



northern
beaches
council

MINUTES

NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING

Held via remote Teams in the Flannel Flower Room, Civic Centre,
Dee Why on

TUESDAY 2 MARCH 2021

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

held via remote Teams on Tuesday 2 March 2021

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10am

ATTENDANCE:

Voting Members

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

Mr Michael Regan
Mr Andrew Johnston
Mr Phil Corbett
Mr Toby Williams
Ms Adele Heasman
Mr Raymond Tran
Mr Nathaniel Norsa

Non Voting Members

State Transit Authority, Brookvale Depot

Mr Egwin Herbert

Officers

Director Transport and Assets
Executive Manager Transport and Civil Infrastructure
Manager Transport Network
Traffic Engineering Coordinator
Traffic Engineer
Traffic Engineer
Traffic Engineer
Traffic Engineer
Traffic Officer
Traffic Officer
Traffic Officer
Traffic Officer
Engineering Intern
Ranger Coordinator
Strategic Transport Coordinator
Transport Project Officer
Road Safety Officer
Road Safety Officer
Traffic Engineering Intern
Traffic Engineering Trainee
Specialist Administration Officer
Specialist Administration Officer

Mr Jorde Frangoples
Mr Craig Sawyer
Mr Phillip Devon
Mr James Brocklebank
Mr Ricky Kwok
Mr Velsamy Sankaran
Mrs Rezvan Saket
Mr Anwar Subel
Mr Luke Nickson
Mr Brian Duong
Mr Ali Samimi Haghighi
Mr Yuan Ren
Mr Jenzy Ocampo
Mr Michael Davey
Ms Michelle Carter
Mrs Kajal Todd
Mrs Karen Menzies
Ms Robynann Dixon
Ms Josephine Butler
Mr Nicholas Murace
Ms Caty Pilley
Ms Sandra Calci

Visitors

Ms Betty Georghiou –Resident - West St, Balgowlah	Item 4.11
Mr Rob Schumacher – Resident –West St, Balgowlah	Item 4.11
Mr John Clapin – Resident – Monash Cres, Clontarf	Item 4.16

1.0 APOLOGIES

Northern Beaches Police Command, Dee Why	Sergeant Nino Jelovic
Member for Davidson Mr J O’Dea MP Representative	Mr Phil Corbett
Forest Coach Lines	Mr Robert Bicakcian
Manly Warringah Cabs Co-operative Society Ltd	TBC
Cycling Representative	Mr Owen Dunne

**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 2 FEBRUARY 2021**

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 2 February 2021, copies of which were previously circulated to all Members , are hereby confirmed as a true and correct record of the proceedings of that meeting.

2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

Nil

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

4.1 GRASMERE CRESCENT, WHEELER HEIGHTS – SAFETY AT THE CURVE

PROCEEDINGS IN BRIEF

The Committee concurred with the recommendation.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. Installing 10m 'Dividing Barrier Line two-way (BB)' between driveways of properties 13 & 17.
- B. Installing 13m 'Dividing Barrier Line two-way (BB)' between driveways of properties 25 & 29.

Council Decision – Approved

4.2 HILLSIDE ROAD, NEWPORT - TRUCK LENGTH RESTRICTIONS

PROCEEDINGS IN BRIEF

The Committee concurred with the recommendation.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following proposals in Hillside Road, Newport:

- A. Installation of 'No Trucks - Vehicles Under 10.5m Excepted' located at the entry to Hillside Road.
- B. Installation of 'No Trucks - Vehicles Under 10.5m Excepted On Side Road' advanced warning signs located in Neptune Road on the approach to the intersection with Hillside Road.

Council Decision – Approved

4.3 GEORGE STREET, MANLY - TIMED PARKING RESTRICTION

PROCEEDINGS IN BRIEF

The Committee concurred with the recommendation.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of a (1/4P)15 minute 8am-5pm Monday-Friday and 2P 8AM-10PM (Area Tower Hill) PERMIT HOLDERS EXCEPTED at other times, timed parking space approximately 6 metres in length at the south-western side of George Street, outside No.1 George Street, Manly.

Council Decision – Approved

4.4 LAITOKI ROAD TERREY HILLS- EXTENSION OF NO STOPPING RESTRICTION

PROCEEDINGS IN BRIEF

The Committee concurred with the recommendation.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. That the Traffic Committee supports the extension of 6m No Stopping (L) sign toward right on the northern side of driveway No. 83 Booralie Road.

Council Decision – Approved

4.5 GARDEN STREET, NORTH NARRABEEN INSTALLATION OF NO STOPPING YELLOW LINE

PROCEEDINGS IN BRIEF

The Committee concurred with the recommendation.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 5m No Stopping Yellow Line on southern side of 168 Garden Street.

