



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 4 JUNE 2024**

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'.

**Campbell Pfeiffer**  
**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 Carmody
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**

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
Road Safety Officer	Ms Robynann 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 Roy Cottam
Coordinator - Rangers	Mr Michael Davey
Ranger	Mr Daniel Bekis
Specialist Administration Officer	Ms Caty Pilley

**Visitor**

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

to be held on Tuesday 4 June 2024

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10:00 AM

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**NEXT MEETING Tuesday 2 July 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 7 MAY 2024

#### RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee held on 7 May 2024, 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

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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.*

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## 4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

### ITEM 4.1 PITTWATER WARD - COTTAGE POINT ROAD, COTTAGE POINT - AMENDMENTS TO PARKING RESTRICTIONS

<b>REPORTING officer</b>	Traffic Officer
<b>TRIM FILE REF</b>	<b>2024/022172</b>
<b>ATTACHMENTS</b>	1 Plan 2 Table of Consultation

**GEOCODES: -33.616050, 151.205975**

### REPORT

#### BACKGROUND

Council has received concerns from local residents regarding illegal and unsafe parking activities on Cottage Point Road, Cottage Point. Specifically, vehicles are parking on Cottage Point Road where the vertical alignment and road geometry are not adequate for safe and clear vision. Rural Fire Service vehicles often have insufficient carriageway width to allow for access.

#### LOCATION

- Cottage Point Road is a local road running North to South between Ku-ring-gai Motor Yacht Club and General San Martin Drive with no kerb and gutter on either side.
- Cottage Point Road is a narrow road, approximately six (6) metres wide which narrows at various locations and has a number of sharp bends along its length.
- Several parking modifications were implemented following the decisions at the Local Traffic Committee meeting on 4 July 2023, under Item 4.4.

#### ISSUES

The road width and undulating road geometry can lead to safety hazards and access difficulties, especially when vehicles park inappropriately. The recently installed No Stopping and Parking restrictions have been reported to be inadequate in ensuring safe passage along the road or to/from property driveways.

The isolated nature of Cottage Point means that parking enforcement activity is irregular and hence a more heavily signposted and linemarked parking restriction regime than would normally be applied is required to improve parking compliance levels.

The isolated and bushy nature of the location means that it presents a significant risk to residents and visitors in the event of a bush fire. It is essential that Council do what it can to ensure that adequate road pavement width is available at all times for fire appliance and other emergency services vehicles.

#### PROPOSAL

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

- Replace the four-hour (4P) Timed Parking restriction to No Parking Motor Vehicle Excepted

- Replace No Parking across the driveway of No. 3 and at the bend on the slope to No Stopping reinforced by the Unbroken Yellow Kerb Lines.
- Extend No Parking Motor Vehicle Excepted restriction throughout the eastern side of Cottage Point Road, which is on the inner side of the curve, to improve traffic flow safety and road access.
- Install No Stopping signs and lines to reinforce the recently installed Two-way Barrier Lines (Double Dividing Lines) to prevent vehicles from parking in the unsealed road section.

## 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 cyclists and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities nor does it impact on walking paths

## CONSULTATION

Consultation letters have been distributed to 32 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- Replacement of 4P Timed Parking to No Parking Motor Vehicle Excepted restrictions
  - Replacement of No Parking across the driveway of No. 3 and at the bend on the slope to No Stopping restriction reinforced by Yellow Kerb Lines
  - Extension of No Parking Motor Vehicle Excepted restriction
  - Installation of No Stopping signs and lines to reinforce the recently installed Two-way Barrier Lines (Double Dividing Lines)
-



1. Replace the existing 4P Parking restrictions with No Parking Motor Vehicles Excepted
2. Replace the two No Parking restrictions near No.3 Cottage Point Road with No Stopping
3. Install No Parking Motor Vehicles Excepted on the eastern side of Cottage Point Road between the No Stopping areas at the bend
4. Extend the existing No Stopping area near Rowan Drive to the top of crest. Existing No Stopping signs are replaced with new ones
5. Paint No Stopping unbroken yellow kerb lines (NS1) between all No Stopping signs

	<b>PROPOSAL</b>			
	Cottage Point Road, Cottage Point Stopping Control and Parking Restrictions			
	DRAWN	LC	APPROVED	JB
	LAYOUT	1 OF 1	REVISION NO.	A
		DATE	15/01/2024	
				



