



northern
beaches
council

AGENDA

NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING

Notice is hereby given that a meeting of the Northern Beaches Council Local Traffic Committee will be held in the Flannel Flower Room, Civic Centre, Dee Why on

TUESDAY 5 DECEMBER 2023

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

A handwritten signature in blue ink, appearing to read 'Campbell Pfeiffer', written over a vertical line.

Campbell Pfeiffer
Acting Director Transport and Assets

Voting Members

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

Non Voting Members

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

Officers

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

Visitor

Nil

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

to be held on Tuesday 5 December 2023

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10:00 am

1.0	APOLOGIES	
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NEXT MEETING Tuesday 6 February 2024

2.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

2.1 MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD ON 8 NOVEMBER 2023

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee held on 8 November 2023, copies of which were previously circulated to all members, be confirmed as a true and correct record of the proceedings of that meeting.

2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

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

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

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

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

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

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1	DELMAR PARADE, DEE WHY - PEDESTRIAN ACCESS IMPROVEMENTS
REPORTING OFFICER	TRAFFIC ENGINEERING COORDINATOR
TRIM FILE REF	2023/657371
ATTACHMENTS	1 Plans 2 Table of Consultation

GEOCODES: -33.756759, 151.289431

REPORT

BACKGROUND

Council has received concerns from local residents regarding the lack of a safe pedestrian point near the intersection of Delmar Parade and Carew Street, Dee Why. An existing pram ramp on the north-west corner has no corresponding ramp on the opposite side of the road.

LOCATION

Delmar Parade is a local road carrying moderate volumes of traffic of a primarily residential nature. It runs east west between Pittwater Road and Carew Street and forms part of a link between Dee Why Beach and the southern end of the Dee Why Town Centre.

ISSUES

- There are no facilities to assist pedestrians to cross Delmar Parade or Carew Street in the vicinity of the intersection.
- The existing pram on the north-western corner is steep and has no corresponding connection to footpaths on the opposite side of either Carew Street or Delmar Parade.
- There are footpaths on both sides of Delmar Parade, however, a steep embankment on the south side of Delmar Parade near Carew Street prevents a pram ramp from being constructed on that side of the road at the intersection.
- There is a footpath on the west side of Carew Street, however, there is no footpath on the eastern side. The steep gradient of Carew Street and the narrow width of the nature strip, prevent construction of a footpath on that side of the street.
- Numerous requests have been received for a safe crossing facility near the intersection.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to construct two kerb blisters, one on either side of Delmar Parade near Carew Street with pram ramps linking to the existing footpaths on either side of the road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does will assist pedestrians to cross Delmar Parade to pass between the existing walking paths.

CONSULTATION

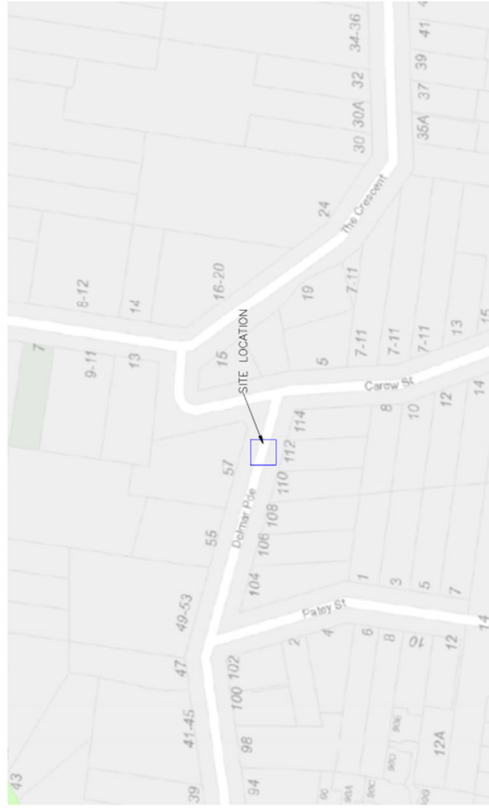
Consultation letters have been distributed to 47 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of two kerb blisters and pram ramps on Delmar Parade near its intersection with Carew Parade.

DELMAR PARADE, DEE WHY PROPOSED PEDESTRIAN REFUGE



LOCALITY PLAN
NOT TO SCALE



CAUTION – EXCAVATING NEAR TREES TO BE RETAINED

- CAREFULLY EXAMINE WITH A TRENCHING MACHINE UP TO 2.0 METERS FROM THE BASE OF THE TREE TO THE POINTS OF THE EXCAVATOR TO USE A FAT BLACK BLOCK WITH NO TRENCHING TOOLS TO CUT THROUGH THE ROOTS OF THE TREE WITHIN THE PROTECTED ZONE OF THE TREE AND WITHIN 2.0 METERS OF THE TREE TRUNK. ALL CUTTING OPERATIONS MUST BE APPROVED BY COUNCIL'S TREE SERVICES.
- NO MATERIALS LESS THAN 30mm IN DIAMETER ARE TO BE CUT OUT WITH A SHARP IMPLEMENT.
- NO MATERIALS TO BE STORED UNDER TREES TO BE RETAINED OR ADJACENT. THE PROTECTION OF TREES ON DEVELOPMENT SITES - SECTION 4.5.3.
- PLACES AROUND THE TREE TRUNK AS PER AS 4970-2006, SECTION 4.5.2 AND FIGURE 4.5.3.
- WHERE THERE IS DISCREPANCY BETWEEN THE CONSTRUCTION DRAWINGS OR A LIKELY INFRASTRUCTURE THAT IS TO BE INSTALLED, AN ALTERNATIVE DESIGN MAY NEED TO BE REFINED AND CONSULTATION WITH COUNCIL'S PROJECT PROGRAM MANAGER TREE SERVICES IN COLLABORATION WITH THE DESIGNER WILL THEN PROVIDE ADVICE ON THE PROTECTION OF TREES TO BE RETAINED.
- IF IN DOUBT - PLEASE SEEK ADVICE FROM COUNCIL'S TREE SERVICES BEFORE COMMENCING ANY WORK.
- FAILURE TO ADHERE TO ANY OF THESE REQUIREMENTS WILL RESULT IN THE CONTRACTOR BEING RESPONSIBLE FOR THE REMEDIATION OR TOTAL REPLACEMENT OF THE TREE TO BE RETAINED.

CAUTION – SERVICES!!!!

- THE POSITION OF SERVICES SHOWN ON THE DRAWING ARE INDICATIVE ONLY AND NOT TO BE RELIED UPON. THE CONTRACTOR SHALL VERIFY THE POSITION OF ALL SERVICES PRIOR TO COMMENCEMENT.
- PITS, POLES, MARKER POSTS, SIGNS, ETC. HAVE BEEN PLOTTED ON THE DRAWING. THE CONTRACTOR SHALL VERIFY THE POSITION OF ALL SERVICES PRIOR TO COMMENCEMENT.
- THE CONTRACTOR SHALL VERIFY THE POSITION OF ALL SERVICES PRIOR TO COMMENCEMENT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR PRIOR TO ANY EXCAVATION OF CONSTRUCTION ACTIVITY ON OR UNDERGROUND SERVICES TO CONDUCT A SEARCH THROUGH A 'BAIL-BEFORE-YOU-DIG' SEARCH AND PHYSICAL SEARCH THROUGH ALL UNDERGROUND SERVICES PRIOR TO COMMENCEMENT.