Council Decision – Approved

4.6 BINDOOK CRESCENT, TERREY HILLS - INSTALLATION OF NO STOPPING YELLOW LINE

PROCEEDINGS IN BRIEF

The Committee concurred with the recommendation.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 25m No Stopping Yellow line in the cul-de-sac between driveways number 7 and number 1B Bindook Crescent.

Council Decision – Approved

4.7 ORLANDO ROAD, CROMER - NO STOPPING RESTRICTIONS

PROCEEDINGS IN BRIEF

The Committee concurred with the recommendation.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of:

- A. 'No Stopping 7AM – 10AM, 3PM – 6PM Mon – Fri' on new stems outside 38 Orlando Road, Cromer.

Council Decision – Approved

4.8 TEPKO ROAD, TERREY HILLS- INSTALLATION OF 10P TIME PARKING RESTRICTION.

PROCEEDINGS IN BRIEF

The Committee concurred with the recommendation.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 10P time parking restrictions from 7:00am to 7:00pm along Tepko Road.

Council Decision – Approved

4.9 PARK STREET, MONA VALE - CHANGES TO PARKING

PROCEEDINGS IN BRIEF

The Committee concurred with the recommendation.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

- A. That the Traffic Committee supports the proposed changes to the parking area outside No.18-20 Park Street, Mona Vale; by converting the existing four 90° angle parking spaces to two parallel parking spaces.

Council Decision – Approved

4.10 GEELONG ROAD, CROMER - NO PARKING RESTRICTIONS

PROCEEDINGS IN BRIEF

The Committee concurred with the recommendation.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of No Parking restrictions 6:00am–4:00pm Wednesday, beginning on the western side outside No.8, north to outside No.18 and south on the eastern side to No.15 Geelong Road, Cromer.

Council Decision – Approved

4.11 WEST STREET, BALGOWLAH - NO STOPPING & TIMED PARKING RESTRICTIONS

PROCEEDINGS IN BRIEF

There were 2 visitors – Ms Betty Georghiou and Mr Rob Schumacher – both of residents of West Street, Balgowlah, to speak on Council’s proposed recommendation to :

- A. *Introduce 30 minute (P30) timed parking restrictions from 6:00am-2:30pm Everyday approximately 30m in length outside No.94 West Street, Balgowlah.*
- B. *Reinforcement of existing No Stopping restrictions on the western side of West Street outside No.1 Kitchener Street and the introduction of No Stopping restrictions on the eastern side from the intersection of West Street & Kitchener Street to the proposed P30 restriction adjacent to No.94 West Street, Balgowlah.*

Ms Georghiou advised, on behalf of many local residents who live in in the area, she supports Council’s proposed recommendation, and feels that it will be an effective or a complete traffic management solution for those who reside in this immediate block (on West Street, between Griffith and Kitchener Streets), however, the proposed 30 minute time limit will not deter people from parking illegally across or in driveways when they come to visit the café, and more car spaces to be made available for “coffee parking”.

Ms Georghiou requested Council to consider the issues she and Mr Rob Schumacher are raising, that do not address the café parking issues adequately and feels that Council is creating a situation that will one day cause an accident (also refer to the attached notes that Mr Rob Schumacher submitted to the Local Traffic Committee members– see Attachment 1).

Ms Georghiou requests Council review the high volume of parked and through-traffic generated by Aggys Café.

Residents are affected by drivers, visiting Aggys Cafe, who choose to park illegally and obstruct driveways almost on a daily basis, as vehicles obstruct access and vision for residents who need to come and go from their properties safely.

This is a safety issue as much as one of resident access. The proposed 30 minute parking restriction suits the café as a business, but not the residents who live around it. It will most likely serve to increase the parked traffic outside as many people visit the cafe for longer than 30 minutes.

Ms Georghiou requests :

- Council paint white lines on the street as they have done outside 117 and 119 West Street for all the residences on West Street between Griffith and Kitchener Streets - before any prospective signage goes up outside the café.
- Council place “No Parking” and “No Stopping” signs in the areas where cars regularly park illegally.

Ms Georghiou left the meeting and Mr Rob Schumacher, addressed the Local Traffic Committee.

Speaker #2 - Mr Rob Schumacher – also of West Street, Balgowlah, spoke on this item.