### Table of Consultation

<b>Address</b>	<b>Cottage Point Road, Cottage Point</b>
<b>Proposal</b>	<b>Amendments to Parking Restrictions</b>

<b>Properties Consulted</b>	32
<b>Responses Received</b>	8
<b>Support</b>	4
<b>Do Not Support</b>	4

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
On-street Parking Availabilities	<p>Businesses have commented with regards to their need of all on-street parking available for customers.</p> <p>Amidst the ongoing challenges surrounding the DA application for the redevelopment of the Cottage Point INN, compounded by concerns raised by both the Northern Beach Council and National Parks regarding insufficient parking in Cottage Point, the proposed removal of parking spaces, totalling 10 car spaces, adds further strain to an already delicate situation.</p> <p>I understand the small issue of the fire truck and support the removal of the no parking to no stopping, but please take away the double white line and do not put up the No Stopping sign indicated on the hill leading up to the fire station.</p> <p>The new Plan of Management for the Parks has noted that National parks and Council will work together to sort issues like parking at Cottage Point. Your short-term solution is ridiculous and harmful to business and visitors at Cottage Point.</p>	<p>The amendments to parking restrictions do not reduce overall business parking capacities by relaxing the current 4P Timed Parking to unrestricted parking except for non-motorised vehicles.</p> <p>The proposed No Stopping restrictions reinforce the existing Double Dividing Lines at curves where vehicles often park within 3m of the dividing lines. The No Stopping restrictions also help ensure driveway and emergency services access.</p>

Lack of Business Loading Area	In particular, as we have no direct street frontage our delivery drivers sometimes are forced to pull up in the No Parking zone outside Number 3 to unload. If this were to be made No Standing it would remove their ability to do this and leave them no option on some days other than to park in a private driveway therefore inconveniencing my neighbours. If this change were to be made I would ask Council to consider allocating one car space on either side of the proposed No Standing zone opposite Anderson Place to be a loading zone during business hours.	The No Parking restriction only allows pick-up and drop-off of passengers or goods for 2 minutes. It is generally inadequate for business loading/unloading demand. This issue can be investigated separately from the current proposal.
Request for Accessible Parking Space	Additional consideration should be given to locating a disability parking space next to the phone booth at the bottom of Cottage Point Road.	An Accessible Parking space requires a shared space next to it, losing one parking spot at the proposed location. Considering the feedback about limited parking capacity, Council does not propose to install an Accessible Parking space at the current time.
Other comments	The land title survey for 3 Cottage Point Road, which shows the boundary survey, does not show that Northern Beaches Council has any rights to land along that boundary of the property and the Notting Lane roadway.	This issue may need further investigation to ascertain the property boundaries along Notting Lane.

**ITEM 4.2****PITTWATER WARD - AVALON PUBLIC SCHOOL, AVALON BEACH - NO PARKING****REPORTING officer**

Traffic Officer

**TRIM FILE REF****2023/843631****ATTACHMENTS**

- 1 Pittwater Ward - Avalon Public School, Avalon Beach - Plan
- 2 2024 Community Engagement Summary Report - Safer Schools – Avalon Public School Parking, Avalon Beach

**GEOCODES: -33.639290, 151.327343****REPORT****BACKGROUND**

Council has received concerns from local residents and Avalon Public School regarding illegal parking during school hours for children pick-up and drop-off. The existing 2-minute parking limit is not effective to prevent parents from overstaying. The P2 signs are also not standard school zone signage outside the Pittwater area.

**LOCATION**

- 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.
- The 191 and 192 bus route operate along Old Barrenjoey Road, as well as a number of school bus services.
- Bellevue Avenue is a local road, northwest and parallel to Old Barrenjoey Road, and intersects Dress Circle Road as the stem of a 'T' intersection. 'Give Way' controls apply for vehicles entering Dress Circle Road.
- The section of Bellevue Avenue is a local road approximately 8.2m between kerbs.
- Bellevue Avenue can be accessed from Old Barrenjoey Road through Dress Circle Road, or Sanders Lane which is a one-way road of roughly 6.1m width between kerbs.
- There are footpaths along both sides of Old Barrenjoey Road, Sanders Lane and Bellevue Avenue. However, there is currently no pedestrian crossing on Sanders Lane to provide access to the northern areas.
- The land use of the surrounding area is predominantly low-density residential housing.
- There is a scheduled development at 27 Bellevue Avenue, with an approved 9m Works Zone on Sanders Lane close to the Bellevue Avenue intersection. Temporary No Stopping during Works Zone times will apply on the western (school) side of the road.

