



northern
beaches
council

MINUTES

NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING

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

TUESDAY 7 FEBRUARY 2023

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

held on Tuesday 7 February 2023

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10.00 AM

ATTENDANCE:

Voting Members

Chair –Northern Beaches Council - Councillor	Mr Jose Menano-Pires
Member for Pittwater Mr R Stokes MP Representative	Mr Andrew Johnston
Member for Manly Mr J Griffin MP Representative	Ms Adele Heasman
Transport for NSW	Mr Peter Carruthers
Northern Beaches Police Command, Dee Why	Sergeant Andrew Geraghty

Non Voting Members

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

Officers

Director Transport and Assets	Mr Jorde Frangoples
Executive Manager - Transport and Civil Infrastructure	Mr Craig Sawyer
Manager – Transport Network	Mr Phil Devon
Traffic Engineering Coordinator	Mr James Brocklebank
Traffic Engineer	Mr Ricky Kwok
Traffic Engineer	Mr Velsamy Sankaran
Traffic Engineer	Mr Scipio Tam
Traffic Engineer	Ms Leila Kazemnezhad
Traffic Officer	Mr Luke Nickson
Traffic Officer	Mr Brian Duong
Traffic Officer	Ms Jackline Shahho
Traffic Officer	Mr Alex Yuen
Traffic Officer	Mr Chinmaya Gupta
Road Safety Officer	Ms Robynann Dixon
Strategic Transport Coordinator	Ms Michelle Carter
Transport Projects Officer	Ms Vicki Hart
Transport Projects Officer	Ms Kajal Todd
Traffic Engineering Trainee	Mr Nicholas Murace
Coordinator - Rangers	Mr Michael Davey
Specialist Administration Officer	Ms Caty Pilley
Specialist Administration Officer	Ms Tracey Gwyther

Visitors

Northern Beaches Council - Councillor
Northern Beaches Council - Councillor

Cr Sarah Grattan
Clr Candy Bingham

1.0 APOLOGIES

Member for Davidson Mr J O’Dea MP Representative Mr Phil Corbett
Member for Wakehurst Mr B Hazzard MP Representative Mr Toby Williams

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 DECEMBER 2022

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee held 6 December 2022, 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

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

Clr Jose Menano-Pires welcomed Clr Candy Bingham and Clr Sarah Grattan as observers to the Local Traffic meeting, to discuss the following the works being implemented to support the 30km/h high pedestrian activity speed zone in the manly Town Centre. These works were considered at the Local Traffic Committee Meeting in April 2022:

**Re: NORTH STEYNE ROAD / SOUTH STEYNE ROAD, MANLY BEACH - HIGH PEDESTRIAN
ACTIVITY AREA INFRASTRUCTURE PACKAGE 2 – NEW TRAFFIC CALMING DEVICES**

PROCEEDINGS IN BRIEF

Clr Candy Bingham and Clr Sarah Grattan expressed their concerns regarding the new traffic calming devices that have been installed along North Steyne & South Steyne along the Manly beachfront.

Clr Jose Menano-Pires advised that the Local Traffic Committee had previously approved the installation of Standard Entry and Repeater treatments, as proposed in the Local Traffic Committee meeting held in April 2022. Implementation of these entry and repeater treatments commenced in January 2023. He advised that as a voting member of the Local Traffic Committee, he was not aware that we approved these works, as the recommendation stated “minor civil works”.

He further advised that some Councillors have since received emails, phone calls and social media posts from the community with their concerns.

Clr Candy Bingham and Clr Sarah Grattan advised that they fully support the 30km/h speed zone in Manly, which has served its purpose, and Council has received some great publicity over the road safety works put into place. It was however, noted that 15 median strips have now been installed, with another 54 treatments yet to be installed. The Councillors believe the medians have created safety hazards and are excessive.

Clr Candy Bingham considers that drivers are now so busy concentrating on the new median strips and associated Keep Left signs, that they may not see a pedestrian crossing on the road. She also advised that some pedestrians are confused believing the medians are pedestrian refuge islands. The median strips also have sharp edges that can damage tyres, particularly on motorbikes.

Clr Candy Bingham requested whether the Local Traffic Committee would consider looking at other means to improve safety on the road, for example additional pedestrian crossings. She advised she is happy with the speed cushions and signage on Commonwealth Parade that act as an entry point to the 30km/h zone there.