DRAWING INDEX

DRAWING NO.	DESCRIPTION
1000	COVER SHEET AND INDEX
2000	CIVIL WORKS & SET-OUT PLAN SHEET 1
3000	PROPOSED PEDESTRIAN REFUGES
4000	STANDARD DETAILS

		PROPOSED PEDESTRIAN REFUGE DELMAR PARADE, DEE WHY COVER PAGE INDEX SHEET DRAWING NO. 100-DELMAR PDE PEDESTRIAN REFUGE-CONCEPT-1000 REVISION: 2	
1. DATE: 04/10/2023 DESIGNED BY: THOMAS LAU DATED: 29/09/23 APPROVED BY: GRANT TIGHE MANAGER C & M	2. DATE: 29/09/23 CONSOLE ISSUED AND TRENCH DRAWN ASSESS INITIALS:	3. DATE: 29/09/23 INITIAL DRAWINGS INITIALS:	4. DATE: 29/09/23 AMENDMENTS INITIALS:
5. DATE: 29/09/23 CONSTRUCTION PERMITS APPROVED BY: THOMAS LAU DATED: 29/09/23 APPROVED BY: GRANT TIGHE MANAGER C & M	6. DATE: 29/09/23 CONSTRUCTION PERMITS APPROVED BY: THOMAS LAU DATED: 29/09/23 APPROVED BY: GRANT TIGHE MANAGER C & M	7. DATE: 29/09/23 CONSTRUCTION PERMITS APPROVED BY: THOMAS LAU DATED: 29/09/23 APPROVED BY: GRANT TIGHE MANAGER C & M	8. DATE: 29/09/23 CONSTRUCTION PERMITS APPROVED BY: THOMAS LAU DATED: 29/09/23 APPROVED BY: GRANT TIGHE MANAGER C & M

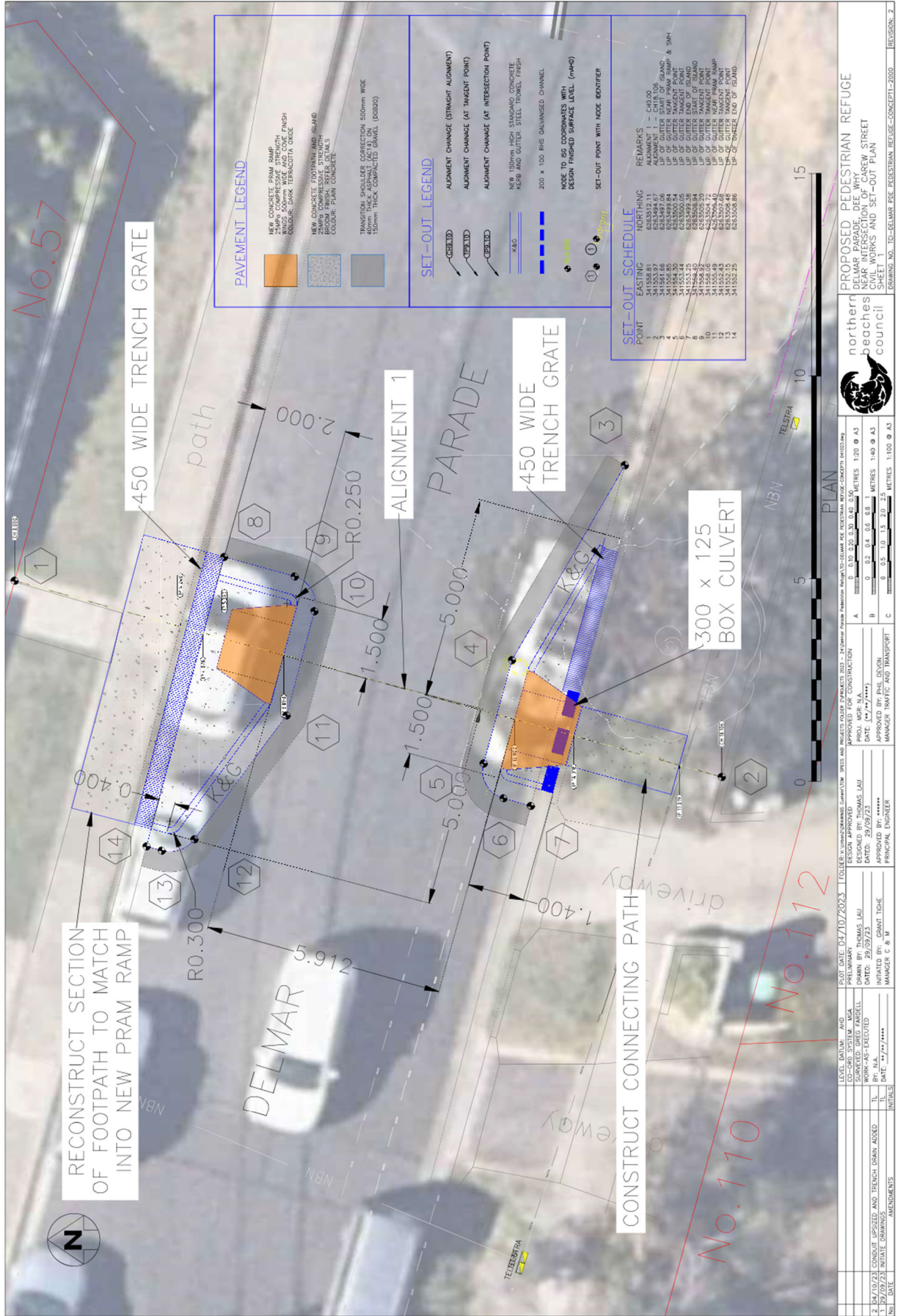


Table of Consultation

Address	Delmar Parade, Dee Why
Proposal	Pedestrian access improvements

Properties Consulted	47
Responses Received	8
Support	2
Conditional Support	0
Do Not Support	6

Issue	Resident Comment	Council Response
Too much traffic and parking on Delmar Parade	High traffic volumes and parking activity on both sides of the road make it unsafe to cross	This is the reason for the kerb blisters which will prevent parking at the crossing point and reduce the width of road that will need to be crossed
Restrict right turn into Delmar Parade at Pittwater Road	The right turn should be banned into Delmar Parade to reduce traffic volumes and prevent through traffic	Council is encouraging Transport for NSW to consider closing the median to prevent right turns at this intersection for safety reasons
Install speed humps	speeds are too high throughout Dee Why and on Delmar Parade in particular. Speed humps are needed	Noted. Recent traffic data for Delmar Parade does not suggest speeds are excessive with 85th percentile speeds comfortably below 50km/h.
A welcome change	The proposal will assist pedestrians to cross and will also assist us to exit our driveway at No.112 Delmar Pde	Noted
Loss of parking	The lost parking as a result of the two kerb blisters and pram ramps is opposed	One parking space is lost on either side of the road. This would be the case even if the kerb blisters were not introduced as it is illegal to park across a pedestrian access point.
Traffic lights at Delmar Parade and Pittwater Road	A far more important issue is to provide traffic lights at the intersection of Delmar Parade and Pittwater Road	Traffic lights are not currently being considered for this intersection. These would tend to attract more traffic to Delmar Parade
Relocate crossing	The crossing point should be closer to the intersection with a retaining wall and ramp across the embankment to link with the existing footpath	This would be a high cost alternative and although considered the gradients on both ramps would be too steep

ITEM 4.2	ANZAC AVENUE AND PLATEAU ROAD COLLAROY PLATEAU - INTERSECTION IMPROVEMENT
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2023/687555
ATTACHMENTS	1 Plan - Anzac Avenue and Plateau Road Collaroy Plateau - Raised Intersection

GEOCODES: -33.735811, 151.291956

REPORT

BACKGROUND

The Federal Government Safer Roads Program provides funding for selected projects which target road locations with a history of vehicular and/or pedestrian-related crashes.

Council has been successful in obtaining funding for works on Parkes Road and Anzac Avenue, Collaroy Plateau, to address issues identified in the historical crash data to improve road users' safety. Along Parkes Road, the project improves the intersections and their approaches at Orlando Road, Anzac Avenue and Boomerang Road. Similarly, along Anzac Avenue, it is intended to improve the intersections at Plateau Road. The originally endorsed proposal included several treatments including the redesign and construction of the roundabout at the Anzac Avenue and Plateau Road intersection.

LOCATION

- Anzac Avenue is a Bus Route for the 180 and E80 services and a school Bus Route for services 621n, 635n, 641n, 658n, 676n, 699n, 748n, 774n.
- Parkes Road and Anzac Avenue provide an east-west connection between the suburbs of Cromer and Wheeler Heights to Pittwater Road, Collaroy.
- Anzac Avenue is a local road carrying medium traffic volumes. The road is approximately 9.7m wide between kerbs from Parkes Road to Plateau Road and approximately 8.7m from Plateau Road to Hendy Avenue.
- Anzac Avenue has a constructed footpath on one side of the road from Plateau Road to Hendy Avenue.
- The speed limit of Anzac Avenue within this section is 50km/h.
- The surrounding area along Anzac Avenue is low density residential housing.
- Collaroy Plateau Public School is within 250m from the intersection of Anzac Avenue and Plateau Road.

ISSUES

Council has received ongoing concerns from the community regarding traffic and pedestrian safety at the intersection of Anzac Avenue and Plateau Road, Collaroy.

The current intersection geometry at Anzac Avenue and Plateau Road does not function adequately for the following reasons:

- The existing roundabout is inherently vehicle biased and is not safe for crossing pedestrians.