**ISSUES**

- The existing 2-minute parking restriction around Avalon Public School is not well enforced and can be misunderstood/abused by parents to overstay during school hours.
- Double parking is often reported due to the lack of parking spaces for pick-up and drop-off.
- It is found that the Bus Zone sign near a crossing on Bellevue Avenue is obstructed by a tree.
- Trailers sometimes park on the eastern side of Old Barrenjoey Road for an extended duration, further reducing useable parking spaces when vehicles need to park for a longer time.

- In the same area, there has been an accident where a cyclist collided with pedestrian holding rails on unused old pedestrian crossings on Old Barrenjoey Road.

## PROPOSAL

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

- Replace the P2 Parking During School Hours signs with No Parking During School Hours signs near Avalon Public School (the northern half of the existing Timed Parking zone). It would still allow 2-minute pick-up and drop-off time but prohibits drivers from leaving their vehicles unattended. It will improve traffic flow around the school during school hours and be more consistent with parking restrictions within school zones in other areas.
- Replace the P2 Parking During School Hours signs with 5-minute P5 Parking During School Hours signs further from the school (the southern half of the existing Timed Parking zone) to retain 7 spaces on Old Barrenjoey Road and 5 spaces on Bellevue Avenue for parents who need to park and leave their vehicles during school pick-up/drop-off times.
- Install No Parking Motor Vehicles Excepted on the eastern side of Old Barrenjoey Road to provide unrestricted parking for vehicles during school hours.
- Remove pedestrian holding rails on unused crossings on Old Barrenjoey Road and install reflective hazard warning signs to prevent collision with the kerb extrusion.
- Move the obstructed No Stopping and Bus Zone signs on Bellevue Road slightly to the south for better visibility. The tree branch might need to be trimmed.
- Install “LOOK” stencils on the footpath ramps at the entrance of Sanders Lane.

## 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 by removing the collision hazards from unused holding rails and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

## CONSULTATION

The proposed plan has been consulted with representatives from Avalon Public School, as well as the school community through Council’s Your Say page. The engagement report arising from the Your Say process is attached (attachment 2).

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Replacement of P2 Parking signs with No Parking signs during school hours near the northern part of Avalon Public School where the main gates are located
- B. Replacement of P2 Parking signs with P5 Parking signs during school hours near the southern part of Avalon Public School
- C. Installation of No Parking Motor Vehicles Excepted signs on the eastern side of Old Barrenjoey Road

- D. Removal of pedestrian holding rails on unused pedestrian crossings, and installation of Hazard Warning signs
  - E. Installation of "LOOK" stencils on footpath ramps at the entrance of Sanders Lane
  - F. Move the No Stopping and Bus Zone signs on Bellevue Avenue for better visibility.
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### Community Engagement Summary Report

Project name	Safer Schools – Avalon Public School Parking, Avalon Beach
Consultation period	5 March – 14 April 2024
Background	<p>This is a Council Safer Schools project prioritising school traffic safety.</p> <p>We have received several safety concerns from local residents and Avalon Public School about street safety and its impact on children, parents, carers and local residents.</p> <p>We are proposing to amend parking restrictions and other improvements to assist parking turnover and traffic flow around the school. We have consulted with Avalon Public School leadership and P&amp;C executive who support the proposed changes.</p>
Total number of submissions	<p>68</p> <p>67 via Your Say platform 1 email</p>
Project support	<p style="text-align: center;">%</p> <p style="text-align: center;"> <span style="color: yellow;">■</span> Yes    <span style="color: green;">■</span> No    <span style="color: orange;">■</span> Yes, with changes         </p> <p style="text-align: right;">Total responses = 67</p>







<p>Who responded?</p> <p>Postcode</p>	<p>Postcodes</p> <p>2107 2106 2108 2103</p> <p>Total responses* = 49 *data was non-mandatory</p>
<p>Who responded?</p> <p>Relationship to the area</p>	<p>Relationship with school</p> <p>Parent Teacher or staff Local resident Local business owner Visitor to the area</p> <p>Total responses* = 86 *multiple responses allowed</p>
<p>Summary of findings</p>	<p>The community has shown overall support for the parking restriction changes which will be consistent with those typically in place in school zones. The existing 2-minute parking is difficult to enforce and has led to persistent illegal parking activity during school pick-up/drop-off times.</p> <p>Parents and residents have raised concerns around pedestrian safety when crossing at the entrance of Sanders Lane. Concerns were also raised around the long-term parking of boats and trailers on The Crescent.</p>