Adele Heasman suggested that consideration be given to reviewing the medians that are sited opposite the 90-degree angle parking, as reversing cars are having difficulty negotiating them. She noted that most were located where they did not interfere with parking manoeuvres. She requested we remove some of the concrete blocks that are located where they impact drivers trying to park their cars.

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 concurred with Ms Adele Heasman.

Peter Carruthers urged caution before removing the medians, as they are there to assist in reducing speeds. He advised that a pedestrian hit by a motorist travelling at the 85th percentile speed of 39km/h on North Steyne, was likely to suffer significant harm, whereas the chances of surviving a crash at 30km/h were significantly improved. He did however, agree to review the location of the medians following the meeting to investigate the issues raised by the Councillors. Mr Carruthers advised that TfNSW had funded the 30km/h zones, raised crossings, median strips, road narrows and other works, to address pedestrian crash history issues, calm traffic and reduce speed, however, the works completed in advance of the medians had not sufficiently reduced speeds. He considered the entry treatments were a vital part of the overall treatment scheme. Traffic calming devices every 100m-150m are required to achieve a low-speed environment, along with entry treatments.

Peter Carruthers requested that Council carry out a traffic count now, to gauge the impact of works to date, prior to removing any medians. He considered that removing them now without any evidence base, was unwise and would mean we lose this opportunity to review speed data and lose the potential safety benefits of the complete scheme. If the Keep Left signs were being hit, he suggested using narrower "Keep Left" signs.

Clr Jose Menano-Pires asked the Police for their views and if they had any information on crashes or damage to cars since the medians were installed.

Sgt Andrew Geraghty advised that he can see both sides and agrees with all the comments made to date however, the Police have no data or feedback on damaged tyres, car crashes or speeding since the installation was undertaken.

Craig Sawyer said that Council commenced installing these traffic calming devices last month, however, as the median strips are also causing turning issues for motorists, we will pause the remainder of the works and reconsider and report more fully to the next LTC meeting being held on 4th April. He suggested that in the meantime, we continue to install entry treatments (other than medians) to assist with pedestrian and driver safety.

Craig Sawyer notes the community's concerns about the works on the beachfront and mentioned that most medians are situated adjacent to kerb buildouts for Norfolk Pines, or in locations where they don't impact on parking. However, we may need to consider additional measures to re-direct pedestrian towards designated crossings, so they realise the entire beachfront is not a pedestrian thoroughfare.

Craig Sawyer considers the medians and 30km/h patches at the entry points are necessary and would support their introduction at all 30km/h zone entry points. He advises that staff, however, review the islands and patches to ensure they are not causing safety issues. He reiterated that the traffic calming works and the construction of more concrete islands in this whole area will now be paused until a more detailed plan has been drawn up and discussed, however, still completing the traffic calming works at the entry points.

Clr Sarah Grattan enquired whether we have asked Council's Urban Design team for ideas on a more aesthetic alternative to installing concrete blocks everywhere.

Craig Sawyer suggested we discuss putting a revised plan into place with TfNSW and consider placing 30km/h patches on the entire road and report the details back to the Local Traffic Committee at the March LTC meeting.

Craig Sawyer advised that we need to review the whole Manly area and revise the current Recommendation, especially where the median strips are located near the Norfolk Pines along the beachfront, ie: removing some and keeping others.

Craig Sawyer suggested installing 30km/h patches every 150 metres.

Peter Carruthers advised that Council should install 30km/h speed zones and patches opposite the islands on all streets in Manly.

Clr Jose Menano-Pires requested that the islands be removed as soon as possible and install other traffic calming devices that have a bigger impact for drivers and pedestrians, and complete painting the road signage, until a new detailed plan has been discussed at the next LTC meeting on 7th March.

Peter Carruthers re-stated that TfNSW is concerned about the pedestrian safety implications associated with removing the median islands and he would like to keep the islands in place until we see the effectiveness of the completed package of works on reducing traffic speed.

James Brocklebank advised that once the traffic calming devices are installed and the traffic counts data has been captured and the effects have been discussed, we can then submit a more detailed plan to address any remaining traffic calming issues in the 30km/h speed zone. He believed that any traffic incidents that had occurred were probably while the devices were under construction with formwork in place, without signage or road markings. He suspects that incidents will be few, once construction is complete.

Clr Jose Menano-Pires requested that a new Recommendation be placed in the LTC Minutes, i.e.:

1. Investigate the islands that are causing an inconvenience and remove the ones causing problems.
2. Craig Sawyer to meet with Adele Heasman in Manly to identify which islands need to be removed and distribute the information to the Local Traffic Committee, so that Phil Devon can submit a revised detailed traffic calming plan at the next LTC meeting on 7th March 2023.
3. Install 30km/h patches until a decision is made regarding the islands.