Mr Schumacher advised, on behalf of many local residents that he supports Council's proposal, however, he requested Council to consider the following issues :

- Requests to permanently block West Street from Sydney Road to Kitchener Street, as the "bottleneck" frustrates drivers, and they drive the circuit to Griffith Street.
- Large Department Stores around Condamine Street and Balgowlah Road also affects the traffic congestion in West Street. This traffic congestion, combined with the Aggy's Café at the intersection, blocks residents' driveways – noting that Development Applications do not have conditions to street parking.
- This traffic congestions becomes a safety issue, especially to children and the elderly who live in the area.
- Requests that the turning circle at the intersection of West Kitchener Streets, will be large enough for a fire truck to turn.
- Once the construction of the harbour tunnel commences around the Burnt Bridge Creek Deviation, motorists will take West Street as a "rat run" – which will cause further traffic congestion.

Mr Rob Schumacher submitted his notes to the Local Traffic Committee members (see Attachment 1), which explains the issues in more detail. Mr Schumacher also submitted a 3-page Petition to Northern Beach Council from the residents and ratepayers of the area, requesting Council to permanent block the intersection at West and Kitchener Streets.

Phil Devon advised that if the Transport for NSW and Council approve these requests, it will take approximately 3-4 months before any remediation works commence (depending on budget availability), noting that the ultimate approval lies with the Transport for NSW.

Phil Devon advised that these requests will be discussed with the Traffic Engineers.

Betty Georghiou requested Council to paint white lines on the street of the entire block, until a decision is made to rectify these traffic issues.

Phil Devon requested Luke Nickson to email a Driveway Delineation request form to Mr Schumacher to complete and submit to Council

The Committee concurred with the recommendation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee concurred to defer this matter until more information has been obtained in regard to the matters raised by the objector, and supports the:

- A. Implementation of driveway/delineation lines in West Street – from Kitchener Street to Griffiths Street, Balgowlah, as soon as possible.
- B. Introduction of 30 minute (P30) timed parking restrictions from 6:00am-2:30pm Everyday approximately 30m in length outside No.94 West Street, Balgowlah.

- C. Reinforcement of existing No Stopping restrictions on the western side of West Street outside No.1 Kitchener Street and the introduction of No Stopping restrictions on the eastern side from the intersection of West Street & Kitchener Street to the proposed P30 restriction adjacent to No.94 West Street, Balgowlah.
- D. To defer this item for further discussion, to gather further information which will be reported back to the Local Traffic Committee at the LTC meeting in April or May 2021.

Council Decision – Deferred

4.12 LISMORE AVENUE, DEE WHY - NO STOPPING RESTRICTIONS

PROCEEDINGS IN BRIEF

The Committee concurred with the recommendation.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Extension of the existing No Stopping Unbroken Yellow Kerb Line approximately 6m in length west of the existing line position outside No.7 Lismore Avenue, Dee Why.

Council Decision – Approved

4.13 WATTLE ROAD, NORTH MANLY - TIMED PARKING RESTRICTIONS

PROCEEDINGS IN BRIEF

The Committee concurred with the recommendation.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Amendment of the exiting one hour (1P) 8.30AM – 6PM MON-FRI, 8.30AM-12.30PM SAT timed parking restrictions to fifteen minutes (1/4P) 6AM-3PM MON-SAT outside No.59 Wattle Road, North Manly.

Council Decision – Approved

4.14 GLENAEON AVENUE, BELROSE - NO STOPPING RESTRICTIONS

PROCEEDINGS IN BRIEF

The Committee concurred with the recommendation.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Stopping Unbroken Yellow Kerb Line approximately 20m in length west of the intersection of Melaleuca Drive on to the norther side of Glenaeon Avenue, Belrose.

Council Decision – Approved

4.15 VILLIERS PLACE, CROMER - NO STOPPING RESTRICTIONS

PROCEEDINGS IN BRIEF

The Committee concurred with the recommendation.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of two (2) No Stopping Unbroken Yellow Kerb Lines. The first to be installed in the area outside No.4-7 Villiers Place, to provide an additional turning circle area and an additional line approximately 20m in length located on the kerb outside No.17 Villiers Place, Cromer, to improve visibility concerns.

Council Decision – Approved

4.16 HOLMES AVENUE & MONASH CRESCENT, CLONTARF - FRONT TO KERB & TIMED PARKING RESTRICTIONS

PROCEEDINGS IN BRIEF

There was one visitor - Mr John Clapin, resident of Monash Crescent, Clontarf, to speak on this item.