Engagement approach	<p>The engagement was planned, implemented and reported in accordance with Council's <a href="#">Community Engagement Strategy</a> (2022).</p> <p>A Your Say project page was established with information provided in an accessible and easy to read format.</p> <p>Ongoing stakeholder management with Avalon Public School was undertaken through regular emails, meetings, school newsletter and P&amp;C channels.</p> <p>Local residents received notification letters requesting feedback on the proposed changes.</p> <p>The project was primarily promoted through our regular email newsletter (EDM), media channels and signage in affected locations to reach those travelling frequently throughout the area.</p> <p>Feedback was captured through an online comment form embedded onto the have Your Say project page. The form included a question that directly asked respondents for their level of support on the proposed changes.</p> <p>An open-field comments box was provided for interested participants to explain or elaborate on their support, non-support or neutral sentiment as well as any other feedback they wished to contribute. We also invited comment through email and in writing.</p>
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How we notified	
Properties notified by letter	36 letters
Authorities notified by email	Avalon Public School
Visitors to Your Say page	1,298 visits

Findings		
Issue	What we heard	Council response
Education on the No Parking restriction	Road users may not be aware of the 2-minute pick-up/drop-off allowance in No Parking areas while staying within 3m of a vehicle.	Council's Road Safety Officers conduct regular road safety campaigns to raise awareness of the Road Rules applicable around schools. Motorists do however have an obligation to





		be aware of and abide by the Road Rules.
Parking space and time allocation	<p>One respondent mentions that 5-minute restrictions are insufficient for the walking distance.</p> <p>We also heard that classrooms for younger children are located closer to Bellevue Avenue while the older children use Old Barrenjoey Road. Thus, there should be more No Parking spaces along Old Barrenjoey Road, and more 5-minute Parking on Bellevue Avenue.</p>	<p>The proposed 5-minute parking is, at most, 120m south of the main gate (next to the raised crossing on Old Barrenjoey Road). The time restriction is sufficient for parents to park, walk to the gate and return with their child. Parents needing to park for longer periods of time e.g., to talk with a teacher, will need to park further from the school.</p> <p>The location where parents collect children is related more to the direction they are travelling from and is largely unrelated to the location of the classroom. The School has not requested more 5 min parking in Bellevue Avenue.</p>
Pedestrian crossing safety	<p>Pedestrian safety is one of the two major concerns raised by our community during the consultation. Both the School, parents, and Avalon Preservation Assoc. have requested new marked crossings across Sanders Lane and The Crescent.</p> <p>Avalon Public School has conducted pedestrian crossing and vehicle volume counts, with a report attached under comment No. 32. The report has shown high pedestrian volume, particularly crossing Sanders Lane during school peak hours. The report also notes the need for crossing facilities due to unsafe walking and driving behaviours in a complex traffic environment.</p>	<p>Council staff have reviewed the circumstances and considered the potential for the addition of a marked pedestrian crossing on Sanders Lane. It is a separate investigation currently in progress.</p> <p>Council is currently considering a range of different design options to maximise the safety benefits and have noted the high pedestrian volumes crossing Sanders Lane, low use by traffic, narrow width and existing low crash history.</p>





<p>Long-term boats and trailer parking</p>	<p>Another major concern raised by residents, business owners, and school parents is the reduced parking capacity because of long-term boats and trailers parking, particularly along The Crescent.</p>	<p>Council adopts a case-by-case approach to the implementation of boat and trailer parking restrictions. It is unfeasible to implement and enforce No Parking Motor Vehicles Excepted or timed parking restrictions to combat boat and trailer parking on all streets. The implementation of these restrictions can also push the problem into surrounding streets. The use of these restrictions is therefore reserved for locations where there are significant safety and/or parking impacts.</p>
<p>Parking enforcement</p>	<p>We heard that there is persistent illegal parking activities under the existing restrictions. It is reported that enforcement of the new restrictions would be neglected in a similar fashion.</p>	<p>The new No Parking restriction does not allow the driver to leave the vehicle and therefore has a stronger deterrent effect on drivers than the current P2 restriction. It is also easier for Rangers to detect infringements as any driver not with the vehicle can be issued with a fine immediately.</p>
<p>Cycling facilities</p>	<p>A minor concern has been raised about children on bikes entering and leaving the school via Sanders Lane. The mixed traffic of pedestrians, cyclists (children), and vehicles may lead to more hazards.</p>	<p>Council staff have reviewed the situation and are of the opinion that Sanders Lane is not a suitable access route for cyclists due to its narrowness and downhill slope. Although the footpath has been widened at the corner, the pedestrian fence creates a pinch point and the use of the narrow footpath west of the fence by both pedestrians and cyclists is unsafe.</p> <p>Council will continue to collaborate with the school to explore effective solutions.</p>
<p>School time adjustments</p>	<p>The parking time limits on the signs should reflect the times that school starts at 9:25am</p>	<p>Council believes that the times on No Parking restriction signs should match 40km/h School</p>