Clr Jose Menano-Pires thanked Clr Candy Bingham and Clr Sarah Grattan for attending the meeting and advised them that the Local Traffic Committee meeting is held in the Flannel Flower Room from 10am-12 noon every first Tuesday of the month and that all Councillors should be receiving notification of the meeting.

Peter Carruthers advised that these traffic calming devices do slow traffic down and he would like to see Manly have a perfect safety track record after the new traffic calming devices have been installed. He also mentioned that Liverpool Council had also installed a 30km/h speed zone but had since requested TfNSW to remove the 30km/h speed zone and a speed camera that TfNSW had previously installed.

Peter Carruthers suggested painting 30km/h speed limit stencils and suggested that a cobblestone treatment might be considered for Manly as a more visually pleasing, but still effective treatment.

Clr Jose Menano-Pires suggested other calming devices could be used, i.e.: “cat’s eyes” and installing tactile devices at the entry points.

Clr Jose Menano-Pires summarised that there is more work to be done to calm the traffic at Manly’s beachfront.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Local Traffic Committee supports:

1. Further investigations to identify the median islands that are causing an inconvenience and to remove those found to be causing problems.
2. Craig Sawyer to meet with Adele Heasman in Manly to identify which islands might need removal and distribute the information to the voting members of the Local Traffic Committee for comment.
3. A further report be brought to the 7 March Traffic Committee providing detailed information on a revised traffic calming plan for the 30km/h zone.
4. Installation of 30km/h patches to continue until a decision is made regarding the removal of median islands and a revised traffic calming scheme.

Approved by exception.

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

4.1 NAREEN PARADE, NARRABEEN - ACCESSIBLE PARKING

PROCEEDINGS IN BRIEF

Clr Jose Menano-Pires advised that this matter is a neighbourhood dispute and should be ultimately addressed by the works proposed in a Development Application at No.18 Nareen Parade.

Craig Sawyer advised that we have created an on-street accessible parking space at No.18 Nareen Parade, as the residents have children with mobility issues requiring accessible parking to their property.

Clr Jose Menano-Pires queried the timeframe for this Development Application, as it may take 5 years before construction is complete and off-street accessible parking and an inclinor is available. He suggested this matter be reviewed every 6 months.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Retention of the accessible parking space in front of No.18 Nareen Parade, North Narrabeen be approved for the next 6 months, when the Traffic team will again review this matter every 6 months.
 - B. Relocation of the accessible parking signs 1m to the west of their current location.
-

Committee decision approved.

4.2 DOUGLASS PLACE, CROMER - PART TIME NO PARKING

PROCEEDINGS IN BRIEF

Phil Devon advised that this is a standard request and that a few vehicles have in the past, prevented access for waste collection vehicles to access garbage bins in the cul-de-sac.

Clr Jose Menano-Pires advised he is unhappy that parking spaces have been taken away from residents for 24 hours from 6am to 6pm, just to give more room for the URM Waste Collection vehicles to collect garbage once a week.

Clr Jose Menano-Pires believes this is unfair to residents, when it is a URM Waste issue, as they should look at operating smaller waste collection trucks in our LGA's narrow streets and cul-de-sacs.

Craig Sawyer advised this affects 3 car spaces in the cul-de-sac and cars should not be parking in a cul-de-sac anyway.

Clr Jose Menano-Pires requested Council reduce the hours of the No Parking to "No Parking from 6am to 2pm every Wednesday". This would be sufficient to ensure residents do not park here during waste collection time.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of a No Parking restriction applying between 6am and 2pm on Wednesday on the south side of Douglass Place and extending around the cul-de-sac to finish east of the driveway serving No.8 Douglass Place.
-

Committee decision approved.

4.3 ALLENBY STREET, CLONTARF - RELOCATION OF NO PARKING SIGN

PROCEEDINGS IN BRIEF

Adele Heasman thanked Council staff for relocating the existing “No Parking” sign, as this intersection becomes very congested as cars cannot pass near No.3 Allenby Street, when cars are parked on both sides of the street.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Relocation of the existing ‘No Parking’ sign on the western side of Allenby Street from its existing location to the power pole south of the driveway to No.3.

Committee decision approved.