- There is confusion for all vehicles traveling northbound along Plateau Road, turning right into Anzac Avenue (east). The confusion is that drivers do not know whether they need to use the roundabout to turn right or to turn right before the roundabout.
- For vehicles longer than 8.8m, utilising the roundabout to turn right into Anzac Avenue (east), cannot be achieved because the current geometry does not accommodate the swept path movement of vehicles larger than the 8.8m.
- Where vehicles turn right before the roundabout into Anzac Avenue (east), confusion and hesitancy regarding who gives right of way, has resulted in a number of near misses from vehicles traveling southbound along Plateau Road through the roundabout.
- To enable vehicles larger than 8.8m turning into Anzac Avenue (east), would require extensive modification of the roundabout, including the relocation of the central island (annulus), the acquisition of properties on the northern and eastern corner splays of No. 97 Anzac Avenue and No's 19 and 22 Plateau Road, adjustment of the kerb/gutter, relocation of services and construction of retaining walls.
- During the design review process, it was determined that the proposed roundabout upgrade at the intersection of Anzac Avenue and Plateau Road was not the most appropriate solution as it did not significantly improve safety for all road users at the location.
- Concerns recently raised by the bus operators that the roundabout whilst mountable may result in confusion for their drivers, gave Council further cause to investigate alternative designs.
- Given the proximity (<250m) to Collaroy Plateau Public School it was decided to propose changing the treatment to a raised platform intersection with Pedestrian Crossing on three legs.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the following treatment:

- Improvements to the geometry of the intersection of Anzac Avenue with Plateau Road.
- Stop Controls at Anzac Avenue at the eastern and western approaches.
- Removal of the existing roundabout and installation of a raised intersection with four-way pedestrian crossings.
- Installation of retaining walls, footpaths and pram ramps connecting the crossings.
- Install 13.3m No Stopping Yellow kerb line on the eastern side of David Street at the intersection with Anzac Avenue (west).
- Install 38m No Stopping Yellow kerb line on the northern side of Anzac Ave (East)
- Install 31m No Stopping Yellow kerb line on the southern side of Anzac Ave (East)

The proposed raised threshold design will address the following issues:

- Slows down all vehicles approaching the intersection from all directions.
- Improves sight lines for all vehicles approaching the intersection from Anzac Avenue (east and west).
- The proposed formalised crossing points in Anzac Avenue and Plateau Road, in combination with the raised threshold, provides safer pedestrian crossing passage.

- Left turn and right turn movements are more clearly defined, which reduces the hesitancy for all turning movements and therefore improves safety for all vehicles.
- Right turning movements into Anzac Avenue (east and west) for vehicles longer than the 8.8m, are not restricted. This is particularly important because Plateau Road is a dedicated bus route.

The extended No Stopping kerb lines will improve visibility for motorists and safety for pedestrians, as motorists will be able to confidently navigate to and from the intersection without being distracted by the concern of dodging parked vehicles and oncoming traffic.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will improve safety for people cycling, as the additional traffic calming devices will reduce confusion and traffic speeds in the area.
- A safer environment will be provided for pedestrians and school children walking along paths and crossing the road to access the local schools.

CONSULTATION

Traffic Engineer leading the project has consulted with residents within the immediate vicinity of the intersection on-site. The feedback from residents was that they strongly supported the new proposal.

Eleven (11) individual properties were consulted. Ten (10) residents supported the proposal with some suggestions made, only one resident did not support the proposal due to loss of parking and a concern over pedestrian safety on Plateau Road.

Council investigated the concerns and suggestions raised over parking loss and pedestrian safety and modified the designs to address the issues.

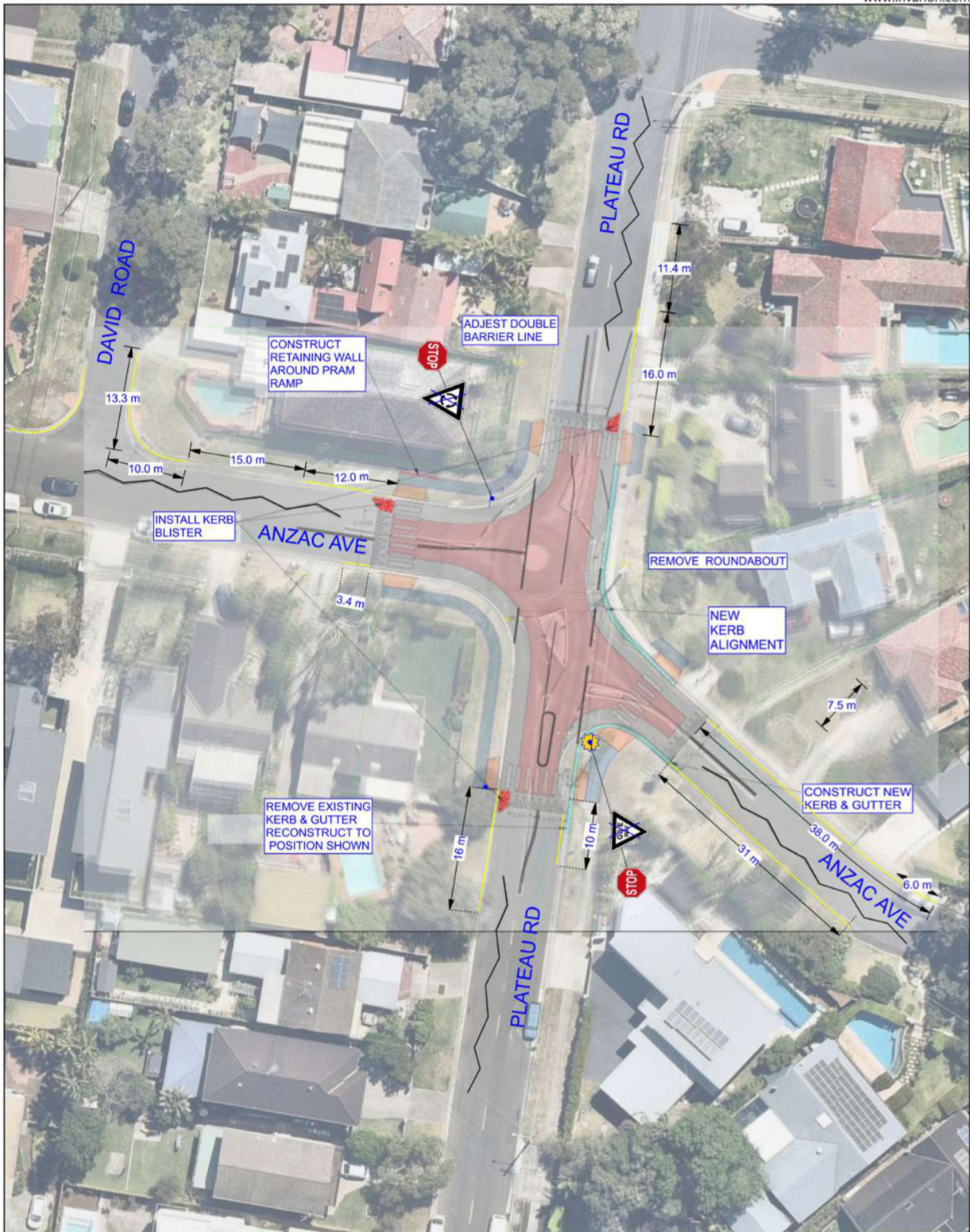
Council investigated residents' concerns regarding poor visibility and the risk that parked cars along Anzac Avenue pose to pedestrian safety, due to the geometry of the road and their requests to extend the No Stopping zones and dividing barrier lines immediately in front of their homes. Council agrees with residents, that the extended No stopping zones and extended dividing barriers lines will improve visibility around the bends and will improve pedestrian safety. Council has modified designs to improve safety.



RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Improvements to the geometry of the intersection of Anzac Avenue with Plateau Road.
- B. Stop Controls at Anzac Avenue at the eastern and western approaches.
- C. Removal of the existing roundabout and installation of a raised intersection with four-way pedestrian crossings.
- D. Installation of retaining walls, footpaths and pram ramps connecting the crossings

- E. Installation of 13.3m No Stopping Yellow kerb line on the eastern side of David Street at the intersection with Anzac Avenue (west).
- F. Installation of 38m No Stopping Yellow kerb line on the northern side of Anzac Ave (East)
- G. Installation of 31m No Stopping Yellow kerb line on the southern side of Anzac Ave (East)



	PROPOSAL				 northern beaches council
	ANZAC AVENUE AT PLATEAU ROAD COLLARROY PLATEAU				
	DRAWN	JS	APPROVED	PD	
	LAYOUT	1 OF 1	REVISION NO.	B	

ITEM 4.3**OLD BARRENJOEY ROAD, AVALON BEACH – ROAD
REALIGNMENT****REPORTING OFFICER****TRAFFIC OFFICER****TRIM FILE REF****2023/742890****ATTACHMENTS**

- 1 Old Barrenjoey Road, Avalon Beach - Plan**
- 2 Old Barrenjoey Road, Avalon Beach - Table of Consultation**

GEOCODES: -33.641962, 151.326956**REPORT****BACKGROUND**

Council has received concerns from residents regarding parking activities on Old Barrenjoey Road, Avalon Beach, which has led to instances of vehicles driving on the wrong side of the road and into oncoming traffic.

LOCATION

- The section of Old Barrenjoey Road under consideration lies between Dress Circle Road and Barrenjoey Road, Avalon Beach.
- Old Barrenjoey Road is a collector road with a 50km/h speed limit.
- Old Barrenjoey Road narrows width from 9.7m to 10.3m between kerbs, closest to the intersection with Barrenjoey Road to the intersection with Dress Circle Road correspondingly.
- A mid-block pedestrian refuge is located outside of No.4 Old Barrenjoey Road and identifies the start of 50km/h zone.
- There are footpaths along the both sides of the road.
- The 191 and 192 bus route operates along Old Barrenjoey Road, as well as a number of School Bus services.
- The land use of the surrounding area is predominantly low-density residential housing.
- Parking is generally unrestricted along this section of Old Barrenjoey Road. There is an existing Bus Stop and School Bus Stop outside of No.4 Old Barrenjoey Road. The intersection with Dress Circle Road is not signposted with statutory 'No Stopping' restrictions.
- Dress Circle Road is a local road which intersects Gladstone Street as the stem of an intersection, and is controlled by a 'Stop' sign.

ISSUES

- Currently, the northbound and southbound lane width is approximately 5m width and allows for parking on both sides of the road. This section of Old Barrenjoey Road is narrower and steeper than the northbound sections of the road.
- This section of road has a steep grade from the intersection with Barrenjoey Road to Dress Circle Road.
- Historically, it can be observed that drivers park on the northern kerbside along this section of the road.

- Residents have reported that the vehicles, buses and large vehicles are persistently straddling or partly driving on the wrong side of the road due to the current lane width and when vehicles are parked on either kerbside.
- The risks of head on collisions are increased when there are vehicles parked on both kerbsides simultaneously.
- Sight distances to oncoming traffic are restricted at the driveways along the northern kerbside due to the bend in the road, and are aggravated by the parking of vehicles on this side of the road.

PROPOSAL

Council proposes to relocate the existing Dividing Barrier Lines, add an Edge Line and shift parking to the outside radius of the bend on Old Barrenjoey Road, between the intersection of Barrenjoey Road to Dress Circle Road. The new arrangement will allow for a minimum of 3.6m lane width and a 2.5m shoulder lane to allow for on-street parking, where parking previously was not legally permitted due to the off-set of the existing line marking.

The proposed Edge Line will assist road users through changes in the road, and will be especially beneficial at the curves and/or over hills. The presence of a designated trafficable lane would provide clear guidance for drivers, reducing the likelihood of unintentional encroachment into oncoming traffic. The visual cues provided by the Edge Lines would have a natural traffic calming effect, encouraging motorists to exercise caution and reduce their speed to road conditions. The Edge Line will serve as a visual guide for drivers, ensuring that parked vehicles are adequately separated from moving traffic and providing a defining a safe area for parking.

Red raised pavement markers are also proposed to supplement the line marking. Raised pavement markers provide an audible and physical warning when driven over and provide visibility, especially during adverse weather conditions, and particularly at night. They help discourage traffic from travelling on or close to the road shoulder and reduce run-off road crashes by providing added warnings to drivers when they deviate from the traffic lane.

The existing 'Give Way' arrangement and associated pavement markings on Dress Circle Road is to be shifted to align with the proposed parking lane, allowing for unobstructed sight lines to oncoming traffic.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

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

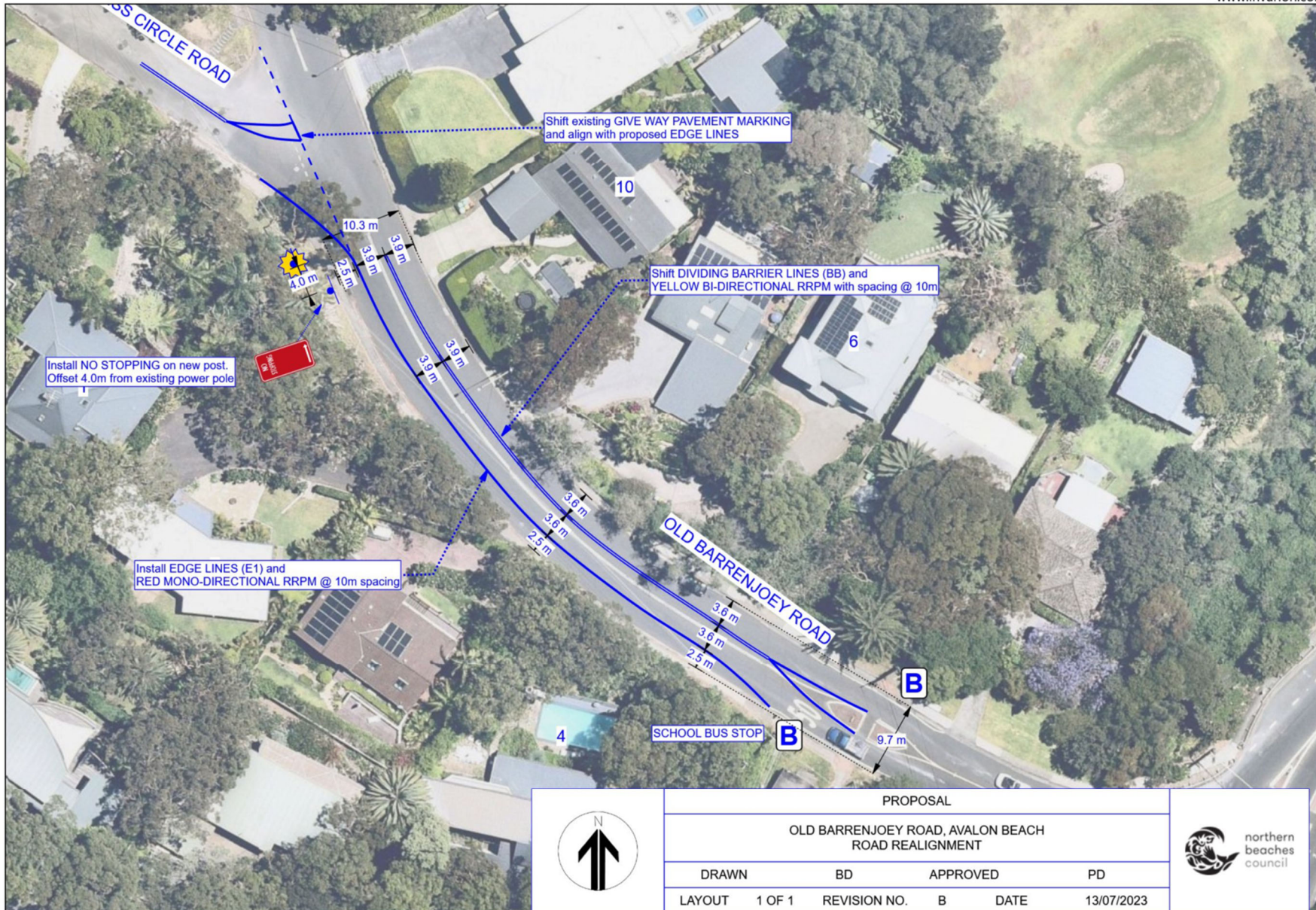
CONSULTATION

- Consultation letters have been distributed to 54 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 9 submissions were received with 6 letters of support and 3 objections to the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Relocation of the existing Dividing Barrier Lines and installation of Edge Line and supplementary raised pavement markers on Old Barrenjoey Road, between Dress Circle Road and Barrenjoey Road, Avalon Beach.