Mr Clapin advised, on behalf of many local residents that he supports Council's proposal to:

- A. *Introduce Six Hour Timed Parking (6P) 7:00am – 7:00pm Everyday restrictions 7am-7pm Everyday & Front to Kerb Only Restrictions on the northern side of Holmes Avenue between opposite No.1 Holmes Avenue to No.38 Monash Crescent, Clontarf and on the eastern side of side of Monash Crescent between opposite No.38 to No.36 Monash Crescent, Clontarf.*
-

However, Mr Clapin requested Council to consider the following issues (also refer to the attached notes he submitted to the Local Traffic Committee members after he spoke - Attachment 2) – and noted that many residents accept the changes and are supportive of the public reserve, however, any changes impact the residents and the streetscape.

- Council to ensure protection of the large fig trees and cause minimal disturbance to these trees and their root system as they complete the beachside ambience of the area. These trees are almost sacred to the local residents.
- The park is at peak capacity and adding more parking car parking spaces could cause more chaos – i.e.: Boxing Day, Christmas Day, New Years Eve, Australia Day, when excessive car traffic and parking problems caused total chaos.
- Timed parking restrictions would create problems for residents in the area and would worsen the safety issues already faced by pedestrians and children.
- Need to table resolutions to these issues, ie: use of Traffic Marshalls, closing off roads at the carpark, adding No Parking signs around the monument and at the end of the road, keep the mobile billboards around the streets.
- Re: boat storage – dumped boats need to be removed.
- Council could use bollards to protect the trees and formalise parking.
- Council not to use asphalt around the trees
- Main issue is that carpark is always full so drives park in an unsafe manner – they even on the boat ramp. Council Rangers are aware of this.
- Council to consider 90° angled parking bays, with bollards around the trees with gaps in between them.

The Committee concurred with the recommendation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Deferment of this matter in order to obtain more details and a 3D montage to assist in planning more parking bays; address the issues of double-parking; parked boats and trailers on the grass area (that causes safety concerns to pedestrians and motorists); while ensuring no damage will be done to the fig trees and the tree roots on the road reserve while these works are being carried out.
- B. The introduction of Six Hour Timed Parking (6P) 7:00am – 7:00pm Everyday restrictions 7am-7pm Everyday & Front to Kerb Only Restrictions on the northern side of Holmes Avenue between opposite No.1 Holmes Avenue to No.38 Monash Crescent, Clontarf and on the eastern side of side of Monash Crescent between opposite No.38 to No.36 Monash Crescent, Clontarf.

The Committee concurred to defer this matter until May 2021, so that more information can be obtained in regard to addressing the matters raised by the objector.

Council Decision – Deferred

4.17 PONSONBY PARADE, SEAFORTH - NO PARKING

PROCEEDINGS IN BRIEF

The Committee concurred with the recommendation.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of 12m of No Parking on the south side of Ponsonby Parade, west of the existing No Stopping zone on the departure side of Old Sydney Road.

Council Decision – Approved

4.18 CHURCH POINT CARGO WHARF, CHURCH POINT - BOLLARDS

PROCEEDINGS IN BRIEF

Andrew Johnston, Member for Pittwater – Representative for Rob Stokes MP, advised these issues have been a problem for some time, and enquired whether Council Rangers can remove the bollard?

Phil Devon advised Council's Security Guard will unlock the block from 7am until 7pm (not 5pm).

Andrew Johnston, Member for Pittwater – Representative for Rob Stokes MP enquired whether there will be a trial period?

Phil Devon advised that this matter will be reviewed after 6 months of operation, but it will be addressed after 12 months, with a view to bollards being locked in sleeves.

The Committee concurred with the recommendation.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of eight (8) x removable x140 mm bollards within ground sleeves on the roadside of the footpath to prevent queuing in the entry to the wharf, but would allow parallel parking.
- B. Installation of advisory signs at two (2) access points at Pittwater Road, Bayview and McCarrs Creek Road, Terry Hills will have signs on approach where there is a safe layover.

Council Decision – Approved

4.19 ANANA ROAD, ELANORA HEIGHTS - TRAFFIC CALMING

PROCEEDINGS IN BRIEF

The Committee concurred with the recommendation.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A.** Changing the on-street parking in front of No.33 to No.27, to now be in front of No.28 to No. 30.
- B.** Install separation line to define the parking lane and traffic lanes.
- C.** Construction of kerb blisters on approach to the parking lanes.
- D.** Construction of Median Islands outside No. 32 and No.23.
- E.** Construction of a kerb blister outside No.23 to prevent vehicles from dodging the speed cushion.
- F.** Install 2x speed cushions outside No.38, 30, 23 and 17, with Lane separators.