4.4 BLACKBUTTS ROAD, FRENCHS FOREST - TIMED PARKING

PROCEEDINGS IN BRIEF

Clr Jose Menano-Pires requests this timed parking be enforced.

Phil Devon will discuss this matter with Council's Rangers and request they enforce the timed parking.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The introduction of a Four Hour (4P) 8am- 6pm Everyday timed parking restriction, along the northern side of Blackbutts Road, Frenchs Forest beginning at the intersection of Glen Street through the unrestricted parking sections of Blackbutts Road and closing at the existing statutory No Stopping sign prior to the pedestrian crossing outside Frenchs Forest Showground.
- B. Phil Devon to discuss this matter with Council's Rangers and request enforcement.

Committee decision approved.

4.5 PACIFIC LANE AND RUBY LANE, MANLY - PROPOSED VEHICLE RESTRICTIONS

PROCEEDINGS IN BRIEF

Adele Heasman thanked Council's staff for extending the length restriction to 7.5 metres.

James Brocklebank advised that there was also a need to have an exception for waste collection vehicles. He requested that the recommendation to the Traffic Committee be amended for the new sign to read "No Entry (Vehicles Under 7.5m & Waste Collection Vehicles Excepted)".

Clr Jose Menano-Pires reiterated his concerns about Council waste collection vehicles using inappropriately large trucks on narrow roads. It was explained that this was also to cater for commercial waste collection, which was undertaken by private contractors over which Council has no control.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 'No Entry (Vehicles Under 7.5m & Waste Collection Vehicles Excepted)' signs to prevent long vehicles from entering Pacific Lane from Pacific Street and Ruby Lane from Pittwater Road.

Committee decision approved.

4.6 60 KENNETH ROAD, MANLY VALE - NO PARKING

PROCEEDINGS IN BRIEF

Clr Jose Menano-Pires enquired about the difference between this driveway and the others in the Northern Beaches Council LGA.

Phil Devon advised that the block at No.60 Kenneth Road has 2 driveways, however, only cars and motorbikes can fit into this small parking space and noted that on occasions, trucks and boats are parked in this small space that cause visibility issues for motorists when exiting these 2 driveways.

It was suggested to only allow motorbikes to park here, as they will not impact on visibility.

Phil Devon mentioned that 197 letters were sent to the residents and only 3 responses were received, 1 supporting and 2 did not support this recommendation. i.e. little response, so evidently little concern with the recommended action.

Clr Jose Menano-Pires requested this matter be referred to Council's Rangers for monitoring, to ensure the parking of trucks and boats in this parking space does not continue to be a problem.

Not supported by the voting members.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a 'No Parking' restriction on the northern side of the street commencing 1m west of the western driveway to No.60 Kenneth Road and ending 1m east of the driveway to No.58.
-

Committee decision Not Supported and referred to Rangers.

4.7 GROSVENOR PLACE, BROOKVALE - TIMED PARKING

PROCEEDINGS IN BRIEF

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Relocation of the existing No Parking restriction from the existing position approximately 12 metres north to the southern side of the driveway of No.3 Grosvenor Place, Brookvale.
 - B. Installation of a Ten Minute (P10) Timed Parking restriction 8:00am -9:30am & 2:30pm-4:00pm MON-FRI approximately 12m in length outside No's 2-3 Grosvenor Place, Brookvale.
-

Committee decision approved.

4.8 PITTWATER ROAD, BAYVIEW - TRAFFIC MANAGEMENT DURING SEAWALL CONSTRUCTION

PROCEEDINGS IN BRIEF

Craig Sawyer advised that this is a temporary arrangement for the next 6 months while construction of the seawall is underway, which will impact pedestrians, cyclists, vehicles and buses, and traffic control will be managed by the contractors during the seawall construction.

James Makasiale supports this recommendation, as long as the traffic control is carried out properly and the relocated temporary bus stop is manageable by the bus drivers.

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 be present during those critical busy times to carry out their traffic control.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee gives its “in Principle” support to the:

- A. Off-peak (tentatively 9:30am to 2:30pm Mon-Fri) closure of the eastbound traffic lane on Pittwater Road between King Edward Avenue and Fermoy Avenue, with two-way traffic maintained under STOP/GO or portable traffic light traffic control during these hours. Traffic reopened to two-way flow at other times.
- B. Temporary closure of the footpath on the eastern side of Pittwater Road between King Edward Avenue and Fermoy Avenue with pedestrians detoured via King Edward Avenue, Roches Avenue & Fermoy Avenue throughout the anticipated 5–6-month duration of the seawall works.
- C. Introduction of a temporary protected pedestrian lane on the west side of King Edward Avenue coupled with a One-Way eastbound traffic flow for the duration of the works.
- D. Introduction of a temporary pedestrian refuge on Pittwater Road west of King Edward Avenue and associated relocation of the bus stop on the north side of Pittwater to a temporary location east of King Edward Avenue.
- E. Construction of a footpath link on the south side of Pittwater Road linking Fermoy Avenue with the existing pedestrian refuge in front of No.1927-1931 Pittwater Road.