PROPOSAL			
OLD BARRENJOEY ROAD, AVALON BEACH ROAD REALIGNMENT			
DRAWN	BD	APPROVED	PD
LAYOUT	1 OF 1	REVISION NO. B	DATE 13/07/2023



Table of Consultation

Address	Old Barrenjoey Road, Avalon Beach
Proposal	Road Realignment

Properties Consulted	54
Responses Received	9
Support	6
Do Not Support	3

Issue	Resident Comment	Council Response
Supports the proposal	<ul style="list-style-type: none"> - Resident supports the proposal for improving traffic flow and safety. Resident comments that there have been many times that the bus and cars have to go across the double lines if cars and utes are parked. - Resident supports the proposal for safer traffic near Avalon Public School. - Resident supports the proposal and suggest extending the proposal to include No. 12 and 14 due to safety concerns related to large vehicles parking. 	<ul style="list-style-type: none"> - Council recognizes the support and will taking into account concerns regards to bus and traffic. - Council will investigate the feasibility of extending restrictions.
Driveway Access	<ul style="list-style-type: none"> - Resident does not support and acknowledges the need for improved visibility and traffic flow but expresses concerns about driveway access. 	<ul style="list-style-type: none"> - Residents comments are noted. According to the Australian Road Rules, vehicles are permitted to cross double white lines when entering or exiting a road. This includes driveways. The dividing barrier lines does permit residents to access their driveway from Old Barrenjoey Road. - Council will also investigate the feasibility and evaluate the impact of traffic calming measures in the area of Avalon Beach.
Bus Stop Access	<ul style="list-style-type: none"> - Resident does not support the proposal and believes the proposal would force children to cross a dangerous road to reach a bus stop. 	<ul style="list-style-type: none"> - Residents comments are noted, however the proposal does not change pedestrian facilities in the area. There is an existing pedestrian refuge outside of No. 4 Old Barrenjoey Road which provides a place for pedestrians and children to wait while crossing of a road.

<p>Proposal not required</p>	<p>- Resident does not support the proposal and highlights concerns about accident history on the proposed side of the road. The resident raises concerns about the need to maintain proximity to the house due to personal safety.</p>	<p>- Residents comments are noted. The proposed Edge Line help assist drivers through changes in the road, especially beneficial at curves and/or on hills. The presence of a designated trafficable lane would provide clear guidance for drivers, reducing the likelihood of unintentional encroachment into oncoming traffic. The visual cues provided by the Edge Lines and parked vehicles on the outerbend where vehicles speeds are higher, would have a natural traffic calming effect, encouraging motorists to exercise caution and reduce their speed to road conditions.</p>
<p>Traffic Calming Measures</p>	<p>- Resident supports the proposal. The resident requests a number of traffic calming measures for the area e.g.reduction in the speed limit along this section of road, no parkings located at the driveway, suggests expanding the roundabout on Barrenjoey Road and the possibility of a roundabout at the corner of the Dress Circle Road.</p>	<p>- Council notes the resident's comments and request. The current speed limit on Old Barrenjoey Road is 50km/h. - Vehicles parking across a driveway is illegal in accordance with the Australian Road Rules and can be enforced by Council Rangers. Rangers can monitor for the illegal parking in the area if such behaviour is observed. - Changes or modifications to the roundabout on Barrenjoey Road lies on a State Road and is under the responsibility of TfNSW. - Council will investigate the feasibility and evaluate the impact of traffic calming measures in the area of Avalon Beach.</p>

- Many non-motorised vehicle owners could potentially relocate these trailers to other areas such as nearby reserves, industrial areas and other residential areas.

PROPOSAL

Council has undertaken a review of the above location and Council proposes to change and formalise a section of the cul-de-sac and permit two additional bays for residents, visitors and those seeking parking for uses associated with the reserve. The proposal also includes marking the existing indented parking along the Paradise Beach Reserve.

Council understands that on-street parking is limited on Palm Beach Road and multiple boats and trailers were found to be occupying kerbside parking. A review has been undertaken of the above location and Council proposes to introduce '8P Timed Parking applying 6AM-8PM SAT SUN & PUBLIC HOLDS' in areas that currently permit unrestricted parking, between Sunrise Road and Ocean Road.

The restrictions will effectively prevent the long term parking of boats and trailers, and will also allow for turnover of parking to assist beachgoers and other visitors to find kerbside parking on weekends and public holidays.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

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

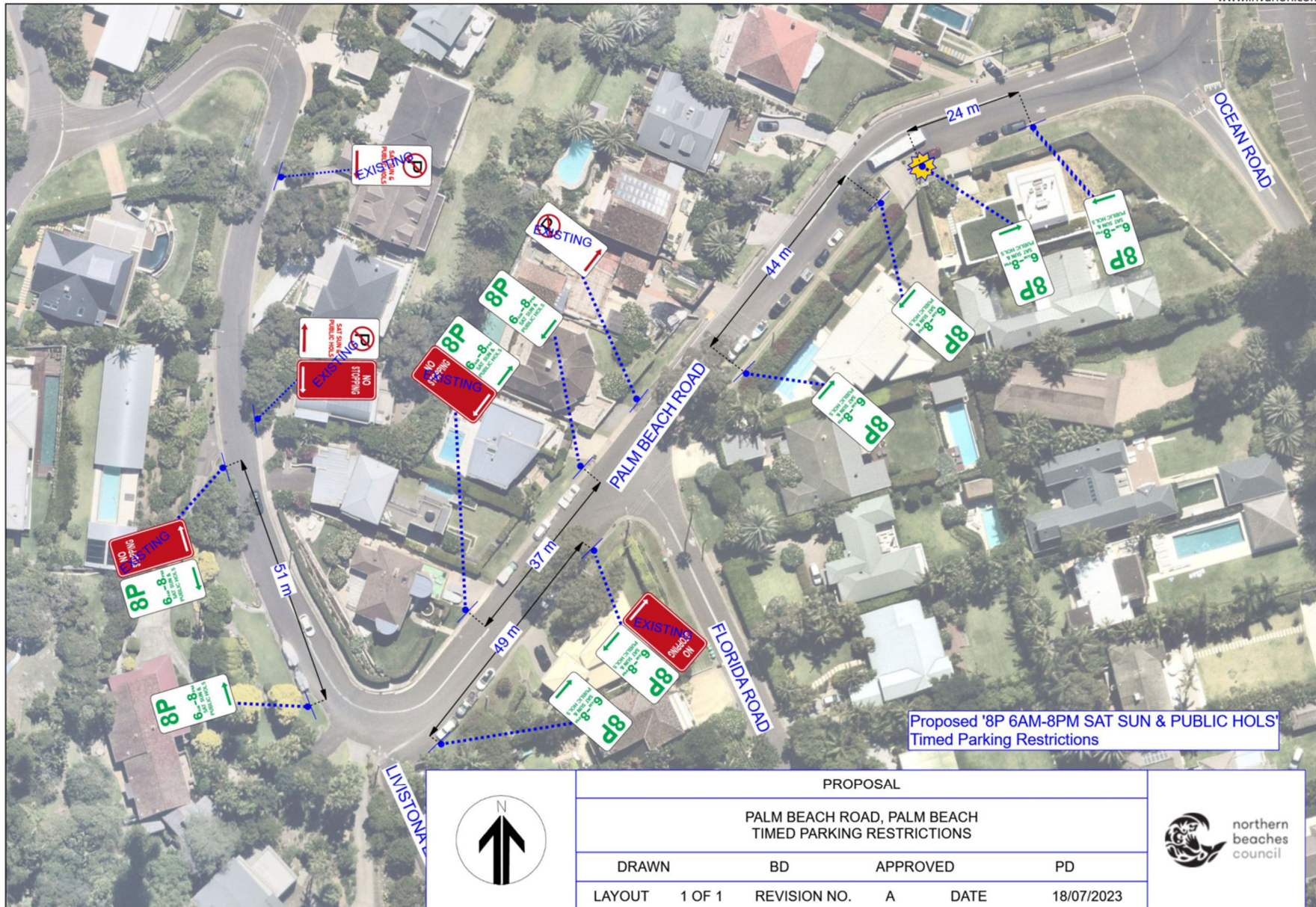
CONSULTATION

- Consultation letters have been distributed to 54 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 17 submissions were received with 13 letters of support and 4 objections to the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of '8P 6AM-8PM SAT SUN & PUBLIC HOLDS' Timed Parking Restrictions on Palm Beach Road, between Ocean Road and Pacific Road, Palm Beach



Proposed '8P 6AM-8PM SAT SUN & PUBLIC HOLS'
Timed Parking Restrictions


	PROPOSAL			
	PALM BEACH ROAD, PALM BEACH TIMED PARKING RESTRICTIONS			
	DRAWN	BD	APPROVED	PD
	LAYOUT	1 OF 1	REVISION NO. A	DATE 18/07/2023