Council Decision – Approved

4.20 FISHER ROAD NORTH AND SOUTH CREEK ROAD, CROMER - ROUNDAABOUT AND REFUGE ISLAND

PROCEEDINGS IN BRIEF

The Committee concurred with the recommendation.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A.** Construction of a roundabout with splitter islands at the intersection of Fisher Road North and South Creek Road
- B.** Construction of a refuge island on the eastern leg of the roundabout

Council Decision – Approved

4.21 SIR THOMAS MITCHELL DRIVE, DAVIDSON - ADDITIONAL LINE MARKING

PROCEEDINGS IN BRIEF

The Committee concurred with the recommendation.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Extend the Dividing barrier lines on Sir Thomas Mitchell Drive to Alt Crescent
- B. Install Dividing Barrier lines 10m from the intersection of Chesterman Crescent and Sir Thomas Mitchell Drive

Council Decision – Approved

4.22 DELMAR PARADE, DEE WHY - MEDIAN ISLAND

PROCEEDINGS IN BRIEF

The Committee concurred with the recommendation.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The installation of the Median Island at the centre of Delmar Parade for approximately 23.7m in length and aligning from the eastern edge of the driveway.
- B. Council to obtain TfNSW technical advice prior to the implementation of the device.
- C. The applicant constructing the island at no cost to Council and notifies the impacted residents & businesses, prior to installation.

Council Decision – Approved

4.23 PATANGA ROAD, FRENCHS FOREST - BUS STOP RELOCATION

PROCEEDINGS IN BRIEF

The Committee concurred with the recommendation.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The relocation of the existing Bus Stop (Stop ID 208621) to the south of the proposed driveway of 22 Frenchs Forest Road.
- B. The proposed Bus Stop must comply with DDA. The edge of the Bus Stop concrete slab must commence from the edge of driveway wing. The signage must be at least 600mm from the back of the kerb and from the edge of the driveway.
- C. The installation of signage within the property boundary to enforce left out only from the proposed driveway onto Patanga Road. Installation of additional advanced warning signs to enforce the access restrictions from Patanga Road onto Frenchs Forest Road East.
- D. The applicant constructing the island at no cost to Council and notifies the impacted residents & businesses, prior to installation.

Council Decision – Approved

5.0 MATTERS FOR NOTATION

5.1 TABLE OF APPROVALS UNDER DELEGATION

PROCEEDINGS IN BRIEF

The Committee concurred with the recommendation.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee:

- A. notes the delegated approval of actions detailed in Attachment 1 – Table of Approvals Under Delegation

Council Decision – Approved

5.2 REQUEST FOR WORKS ZONE

PROCEEDINGS IN BRIEF

The Committee concurred with the recommendation.

Approved by exception.

RECOMMENDATION TO TRAFFIC COMMITTEE

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

Council Decision – Approved

The meeting concluded at 10:45am

This is the final page of the Minutes comprising 23 pages numbered 1 to 23 of the Northern Beaches Council Local Traffic Committee meeting held on Tuesday 2 March 2021 and confirmed on Tuesday 6 April 2021

Note: Two (2) Attachments are attached to these Minutes

NOTES RECEIVED FROM OBJECTOR – Mr Rob Schumacher, resident of West Street, Balgowlah (7 pages)

RE: ITEM 4:11 - WEST STREET, BALGOWLAH

- NO STOPPING & TIMED PARKING RESTRICTIONS

Petition to Northern Beaches Council to create 'No Through Traffic' at the intersection of
West and Kitchener Street's, Balgowlah.

February 2021

We, the undersigned residents and ratepayers affected by traffic between Sydney Rd and Kitchener St, petition the Northern Beaches Council to permanently block the intersection at West and Kitchener Streets.

In the last 20 years residents have been overwhelmed by the impact of what appears as, an exponential increase in traffic through West St, a narrow residential Street. The bottle neck at this intersection frustrates drivers, who reflexively accelerate away from congestion and speed south, up West street.

In 2002, peak hour traffic, traveling east via Kitchener, the short dog leg of West St and through to Balgowlah Rd would queue up as far back as 191 Balgowlah Rd. Now on some wet days it backs up along Balgowlah Rd and into West St and as far as Kitchener St. This compounds congestion if a vehicle attempts a right hand turn into West St, (the intersection being discussed) if travelling east along Kitchener St. Some cars will see the queue and divert south 'up' West St, then left into Griffiths St, and left again into Condamine, which can save waiting time to reach the intersection of Condamine and Balgowlah Rd.

Since Bunnings, Woolworths, Harvey Norman and Aldi have all been erected in the precinct immediately north-east of the intersection of Condamine and Balgowlah Rd in the last twenty years, the impact has now also reached West St.

After construction of Stockland, a short distance away, the parking also has become limited in a radius around that hub.

I understand that Stockland did provide for commercial staff parking in an early DA but quietly deleted it in subsequent, revised DA's which Council finally approved.