Committee decision approved.

4.9 BALGOWLAH ROAD, BALGOWLAH - ROUNDABOUT AT HILL STREET

PROCEEDINGS IN BRIEF

Adele Heasman agrees that the installation of a roundabout at Hill Street will slow the traffic down and prepare drivers to the upcoming bus stop and a pedestrian crossing where the road narrows.

Clr Jose Menano-Pires advised he has no objection to the construction of this roundabout; however, he is concerned about the design of it and whether buses will be able to manoeuvre through the roundabout.

Clr Jose Menano-Pires asked staff to ensure the design of the roundabout be such as to resolve any existing speeding issues, without the potential future suggestion of installing “speed bumps” on approach.

James Makasiale advised that we need to ensure buses can get around the roundabout when traffic issues arise, as having smaller buses operating in this area is not possible.

James Makasiale and Adele Heasman both suggested installing a “mountable” roundabout here, which will enable buses and larger vehicles to drive over and through the roundabout. Craig Sawyer advised that larger turning vehicles also need a “mountable” roundabout.

Phil Devon advised that the refuge would need to be moved slightly.

Clr Jose Menano Pires enquired whether moving the refuge will impact the bus stop.

James Brocklebank advised that access for buses through the roundabout and into/out of the bus stop has been tested with swept path plots as part of the design process. He confirmed there is sufficient lane width for traffic to pass a bus stopped at the bus stop.

James Makasiale advised that some motorists don't slow down and attempt to overtake buses parked at this bus stop, which is causing safety issues, contrary to the law.

Construction of this roundabout at Hill Street should assist in keeping the area safe for pedestrians, motorists and bus drivers.

Craig Sawyer advised that the roundabout would assist turning vehicles and slow down speeding motorists.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a mountable roundabout at the intersection of Balgowlah Road and Hill Street with associated relocation of the bus stop, shelter, and pedestrian refuge on the north side of Balgowlah Road and adjustments to the 4P timed parking restrictions to suit the above.
-

Committee decision approved.

4.10 CONDAMINE STREET, BALGOWLAH - ROUNDABOUT AT NEW STREET

PROCEEDINGS IN BRIEF

Adele Heasman advised the Committee that this roundabout had been requested about 15 years ago to assist the traffic flow at this intersection, which she had previously supported.

Adele Heasman thanked Council staff for constructing this roundabout and introducing the Bus Zone.

James Makasiale supports the recommendation, as long as buses can manoeuvre through the roundabout, noting that buses travel east/west along New Street. It was confirmed they would be able to drive over and through this new roundabout.

Clr Jose Menano-Pires asked staff to ensure the design of the roundabout be such as to resolve any existing speeding issues, without the potential future suggestion of installing “speed bumps” on approach.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Construction of a roundabout at the intersection of Condamine Street and New Street incorporating a mountable centre island.
- B. Introduction of a Bus Zone to support the bus stop on the north side of New Street west of Condamine Street.

Committee decision approved.

4.11 AVALON PARADE & SURF SIDE AVENUE, AVALON BEACH - AVALON PARADE PARKING AREA

PROCEEDINGS IN BRIEF

Andrew Johnston enquired about what the green shading means on the attached Plans where the island is located.

Phil Devon advised that the island shaded in green will initially be painted. He advised that once the funding has been confirmed, works will be completed.

Clr Jose Menano-Pires requested Phil Devon to liaise with Capital Projects to ensure the works be done after the Summer Season, as the works that began before Christmas, caused a negative reaction from the community. Craig Sawyer agreed with this request.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Proposed Concept Plan for the Avalon Parade Parking Area, which includes Avalon Parade and Surf Side Avenue, subject to the following amendments:
 - (i) Relocate set down area for coffee van and Accessible Parking spaces to the south-east corner of the parking area near the proposed footpath and headland.
 - (ii) Modify painted island to retain existing access and allow vehicles to turn right directly into the driveways of No.1 and 5 Avalon Parade.
 - (iii) Change angle parking spaces located in the centre of Avalon Parade from 90 degrees to 60 degrees.
- B. Proposal for a 10km/h Shared Zone application be submitted to TfNSW for their review and consideration.

