has become a safety hazard.

Adele Heasman advised that The Corso is a pedestrian thoroughfare with families and the public enjoying the open space to relax around the fountain area and dining areas, however, cyclists who speed through The Corso have made it unsafe for pedestrians.

Adele Heasman requested larger signage to be installed in The Corso to stop cyclists speeding, and advised that the Member for Manly, James Griffin MP, has written to TfNSW to request this matter be investigated and actioned.

John Hoeben advised that the new signage has slowed down the speeding cyclists and noted that Council Rangers are carrying out proactive controls, requesting speeding cyclists to stop and slow down in The Corso.

6.14 BEACON HILL ROAD, BEACON HILL - No Stopping restrictions

PROCEEDINGS IN BRIEF

Clr Jose Menano-Pires requested an update on the parking situation in Beacon Hill Road.

Clr Jose Menano-Pires advised that he had received some complaints from residents after they received their consultation letters re: No Stopping restrictions in Beacon Hill Road.

Clr Jose Menano-Pires advised that traffic congestion needs to be remedied from the top of Beacon Hill Road to the bottom of the road.

6.15 MYOORA ROAD (INTERSECTION AT MONA VALE ROAD), TERREY HILLS - traffic congestion

PROCEEDINGS IN BRIEF

Clr Jose Menano-Pires requested whether TfNSW is able to change the timing of the traffic lights at the intersection of Myoora Road and Mona Vale Road, due to the traffic congestion that banks up here during peak hour times.

Clr Jose Menano-Pires mentioned that buses regularly block the driveway into and out of the fruit market that is situated on the corner, which also causes traffic congestion on Myoora Road.

Andrew Johnston enquired whether there is a possibility of adding an extra lane in Myoora Road to alleviate this traffic congestion.

Phil Devon advised there is a utilities box that would cost too much to be moved to another site, and we are unable to add another lane due to the threatened species in this area of Myoora Road.

Peter Carruthers advised that TfNSW has no plans for this intersection.

6.16 MYOORA ROAD, TERREY HILLS - No Parking signs

PROCEEDINGS IN BRIEF

Clr Jose Menano-Pires requested that No Parking signs be installed along Myoora Road near the Swim School and the Church.

Luke Nickson advised that there were existing No Parking signs along Myoora Road, however, they have either been removed or damaged, which has now become a maintenance issue.

Luke Nickson advised he will raise a maintenance request to replace the missing or damaged No Parking signs along Myoora Road and for the No Parking sign outside the church to be moved further up the road.

Phil Corbett, Member for Davidson Mr J O'Dea MP Representative, took this opportunity to express his deep appreciation to Jonathan O'Dea for appointing him to the Committee, and to the rest of the team for taking account of his contributions from time to time. He wished everyone the very best for the future, and should he not be re-appointed following the election of a new Davidson MP on 25 March, that it had been a privilege to serve the community through the Traffic Committee in striving for the best outcomes for the Northern Beaches residents.

Andrew Johnston, Member for Pittwater Mr R Stokes MP Representative, advised the Committee that this may also be the last Local Traffic Meeting he will be attending.

Clr Jose Menano-Pires thanked Committee voting members Phil Corbett, Member for Davidson, Mr J O'Dea MP Representative; Andrew Johnston, Member for Pittwater, Mr R Stokes MP Representative; Ms Adele Heasman - Member for Manly, Mr J Griffin MP Representative; and Toby Williams - Member for Wakehurst, Mr B Hazzard MP Representative, for their dedication, hard work and their time across the board, and also thanked Council's Traffic Team in the office for their assistance with the Local Traffic Committee matters.

The meeting concluded at 12:13pm

This is the final page of the Minutes comprising 22 pages numbered 1 to 22 of the Northern Beaches Council Local Traffic Committee meeting held on Tuesday 7 March 2023 and confirmed on Tuesday 4 April 2023

7 MARCH 2023

Attachment 1

TRANSPORT FOR NEW SOUTH WALES

Traffic Management and Pedestrian Works Temporary Delegation

Transport for NSW



Ray Brownlie
Chief Executive Officer
Northern Beaches Council
ray.brownlee@northernbeaches.nsw.gov.au

Re: Traffic Management and Pedestrian Works Temporary Delegation

Dear Ray,

Transport for NSW (TfNSW) is committed to working with local government to improve the prosperity, safety and liveability of our neighbourhoods.

In response to the COVID pandemic, the NSW Government simplified approvals processes for outdoor dining with a range of regulatory changes. Among these changes were regulations allowing rapid creation of on-road space for outdoor dining, and a temporary delegation issued by TfNSW to facilitate temporary pedestrian and cycling areas and lanes.

I have now resolved to delegate further powers to local government to exercise Transport's functions with respect to outdoor dining and a number of low-impact improvements to pedestrian conditions on local roads. The revised instrument of delegation, valid until 2026, is enclosed alongside a guide to explain its use.

The delegation means all local councils will have the option of carrying out works on local roads without requiring referral to the Local Traffic Committee or TfNSW. This option is contingent on the proposed improvements meeting a number of important safeguards relating to location, design compliance and notification according to well established TfNSW standards, specifications and technical directions, Australian Standards and the Austroads guidelines.

TfNSW continues to provide training, advice and coordination for local government in a range of capacities, including the operation of the Local Traffic Committee. Councils remain welcome to submit any item to the Committee and where the delegation requires to consult with NSW Police and their local TfNSW representatives.

TfNSW will monitor this delegation closely as a trial of changed responsibilities and evaluate the reform with input from local government.

If you have any further questions regarding this delegation, please contact delegated_works@transport.nsw.gov.au.

Sincerely,



Rob Sharp
Secretary
02/03/2023