Traffic has to usually wait for oncoming vehicles to pass one another in West St, as two vehicles cannot pass each other travelling in opposite directions. This, combined with a recent opening of a café at this intersection further confounds smooth traffic flow.

People park across driveways in West St, between Griffith St and Kitchener Streets and these are often the patrons of the café.

A few residents around this area have requested council Rangers to attend.

DA approvals don't appear to place conditions of provision for multiple car spaces for each new separate residence inside properties. An exception to this was the much contested boarding house development in Griffiths St. This usually applies to property developments that were formerly one residence, and are given DA approvals for multiples residences. This puts a further burden on public street parking and the movement of traffic. Most families have two cars, and with cars now more inexpensive than ever,

sometimes 3 cars per dwelling, as more children stay living at home longer. West Street has had numerous developments of this nature.

West Street is about to suffer an even greater increase of traffic when it will become a 'rat run' for traffic escaping the construction of the harbour tunnel around Burnt Bridge Creek Deviation. This projection is based on modelling from previous traffic patterns around new tunnels.

This has been addressed in the EIS for the proposed tunnel in Chapter 9, page 9 to 37:

...."this could increase traffic volumes on local roads. Local area traffic management would assist in minimising increased traffic on local roads. Local area traffic management on Wanganella St, Rickard St and West St could result in traffic using Woodland and Condamine St instead"

By "local area traffic management' they mean speed bumps, chicanes or CLOSING THE ROAD OFF AT ONE END.

This need for traffic management is also referenced in the Draft N.B.Council Submission.

The consensus amongst residents in West and Griffith Streets is to permanently close off West St at the intersection of Kitchener St.

The demographic in West Street north of Sydney Rd, appears to be a mixture of both the elderly and families with infants and toddlers.

In 2016 a truck with a combined load of 40 tonnes rolled into 88 West Street and collided with the home. It had broken down and a neighbour informed Council Rangers before it rolled down from its parking spot in West St. If there was no through traffic in West St perhaps the driver wouldn't have parked there, knowing he couldn't turn around.

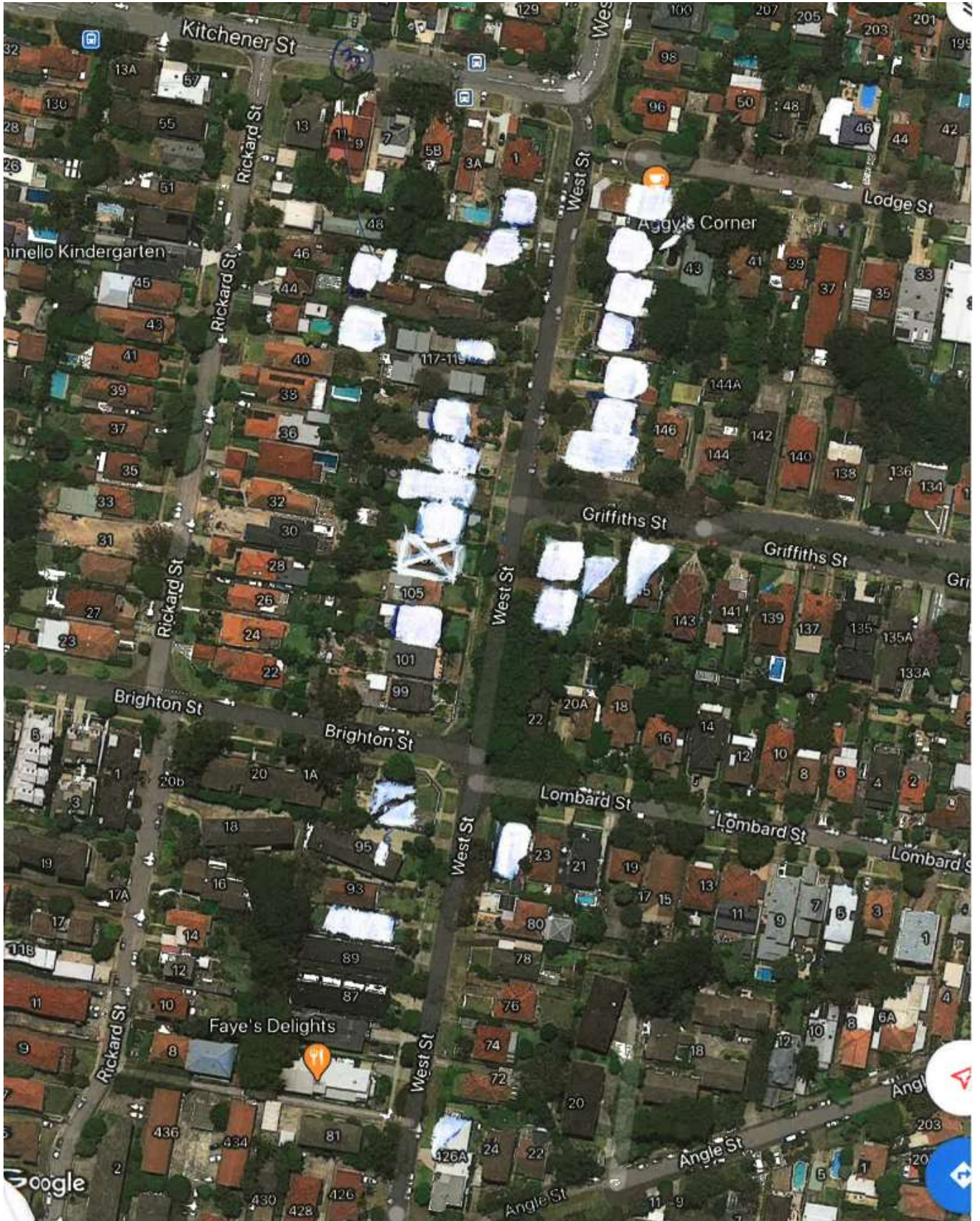
I submit this petition on behalf of all the undersigned residents in West St.