Committee decision approved.

4.12 HUDSON PARADE, CLAREVILLE - PROPOSED CONVEX MIRROR

PROCEEDINGS IN BRIEF

Clr Jose Menano-Pires advised that he is not aware of Council having approved the installation of any other convex mirrors on a public road in our LGA.

Peter Carruthers advised that convex mirrors placed on public roads tend to cause accidents and car crashes as they confuse drivers, and they give a false sense of security. In the majority of cases, Council requests the applicant to trim the bushes and trees at the exit of their driveway, to give them a better view of oncoming traffic.

Clr Jose Menano-Pires agreed with Peter Carruthers, that Council does not normally approve convex mirrors on public roads.

Andrew Johnston also agreed that convex mirrors seem to be rarely approved on public roads in our LGA.

James Brocklebank mentioned that convex mirrors have evidently been approved at other locations in Hudson Parade in the past, noting that mirrors were present at the corners of Delecta Avenue. It was therefore more problematic to not approve this one. He is also aware of TfNSW's guidelines regarding the introduction of convex mirrors, however, agreed that they are rarely introduced on public roads.

Craig Sawyer requested Phil Devon to investigate Council's records for past approvals of convex mirrors in our LGA and bring this information to our next meeting on 7th March for further discussion by the Local Traffic Committee.

Not supported by the committee.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. the installation of a convex mirror at this location.
-

Committee decision refused.

4.13 EUROBIN AVENUE, MANLY - PARKING RESTRICTION ADJUSTMENTS

PROCEEDINGS IN BRIEF

Adele Heasman enquired whether the recommended actions for this item be looked at separately, as she received a letter from a local resident regarding her concern about parents dropping their children off at school on the opposite side of the road in the “No Stopping” zone and then doing a U-Turn, which creates further safety issues.

James Brocklebank advised he had read that correspondence which mainly related to concerns that the only way for vehicles to access the proposed drop-off/pick-up zone was to do a U-Turn in Eurobin Avenue. This was incorrect, as traffic can approach the zone by entering Collingwood Street from Pittwater Road or via a left turn off North Steyne.

Craig Sawyer suggested that the school could be contacted to provide advice on how to access the new drop-off/pick-up zone and to request parents not to drop their children off on the north side of Eurobin Avenue.

There was also concern raised about the parents continuing to park in the No Stopping zone once it is installed.

Craig Sawyer asked Phil Devon to address this matter with Council’s Rangers, requesting the Rangers enforce the No Stopping, and suggested warning the parents first, followed by fines if drivers continue to park in the No Stopping areas.

Craig Sawyer requested these parking restriction adjustments be installed as soon as possible.

Sgt. Andrew Geraghty advised that the Police are aware of this matter and he will inform local Police, to request they monitor motorists doing U-Turns in this area.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of ‘No Parking 8:00am–9:30am and 2:30pm – 4:00pm School Days’ restrictions along the frontage of Stella Maris College. 2P Permit Parking will apply at other times.
- B. Installation of ‘No Stopping’ restrictions across the driveways of No 51 and No.53 Eurobin Avenue, Manly.

Committee decision approved.

4.14 PEAL PLACE, WARRIEWOOD - NO PARKING

PROCEEDINGS IN BRIEF

James Brocklebank advised that Peal Place is a narrow road ending in a cul-de-sac. People park their vehicles in Peal Place to walk to the North Narrabeen beach and pool, or to access the coastal walking track. However, as it is too narrow to park on both sides of the road, full time No Parking zones need to be placed on one side of the road and in the cul-de-sac, to allow for traffic to pass and for access to/from driveways.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Replacement of existing No Parking (Saturday, Sunday & Public Holidays) on the east side of Peal Place and around the cul-de-sac with a full time No Parking restriction.
-

Committee decision approved.

4.15 BURTON STREET, BALGOWLAH - TEMPORARY PARKING RESTRICTION AMENDMENTS

PROCEEDINGS IN BRIEF

Phil Devon advised that in conjunction with the introduction of the Works Zone, a temporary adjustment to the extent of the No Stopping and centrelines is required.