Table of Consultation

Address	Palm Beach Road, Palm Beach
Proposal	Timed Parking Restrictions

Properties Consulted	54
Responses Received	17
Support	13
Do Not Support	4

Issue	Resident Comment	Council Response
No changes required	<ul style="list-style-type: none"> - Resident does not support the proposal. Resident denies the presence of boats or trailers in the area and raises concerns about reduced resident and visitor parking. - Resident feels unfairly penalized due to proposed restrictions. - Resident does not support the proposal and raises concerns about restricted parking for residents' vehicles however, agrees with timed parking restricted for boats and trailers. 	Boats and trailers have been parked in this location for many months and have only been removed following circulation of the consultation letter. If restrictions are not introduced it is anticipated that the boats and trailers would soon return. Despite this objection most respondents are supportive of the proposal
Supports the proposal	<ul style="list-style-type: none"> - Resident supports the proposal as it provide for fair access to all residents and visitors. Resident Believes it will resolve issues related to trailer storage - Resident supports the proposal and believes the proposal should be modified to allow unlimited parking for residents and visitors, and restrictions on boat and trailers 	- Council recognizes the support and comments. A timed restriction applying only to boats and trailers is considered unsuitable. The proposed 8P restriction will encourage some turnover of parking in a location that experiences high parking demand during summer months. All residential premises in the vicinity have offstreet parking for multiple vehicles.
Kerb and Gutter	- Resident supports the proposal however raises concerns about current unsafe kerb and gutter. Resident suggests creating more parking by improving kerb and gutter in the area.	- Resident's comments are noted. Maintenance to kerb and gutter is outside the scope of the current proposal but this matter will be referred to Council's construction and maintenance team.

ITEM 4.6	CRESCENT ROAD AND BEACONSFIELD STREET, NEWPORT - BLACK SPOT PROJECT
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2023/765314
ATTACHMENTS	1 Crescent Road and Beaconsfield St, Newport - Plan 2 Table of Consultation

GEOCODES: -33.663098, 151.313657, -33.665487, 151.311387, -33.661989, 151.314725

REPORT

BACKGROUND

- The Safer Roads and Australian Government Black Spot Program provides funding for projects which target locations where crashes are occurring. Nominations are encouraged to include Safe System solutions and treatments that reduce both the risk and severity of crashes.
- Council submitted a project proposal which includes sections of road, between No.96 and No.147 Crescent Road, and No.13 and No.17 Beaconsfield Street. The endorsed proposal contains a number of treatments including raised thresholds, raised medians, upgrade seal to high level non-skid surface, new curve and advisory speed signs, redirective kerb (Elsholz kerb), and street lighting; to address reported head-on and off-road casualty crashes over the nominated 5 year period.

LOCATION

- Crescent Road is a collector road with a 40km/h Local Traffic Area speed limit. The road is approximately 1.6km in length and connects Waterview Street in Mona Vale to Beaconsfield Street in Newport. Crescent Road is an undulating and winding road, containing a number of crests and sharp curves, with dividing barrier lines installed along the full length of the road. The road width is generally 7.8m wide between kerbs but varies between 7.5-10m. There are no signposted parking controls in the area, however the existing pavement width does not permit parking within 3m of the dividing barrier lines. The existing footpath is located on the western side of the road from Beaconsfield Street to The Avenue.
- Beaconsfield Street is a local sub-arterial road with a 50km/h speed limit, connecting Barrenjoey Road with Kalinya Street. A designated School Zone with a reduced 40km/h speed limit (8am-9.30am and 2.30pm-4pm School days), commences at a location approximately 80m east of Crescent Road to 200m west of the intersection. Beaconsfield Street has a road width of 11.5m between kerbs and there are constructed footpaths on both sides of the road. Newport Public School is located on the northern side of the road, and the West Newport shops and The Newport and located at the western end of the road. The 199 Manly to Palm Beach bus route operates along Beaconsfield Street with services every 10 minutes during peak times.

ISSUES

- Council has received a number of reports from local residents over the years, regarding traffic speeds and pedestrian safety in Crescent Road and Beaconsfield Street.
- Beaconsfield Street has higher traffic and pedestrian volumes and is used by public buses as well as several School buses. Concerns have been raised regarding traffic speeds and safety around the School, especially during the peak afternoon pickup period.

- Crescent Road is used by local residents to walk to Newport Public School and businesses located in the west Newport Commercial area. A footpath for the full length of Crescent Road is proposed, however construction of the path is to be completed in stages due to the overall cost. Pedestrians are required to walk on the side of road where there are no constructed paths.
- The existing 40km/h Local Traffic Area in Crescent Road was approved many years ago and included a limited number of traffic calming devices as part of the scheme. The small traffic islands installed help separate the opposing traffic flows with minor traffic calming effects by narrowing the road.
- Council submitted an application for funding based on the eligible casualty crashes which require at least three casualty crashes over a five-year period with proposed treatments to address the casualty crashes. The crash data reports that the majority of casualty crashes occurred along the curved section of roads, resulting in off road and head-on crashes, with two of the crashes occurring at night and one wet weather crash.
- Non-casualty crashes cannot be considered as part of the assessment, as the program specifically funds locations where there is a history of casualty crashes to ensure that those locations where injuries have occurred are prioritized for treatment.

PROPOSAL

- The proposal forms part of the Safe System approach to reducing fatalities and serious injuries on our roads. Council proposes a number of treatments for the specific crash types, and to help reduce the number and severity of injuries. The Safe System Review Committee has endorsed the project which proposes treatments which provide a safer road environment and is more forgiving of human or mechanical error. A plan of the proposal is shown in Attachment 1 - Crescent Road and Beaconsfield Street, Newport - Plan.
- A high friction seal helps improve skid resistance and prevent vehicles losing control on the wet surface.
- Streetlighting improves visibility at locations where there are night crashes.
- The installation of raised medians can have traffic calming effects by narrowing the traffic lane and helps separate opposing traffic flows and likelihood of head-on crashes.
- Curve with advisory speed signs are generally installed on substandard curves to provide advance warning to drivers of the change in road alignment.
- The installation of raised redirective kerb (Elsholz kerb) can reduce the severity of crashes as well as providing protection in the road reserve and adjacent properties.
- A raised threshold provides traffic calming and helps reduce traffic speeds.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Crescent Road and Beaconsfield Street are part of the Road Cycling Network. Beaconsfield Street is also part of the proposed Safe Cycling Network. The proposed treatments will benefit road users including people cycling on the road, by reducing traffic speeds and improving road safety.
- The combination of treatments also improves safety for pedestrians, especially where there are no constructed footpaths or where the footpath is situated close to the road. Both Crescent Road and Beaconsfield Street are located on the walking route to Newport Public School. Pedestrian safety will be improved for School children with a raised threshold proposed within 100m of the School Zone.

CONSULTATION

The project proposal includes specific sections of Crescent Road and Beaconsfield Street. Consultation letters were distributed to properties within the immediate vicinity of each proposal. This allows those residents directly affected by the proposed treatments the opportunity to comment and provide feedback. A summary of comments relating to the endorsed proposal are noted in Attachment 2 - Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following endorsed safety treatments to address the casualty crashes considered under the Safer Roads and Australian Government Black Spot Program:

- A. Upgrade seal to high level non-skid surface between No.123 and 143 Crescent Road, (120m length).
- B. Installation of 0.6m wide raised median (10m length), located 4m south of driveway to No.139 Crescent Road.
- C. Installation of 0.6m wide raised median (17m length), located 4m south of driveway to No.137 Crescent Road.
- D. Installation of raised threshold, between the driveways of No.123 and 125 Crescent Road; and No.18 and 20 Beaconsfield Street.
- E. Installation of Elsholz kerb, between the driveways of No.108 and 110; and No.110 and 112 Crescent Road.
- F. Installation of streetlight at the boundary of No.87 and 89 Crescent Road, and No.13A and 15 Beaconsfield Street.
- G. Installation of left curve with 25km/h advisory speed signs at the boundary of No.91 and 93, .and outside No.164 Crescent Road
- H. Installation of right curve with 25km/h advisory speed signs outside No.96 and 147 Crescent Road.