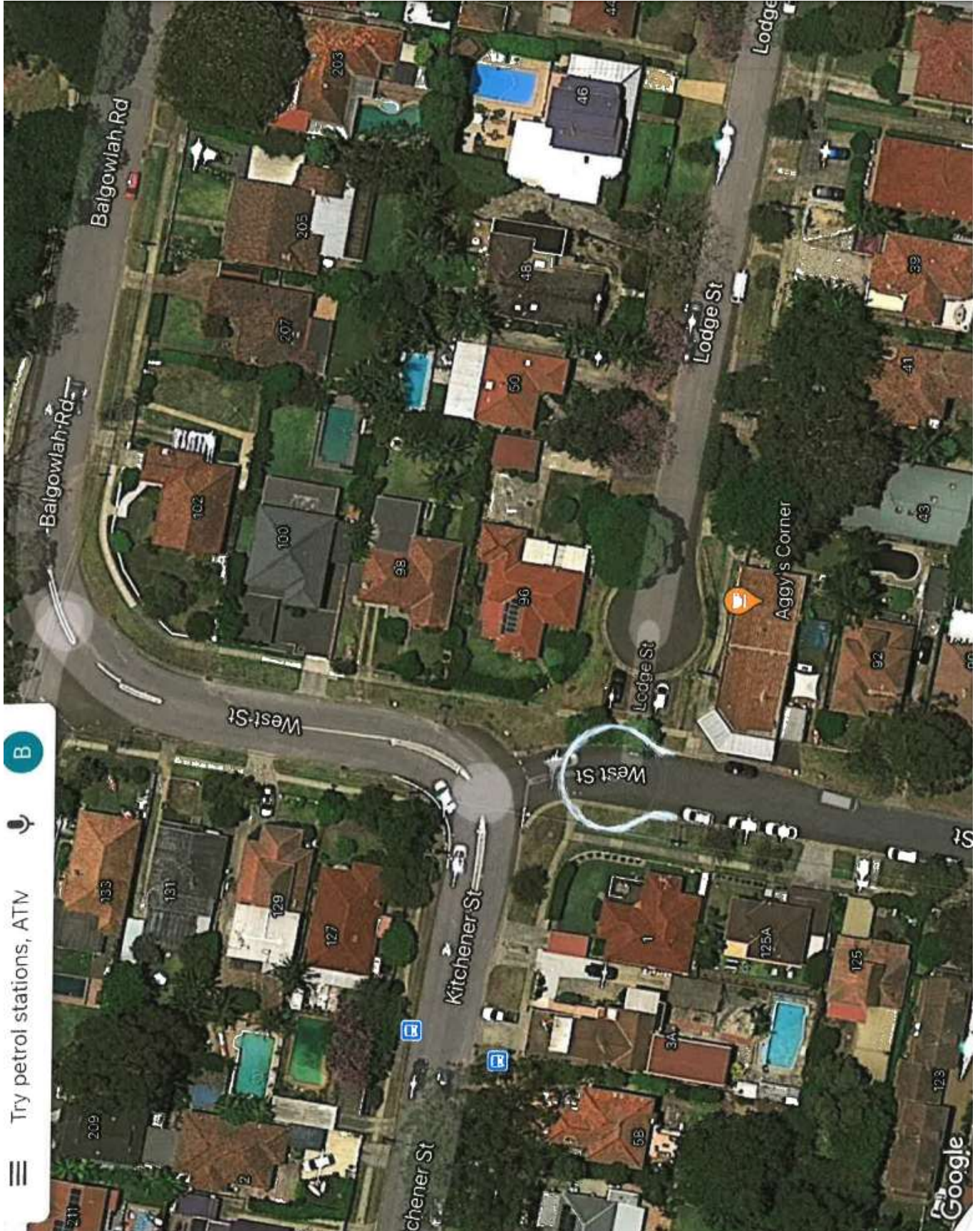
Finally I would like to submit that a turning circle at the proposed closed intersection of West and Kitchener Streets, is adequate for a Fire Engine to turn. The same radius in the Lodge street turning circle has been overlaid and it appears achievable without modifying existing footpaths.