Phil Devon also advised that only one car space will be lost during the works, which will be reinstated once the Works Zone has been removed.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Temporary changes to the parking restrictions on Burton Street, to facilitate a Works Zone at the rear of No.21 White Street Balgowlah.
 - B. Changes to be in place for the duration that the Works Zone is in place and pre-existing restrictions reinstated once the Works Zone is removed.
-

Committee decision approved.

**4.16 MANLY VALE PUBLIC SCHOOL CAR PARK - GIBBS STREET AT SUNSHINE
STREET, MANLY VALE - NO ENTRY SCHOOL DAYS**

PROCEEDINGS IN BRIEF

Phil Devon advised that this work is only for a sign to restrict access to the carpark during school drop-off and pick-up hours.

This carpark is a public carpark but tends to be used primarily by school staff who tend to park here before 8:30am and leave after 3:30pm. However, parents of school children regularly search for a car parking space here when dropping off or picking up children. This is unsafe for children and could result in an accident occurring.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. 'No Entry - School Zone times – Mobility Permit Holders & Authorised Vehicles Excepted' at the entry point of the carpark.
-

Committee decision approved.

5.0 MATTERS FOR NOTATION

5.1 REQUEST FOR WORKS ZONE

PROCEEDINGS IN BRIEF

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee notes:

- A. The delegated approval of Works Zones as described in the Minutes.
-

Committee decision noted

6.0 GENERAL BUSINESS

6.1 AVALON SHOPPING CENTRE – TRAFFIC ISSUES CREATED BY NEW BUS ROUTE

PROCEEDINGS IN BRIEF

James Makasiale requested an update on the new bus route and the new bus stop in Avalon.

Phil Devon advised that the plans are being drawn up and we are waiting for responses from local businesses.

Phil Devon advised that the buses will be using a full figure-8 loop service when 3 car parking spaces and the existing bus stop will be removed. A new Bus Zone will be installed from No's 49-55 Old Barrenjoey Road, as buses need to turn right to drop off passengers.

James Makasiale advised that the old bus stop can be removed, as buses can lay over in Old Barrenjoey Road.

Craig Sawyer is concerned that while buses are parked in Old Barrenjoey Road with their engines idling, local businesses will be affected by the toxic exhaust fumes being emitted – i.e.: cafes, boutiques and real estate agents will not be happy with exhaust fumes and the sound of buses engines idling. It was noted that once buses become electric, it will only be the air conditioning will be left on while buses are parked there.

Craig Sawyer suggested this matter be discussed with the local Chamber of Commerce before commencing the removal of 3 car spaces and moving the existing bus stop.

Andrew Johnston mentioned that the community has lost the Express Bus service to the city from Bilgola, and now residents need to walk that extra distance to the next bus stop.

Craig Sawyer advised this matter needs to be run through a consultation process prior to going ahead with the removal of car spaces and creating a new bus stop.

James Makasiale advised that these proposed changes to the bus stop will solve the issues bus drives face every day, all of which regularly creates delays in the bus timetables during peak hours.

James Makasiale requested a timeframe for these works to be completed.

6.2 MANLY POLICE STATION – REQUEST FOR ROAD MARKINGS FOR POLICE CARS

PROCEEDINGS IN BRIEF

Sgt Andrew Geraghty requested line markings to be painted on the road outside the Manly Police Station, where there are allocated car spaces for Police cars.

Phil Devon advised that "Police Vehicles Only" signs will also be installed

The members of the Local Traffic Committee all agreed.

6.3 POWDERWORKS ROAD, NORTH NARRABEEN – PARKING REQUEST

PROCEEDINGS IN BRIEF

Sgt Geraghty advised that he had received a request from Ms Susan Colvin (business owner in Powderworks Road) regarding illegal truck parking contrary to Development Application approved times.

Phil Devon advised that there is already a Loading Zone here and a new sign was recently installed – “LOADING ZONE 7AM TO 6PM – NO STOPPING OTHER TIMES”, noting that this parking zone can be used by other businesses that have different hours of operation.

Craig Sawyer advised this matter is an Environmental Compliance issue and requested Phil Devon to forward this request onto them.

6.4 PITTWATER ROAD, MANLY – BUS STOP SIGN OUTSIDE RESTAURANT

PROCEEDINGS IN BRIEF

James Makasiale advised that a Bus Stop sign is covered over when the awnings are rolled down outside a local cafe in Pittwater Road, Manly, resulting in bus drivers and passengers not seeing a bus stop sign there.

James Makasiale has submitted a complaint to Council about this matter.