CRESCENT ROAD & BEACONSFIELD STREET, NEWPORT
BLACK SPOT PROJECT



Drawn RK

Approved *P. Deon*

Table of Consultation

Address	Crescent Road and Beaconsfield Street, Newport
Proposal	Black Spot project

Properties Consulted	84
Responses Received	24
Support	12
Partial Support	8
Do Not Support	4

Issue	Resident Comment	Council Response
Crescent Road	<p>- I think the proposed changes for Crescent Road is good, as some motorists think it's a race track, especially at night.</p> <p>- As a resident of Crescent Road I support this proposal. However, my house suffers from terrible blind spot issues as it is at the bottom of the crest down from The Avenue. People exit the 90 degree left hand bend on Crescent road and then proceed to accelerate excessively and while I am reversing out of my drive cars suddenly appear in a dangerous manner.</p> <p>- A raised median on the 90degree bend of Crescent Road just before the avenue would be great, or a speed bump located around 89 Crescent road could work also.</p>	<p>- The Black Spot program provides funding for projects where casualty crashes are occurring. The proposal provides treatments for the 3 targeted locations which resulted in injuries or a fatality. Other suggested locations are not eligible for Black Spot funding and will need to be considered and funded by Council separately in priority order with other projects.</p> <p>- Council recommends that drivers who have difficulties reversing out of their driveways, consider any changes on their property which could facilitate entry and exit in a forward direction. This improves driver sight distances prior to entering the public road.</p>
Raised redirective kerb (Elsholz kerb)	<p>- The proposed kerb out of the front of our house at 112 crescent road will detract greatly from the natural looking streetscape we invested in. We vigorously object to this kerb and plead with council to please consider something more aesthetically pleasing that is more in keeping with our area.</p>	<p>- The raised redirective kerb (Elsholz kerb) is proposed to treat the off-road crash on the right bend. The redirective kerb reduces the severity of crashes and is more forgiving of human and mechanical error. Alternative treatments such as rigid (concrete) barriers are much more obtrusive, semi-rigid barriers (guardrails) are also more prominent as well as being less effective in short lengths. The proposed Elsholz kerb is therefore the most suitable option at this location.</p>
Beaconsfield Street	<p>- What is needed is another right turn onto Barrenjoey Road. The issue began on this street when the former Pittwater Council blocked turning right from Bardo Road onto Barrenjoey Road hence forcing/funnelling all the Bilgola traffic up Beaconsfield Street. This unnecessary extra traffic causes most of the issues. Beaconsfield is a congested Street with 4 main issues.</p> <ol style="list-style-type: none"> 1. A major Bus Route with the only deviation off the main road, so people park & catch the bus. The noise from buses going across the road will be tedious and loud. 2. Newport Public School which causes major delays twice a day - with most students being collected by car. 3. The Newport Pub -taking up all the parking and many driving and often drink drivers. 4. Traffic lights -with timings too short to let the traffic out, which I have also complained about. This causes a lot of issues and frustrations with drivers. 	<p>- Barrenjoey Road is a Main Road, for which the TfNSW is the responsible authority. TfNSW is also the authority in relation to traffic control lights. Direct access to Barrenjoey Road for east-bound traffic in Bardo Road was restricted by TfNSW to improve road safety and traffic efficiency on the approach to the traffic signals and prioritise traffic from Seaview Avenue.</p> <p>- Beaconsfields Street is a local sub-arterial which carries higher traffic volumes and congestion can be expected during the peak School pickup/drop-off periods. The School Crossing Supervisor assists students use the crossings and may cause additional delays to traffic flow, however their role is to prioritise the safety of children. The peak congestion periods generally occur for up to 15 minutes. Council has provided a number of School drop-off and pickup facilities in both Beaconsfield Street and Queens Parade to facilitate better movement of traffic and reduce congestion.</p>

Issue	Resident Comment	Council Response
Beaconsfield Street	<p>The accidents we have had have been DRUNK drivers, I know because I have assisted many out of the vehicles and called 000 accessing ambulances and police. We need either Gladstone or Queens Parade opened up and I will be sending a copy of this information to the local member as the residents are fed up.</p> <p>We are personally blocked from exiting our driveway as the traffic is OFTEN backed all the way back to the school.</p> <p>'The speed humps will be a further obstacle for the drunk drivers who can't navigate a straight road now. As for removing parking, we don't have enough parking now, and removing any spaces will only further impact the residents and the teachers who park all day now. We are also parked out by the unit block on the corner. I have included photos showing how cars on Queens Road and Gladstone Streets hang across the road at times when the road congestion on Beaconsfield Street is so bad they just take the risk of oncoming traffic. These cars are across the road waiting to turn right and blocking traffic coming down Barrenjoey Road.</p> <p>Can we please take all the issues into account and not listen to the noisy resident and listen to the facts that this will not be the best outcome for the residents.</p> <p>- Yes Beaconsfield street is too dark at night. More street lights would be ideal. The traffic also way too fast between going up and The hill to make The traffic lights.</p>	<p>- Changes adjacent to Main Roads require TfNSW approval, as they may have adverse impacts on the road network due to the re-assignment of traffic and increased traffic flows. Any consideration to remove the right turn restriction from Bardo Road, changes to the existing priorities at the intersections with Barrenjoey Road (including phasing and additional infrastructure) or new traffic signals, will need to be authorised by TfNSW.</p> <p>- The proposed raised threshold in Beaconsfield Street will improve safety for road users and children walking to School by providing traffic calming midway between Barrenjoey Road and the School Zone. The raised threshold is to be constructed between the existing kerbs and does not physically narrow the carriageway. Parking is currently permitted on both sides of the road and there are no current proposals to restrict parking at this location following the construction of the facility.</p> <p>- The treatment for the targeted casualty crash in Beaconsfield Street includes a raised threshold to reduce traffic speeds and streetlight for the night time crash.</p>

ITEM 4.7	CHANGES TO RESTRICTION TIMES IN MANLY CBD
REPORTING OFFICER	MANAGER, TRANSPORT NETWORK
TRIM FILE REF	2023/781742
ATTACHMENTS	NIL

GEOCODES: Various

REPORT

BACKGROUND

Council has received concerns from local residents and the business community regarding the changes made to the time restriction periods in Manly CBD and the notification provided to the community.

The changes were considered at the October 2023 meeting and installed in early November 2023.

Due to a miscommunication between internal teams, adjoining businesses were not notified, and only limited communication with the Residents Association and Manly Business Chamber, the community have raised several concerns related to the recent change as per the adopted recommendation below.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. Updating existing parking restrictions to apply 7AM – 10PM in the following streets:
 - a. South Steyne between Wentworth Street and Ashburner Street.*
 - b. Wentworth Street between South Steyne and East Esplanade.*
 - c. The Corso between Darley Road and Whistler Street.**
- B. Extending the existing MON – SAT 6AM – 9AM Loading Zone outside No's 17-23 Wentworth Street to Everyday.*
- C. Introducing a 30-minute timed parking restriction applying between 6PM - 10PM Everyday in existing 6AM – 6PM Loading Zone spaces in Market Place and Wentworth Street.*
- D. Introducing 17 additional motorcycle parking bays with a 2-hour Motorcycle Only parking restriction in Wentworth Street.*
- E. Introducing 2 additional motorcycle parking bays with a 2-hour Motorcycle Only parking restriction in The Corso.*

LOCATION

- South Steyne, Manly, currently has a 30km/h speed limit. There is medium/high density mixed-use, with high pedestrian and vehicle activity.
- Wentworth Street, Manly, currently has a 30km/h speed limit. There is medium/high density mixed-use including shops and restaurants, with high pedestrian and vehicle activity.

- The Corso currently has a 30km/h speed limit. There is medium/high density mixed-use including shops and restaurants, with high pedestrian activity.
- Market Place currently has a 30km/h speed limit, providing access to the Whistler Street Carpark and is commonly used by delivery and utility vehicles.

ISSUES

With limited communication between the local businesses and other affected residents, concerns were not appropriately addressed and options to consider alternative solutions not provided.

Feedback provided after the installation was undertaken, indicated that the area along South Steyne was used by a mix of local residents unable to find a parking space in an adjoining Resident Permit Zone and hospitality staff who utilise the spaces available. Concerns were also raised that the 2-hour limit discouraged people enjoying the area as much as they could, under the previous restrictions.

Lack of on-site notice of the changes and confusion over the changes due to the working on the temporary signage used, also led to issues with the community not being fully aware of what was proposed and approved.

The Manly Business Chamber was supportive of changes to Loading Zones in the CBD to improve their operation and also provide additional parking in the evening.