We hope you consider this proposal as there are many sound reasons for its implementation right now, not just for the future.

Thank You

Rob Schumacher





NOTES RECEIVED FROM OBJECTOR – Mr John Clapin, resident of Monash Crescent, Clontarf (2 pages)

RE: ITEM 4:16 - HOLMES AVENUE & MONASH CRESCENT, CLONTARF

- FRONT TO KERB & TIMED PARKING RESTRICTIONS

Good morning and thank you for the opportunity to address council regarding the proposed changes to parking conditions in Holmes Avenue and Monash Crescent Clontarf.

My name is John Clapin and I am a resident of Monash Crescent and today I speak to you on behalf of many of the residents of Holmes, Monash and Allenby Street Clontarf, forming the majority of residents most affected by the proposed changes.

It is however important to initially establish that many residents accept the fact that we have a significant traffic and parking problem on busy summer days, and more so when these days may include public holidays.

It is also important to establish that many residents are supportive of the public's use of Clontarf Reserve and understand the joy it brings to many, many diverse family groups.

It is however the collective opinion that any changes to parking in the above-mentioned streets will have an adverse affect on all residents within this area, and that as ratepayers we must have a voice in how the issue of parking is considered. This is further impacted by the proposed harmonization of our rates, which proposes large increases to all residents, and therefore our opinions and desires should carry more merit within The Northern Beaches Council.

The key takeaway for most of the resident's is the protection of the fig tress that run the full length of the street, and their robust health is very much due to the natural setting in which they grow, and the minimal invasion that they are subjected too through excessive use of parked cars. It is critical that these trees be protected at all costs, as they are the very essence of the beachside ambience that all residents and visitors treasure.

We are collectively of the opinion that the addition of 70 odd car parking spots would in fact add to the current critical traffic problems and not contribute to solving the issue. The park is at peak capacity when all of the current spots are occupied, and additional parking will just add to the traffic chaos.

It also must be a major consideration when determining the ongoing changes to parking, that the issue of excess peak capacity is only experienced on a handful of days in the calendar year being Boxing Day, New Years Day and Australia Day (and any public holidays that are linked to these key dates). The current parking facilities easily absorbs parking on the other 350 odd days of the year.

Timed parking restrictions (as proposed) along Holmes Avenue would also create increased problems for the surrounding residents as boat users etc would just look to park their trailers in surrounding streets, thus increasing the problems for all residents, and of course visitors would look to occupy unrestricted parking in Holmes, Allenby and Monash as their first choice of parking.

We are also concerned that an increase in traffic increases the danger for pedestrians and especially for the many children that use the streets surrounding the park. We are also most concerned that access for emergency vehicles would be seriously hampered if cars block the access road, whilst sitting and waiting for parking spots to clear.

It is also important that we table some solutions that we believe will help with the management of the parking and traffic issues. This would include the continued use of traffic marshals on key use dates to help monitor parking capacity, and to close roads when parking capacity has been reached. We also support council's use of rangers to book cars parked illegally, and we would suggest that the frequency of their visits be increased at the critical peak periods.

We would also recommend that additional no parking signs be erected to surround the Prince Alfred memorial Norfolk Pine tree (as this is a major traffic blockage when illegal parking occurs) and additional signage to ensure the gates to the small park in Monash Crescent remain free of cars to ensure emergency vehicles have 24 hour access.

This initiative should also be aided by increased use of mobile billboards at strategic locations that advises of the current status of parking. These signs could be placed at the intersection of Manly Road and Ethel Street, the corner of Ernest Street and Beatrice Street and the current location of Kanangra Crescent and Peronne Avenue covering all access roads to Clontarf Reserve.

On behalf of many of the residents of Holmes, Monash and Allenby we again thank you for the opportunity to address this meeting.