Craig Sawyer requested Phil Devon to refer this matter onto Council’s Development Compliance department as the awning appears to be contrary to what would normally be approved.

6.5 4 DELMAR PARADE, DEE WHY – DEVELOPMENT APPLICATION – POTENTIAL TURNING BAN CHANGES

PROCEEDINGS IN BRIEF

James Brocklebank advised that a Development Application for Shop Top Housing has been lodged for an L-shaped site in Pittwater Road, corner Delmar Parade, Dee Why, noting that No.820 (corner property) has already been developed.

There is a matter that needs to be flagged in regard to the number of vehicles that will be turning into/out of Delmar Parade once the development has been completed, James noted that an AM peak right turn ban was currently present into Delmar Parade which was introduced in response to a right turn crash history and enquired whether TfNSW wanted to consider extending the turning ban to include the afternoon peak hours. James also noted that the development was primarily residential, replacing commercial uses on the site and would result in primarily inbound movements in the pm peak, i.e increased volume wanting to turn right into Delmar Parade.

Craig Sawyer advised that vehicles needing to turn right can turn into the next street - Pacific Parade, with the aid of traffic signals.

Peter Carruthers suggested that an alternative could be to simply extend the median island to block right turns.

James Brocklebank mentioned that the Development Application had been submitted to TfNSW for comment with initial comment from Transport, requesting modelling at the intersection which to date has not been provided.

Peter Carruthers advised the Committee that if we are considering extending the turning ban, it will be facilitated by a median extension on Pittwater Road.

6.6 GRACE AVENUE, FRENCHS FOREST – HEAVY VEHICLES

PROCEEDINGS IN BRIEF

Clr Jose Menano-Pires requested the Police enforce the 3T limit recently implemented.

6.7 RICKARD ROAD, NORTH NARRABEEN – LINES TO BE REPAINTED ON ROAD

PROCEEDINGS IN BRIEF

Clr Jose Menano-Pires advised that a local resident contacted him to complain that the lines on the road have not been repainted yet after the matter had previously been raised around the distance of the offset from the driveway layback.

Craig Sawyer requested Phil Devon to follow up on this matter and respond to the Local Traffic Committee at next month's meeting.

6.8 BLACKBUTT ROAD, FRENCHS FOREST – REQUEST TO REPAIR SPEED HUMPS

PROCEEDINGS IN BRIEF

Clr Jose Menano-Pires advised that speed cushions have broken up in Blackbutts Road, Frenchs Forest and requested this be investigated and remedied.

Craig Sawyer requested Phil Devon to look at this problem and respond to the Local Traffic Committee at next month's meeting.

6.9 HILMER STREET, FRENCHS FOREST – STOP LIGHTS AND HEAVY PATCHING

PROCEEDINGS IN BRIEF

Clr Jose Menano-Pires advised that the stop lights sensors at the intersection of Hilmer Street and Warringah Road are still not allowing enough cars to turn right into Warringah Road through a green light and noted that it only gives enough time to allow 3 cars to get through, which results in the traffic building up at the lights in Hilmer Street.

Peter Carruthers advised that TfNSW will obtain a costing to add a queue length detector to the right turn from Warringah Road to Hilmer Street. He advised that this would be on top of the 2 seconds that had already been arranged.

Clr Jose Menano-Pires advised that due to the heavy vehicles and buses using Hilmer Street since construction of the new works in Warringah Road commenced, the road is breaking up and needs urgent repair, ie: heavy asphalt patching and resurfacing.

Craig Sawyer requested Phil Devon investigate the state of Hilmer Street and discuss the timing of the traffic lights with Peter Carruthers and respond to the Local Traffic Committee at next month's meeting.

6.10 BANTRY BAY ROAD, FRENCHS FOREST – TIMED PARKING RESTRICTIONS

PROCEEDINGS IN BRIEF

Clr Jose Menano-Pires tabled pictures of the parking area in Bantry Bay Road where we implemented timed parking in October 2022. The pictures illustrate a number of trailers, one boat and one vehicle (with no registration plates) that have been parked there since then and have not been removed, even though Council Rangers were requested to action this matter.

Clr Jose Menano-Pires requested that Council Rangers investigate and action matter.

The meeting concluded at 12:14pm

This is the final page of the Minutes comprising 26 pages numbered 1 to 26 of the Northern Beaches Council Local Traffic Committee meeting held on Tuesday 7 February 2023 and confirmed on Tuesday 7 February 2023