PROPOSAL

Council has undertaken a review of the issues and proposes to return the parking to the previous time restrictions and unrestricted parking being available after that time, until the restrictions take effect the following morning.

The Loading Zone changes to support businesses will remain as approved. This provides additional opportunities for deliveries to be safely made to the local businesses.

The Transport Network team will further consider the ongoing issues with parking availability and turnover in the Manly CBD, once a broader review of the parking in the precinct has been completed.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal no impact on pedestrians and people cycling:

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The changes to the signage to revert back to the previous restrictions in South Steyne and Wentworth Street.
- B. The Transport Network team undertaking a broader review of the parking provision and turnover in the Manly CBD area, prior to making any further changes to restrictions.

5.0 MATTERS FOR NOTATION

ITEM 5.1	ONGOING ACTIONS UPDATE
REPORTING OFFICER	MANAGER, TRANSPORT NETWORK
TRIM FILE REF	2023/755044
ATTACHMENTS	NIL

REPORT

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

Initial Meeting Date	General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
7.2.23	6.6	Hilmer Street, Frenchs Forest – stop line: Phil Devon’s suggestion of moving the stop line forward to increase queuing areas, is not supported by the Local Traffic Committee. Ongoing	TfNSW	8/11/23 Pending
7.2.23	6.4	4 Delmar Parade, Dee Why – Development Application: James Brocklebank advised that there has been an increase in traffic at this location. Samantha Morley is waiting for Peter Carruthers’ response re: the final decision regarding turning ban/median closure options. Ongoing	TfNSW	8/11/23 Pending
2.5.23	6.4	Addison Road, Manly – zebra crossing: Adele Heasman advised that the community is questioning the location of the crossing and that she would like to see a report come to the Traffic Committee soon. James Brocklebank advised that the proposal has been prepared and is currently out for consultation and that a report may be ready for the December meeting, but if not, it will go to the February meeting. Ongoing	Phil Devon	8/11/23 Pending

Initial Meeting Date	General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
4.7.23	6.3	<p>Forest Way, Belrose – pedestrian safety - awaiting funding.</p> <p>Sally Claydon requested applying for Black Spot funding for Forest Way, leading to Glen Street.</p> <p>On behalf of MP's Michael Regan's and Matt Cross' requests, Sally Claydon has asked TfNSW to look into this matter urgently, due to pedestrian safety issues on Forest Way.</p> <p>Craig Sawyer and Phil Devon to discuss.</p> <p>Sally Claydon advised that she and Phil Devon have met and reviewed the crash history. In the last five years there have been seven accidents between Weardon Road and Bambara Road and 82 accidents in total between Warringah Road and Mona Vale Road on Forest Way.</p> <p>Transport for NSW will respond to Michael Regan MP's request directly in due course and update the LTC once completed.</p> <p>Council, Davidson and Wakehurst MPs will write to TfNSW raising concerns about safety on Forest Way requesting that a review of the crash clusters be undertaken, with a view to obtaining blackspot funding to address the crash history.</p> <p>Council to provide the MPs with a copy of their correspondence.</p> <p>10/10/23 – TfNSW advised they had responded in writing to the matter, however, Members for Davidson & Wakehurst are still awaiting a Ministerial reply.</p> <p>Phil Devon to forward a copy of Council's correspondence on the matter to the MPs.</p> <p>8/11/23 Samantha Morley of TfNSW, advised the Ministerial response in regard to the matter 'is progressing'.</p> <p>Ongoing</p>	<p>TfNSW</p> <p>Craig Sawyer</p> <p>Phil Devon</p> <p>Phil Devon</p>	<p>8/11/23 Pending</p>

Initial Meeting Date	General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
10.10.23	6.2	<p>Relocation of Bus Stops along Narrabeen Park Parade, North Narrabeen</p> <p>James Makasiale provided an update on re-routing of buses that use Narrabeen Park Parade. Since the new path has been constructed, buses are having difficulty proceeding through the impacted section of Narrabeen Park Parade and sometimes need to mount the footpath.</p> <p>Keolis Downer requires a different route for their service due to safety concerns. A potential re-routing has been proposed by Council via Melbourne Avenue and this has been discussed with TfNSW who are agreeable to the change.</p> <p>James Brocklebank confirmed that he and James Makasiale had discussed two potential locations for relocated bus stops. Council now need to review and engage with residents to confirm if such locations are suitable.</p> <p>Ongoing</p>	<p>James Brocklebank/ James Makasiale</p>	8/11/23 Pending
10.10.23	6.3	<p>Wakehurst Parkway, Deep Creek – Safe Road Crossing:</p> <p>Sally Claydon suggested Phil Devon, Phil Corbett and Matt Pope from Transport for NSW meet on site, to discuss options for a safe crossing on Wakehurst Parkway at Deep Creek.</p> <p>There is no safe crossing for bike riders at this location. To cross the road from the northern side bike trails to the formal trail around Narrabeen Lagoon, mountain bikers need to either cross Wakehurst Parkway between fast moving high volume traffic, or cross over the narrow vehicle bridge and then access the under-bridge path.</p> <p>Both options are very dangerous and a better solution needs to be found.</p> <p>Craig Sawyer advised that Council will follow this matter up with Samantha Morley of TfNSW and arrange to meet on site. He will forward details onto Sally Claydon.</p> <p>Ongoing</p>	<p>TfNSW/ Phil Devon/ Phil Corbett</p> <p>Phil Devon</p>	8.11.23 Pending

Initial Meeting Date	General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
10.10.23	6.4	<p>Forest Way & Glen Street, Belrose – Black Spot Funding for Pedestrian Fencing:</p> <p>Sally Claydon expressed residents’ concerns regarding the narrow width of the footpath on the east side of Forest Way at Glen Street and the danger to children riding their bikes on this section of path, as there was no gap between the path and traffic. Residents were fearful of children falling into the path of fast-moving traffic.</p> <p>Phil Devon previously advised that a Black Spot funding application has been submitted for pedestrian fencing to address this problem.</p> <p>Ongoing</p>	<p>TfNSW/ Phil Devon/ Phil Devon</p>	8.11.23 Pending
8.11.23	6.2	<p>Ponsonby Road, Seaforth - Roundabout</p> <p>Adele Heasman advised that this matter has been ongoing and related to a request for measures to improve pedestrian safety on Ponsonby Road immediately west of the roundabout and did relate to the roundabout itself. James Brocklebank advised that this would be investigated and an update provided at the next meeting.</p> <p>Ongoing</p>	James Brocklebank	8.11.23 Pending
8.11.23	6.3	<p>Lawrence Street, Freshwater - Right Turn Ban:</p> <p>Craig Sawyer advised he has been requested to meet with Mr Taylor, resident of Lawrence Street, who has been in contact with Council regarding a recent accident that occurred on Rowe Street near Lawrence Street. Mr Taylor requests that additional measures be implemented as he feels the existing “AM Peak No Right Turn Mondays to Fridays” restriction at Harbord Road and Lawrence Street is ineffective. He requests additional measures for safety reasons and to reduce traffic volumes in Lawrence Street and Rowe Street.</p> <p>Craig Sawyer advised he will contact Adele Heasman in regard to Mr Taylor’s concerns after he has met with Mr Taylor and the Police on site to discuss this matter.</p> <p>Ongoing</p>	Craig Sawyer	8.11.23 Pending

Initial Meeting Date	General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
8.11.23	6.4	<p>Harbord Road/ Headland Road – Recent Crash:</p> <p>Adele Heasman advised that James Griffin’s office had received correspondence regarding a crash involving a cyclist being struck by a car on Headland Road at its intersection with Harbord Road.</p> <p>James Brockelbank advised that Council had received correspondence from Mr Griffin’s office on the matter and that consideration will be given to what changes might be feasible to improve safety for pedestrians and cyclists crossing at this location.</p> <p>Ongoing</p>	James Brocklebank	8.11.23 Pending
8.11.23	6.5	<p>Oliver Street Cycleway:</p> <p>Adele Heasman advised that the concrete blocks left in Oliver Street is a safety concern and asked if signage on these blocks signage was proposed.</p> <p>Craig Sawyer advised that Council is part way through constructing the Oliver Street cycleway and that works have been placed on hold, pending further community engagement. This is just about to take place after which Council will then determine what additional works proceed.</p> <p>He advised that Council will ensure measures are introduced so that the blocks are visible and to guide traffic past/around the blocks ensuring the blocks don’t get hit.</p> <p>Ongoing</p>	Phil Devon	8.11.23 Pending

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Local Traffic Committee notes the Updated Actions Table.