	and ends 3:25pm. Instead of 8am to 9:30am, it should be 8:30am to 10:00am. Instead of 2:30pm to 4:00pm it should be 3:00pm to 4:00pm.	Zone hours. Although the school day may start and finish at these times, students are still present around the school premises over the broader range of School Zone times for before/after school activities. This approach is adopted consistently throughout the Northern Beaches and helps drivers with awareness of the applicable parking restrictions at schools.
One-way restriction	Make Edmund Hock Ave one-way heading south, this would alleviate a lot of congestion in this overused laneway. Make Wickham Lane one-way heading north, this would alleviate a lot of congestion in this overused laneway.	These issues are not the subject of the current consultation proposal but will be considered separately by the Transport Network team. They require detailed investigation and consultation with impacted residents and businesses.
Opposition to the proposal	Those who are against the proposal are of the opinion that the new restrictions will reduce the already limited parking capacities in the area.  Some have mentioned that the new signage will not change illegal parking behaviours and would prefer the restrictions to remain the same.	The No Parking restrictions only apply during school zone hours and still allow the same 2-minute pick-up/drop-off time. The only difference from the existing P2 Timed Parking is that drivers are no longer allowed to leave their vehicles. This means there is a lower likelihood of overstaying the time limit. This will improve the overall traffic flow and vehicle turnover near the school.


**Verbatim Responses received via Your Say platform**

*Personal details have been redacted where possible. Spelling and grammatical errors have been amended only where misinterpretation or offence may be caused.*

No. Comment / Submission	
1	Please see attached





No.	Comment / Submission
	<p style="text-align: center;"> NSW GOVERNMENT</p> <p>10 April 2024</p> <p>General Manager Northern Beaches Council PO Box 82 Manly NSW 1555</p> <p>[REDACTED]</p> <p><b>RE: NORTHERN BEACHES COUNCIL - UPDATED PARKING RESTRICTIONS – AVALON PUBLIC SCHOOL, AVALON BEACH</b></p> <p>The NSW Department of Education (DoE) thanks Council for the opportunity to provide feedback on the proposed changes to the existing parking restrictions near Avalon Public School to improve traffic flow near the school and assist rangers with parking management. DoE notes the following changes are proposed to address safety issues:</p> <ul style="list-style-type: none"> <li>• Replace existing 2 minute parking during school drop off and pick up periods with No Parking during school drop off and pick up periods. A "No Parking" restriction still allows the driver to stop for 2 minutes but does not permit driver to leave their vehicle</li> <li>• Replace P2 Parking during school hours with 5 minute parking during school drop off and pick up periods (at locations further from the school gates). This relaxation caters for parents who need to park and walk their children to/from school</li> </ul> <p>DoE has reviewed the proposal and strongly supports the update to parking restrictions. These measures will improve traffic flow around Avalon Public School and enhance the safety of school children, parents and local community.</p> <p>DoE welcomes the opportunity to engage further about all aspects of this submission. Should you wish to get in contact with DoE or require any further information, please contact the NSW Statutory Planning Team at <a href="mailto:StatutoryPlanning@det.nsw.edu.au">StatutoryPlanning@det.nsw.edu.au</a></p> <p>Yours Sincerely [REDACTED] Director, Statutory Planning and Heritage</p>
2	No comment.
3	<p>I believe the "Look" signage across sanders Ln should be a pedestrian crossing so that kids have right-of-way when crossing there. Painting 'Look' on the ground is not going to help young children safely navigate that tricky road cross. At the moment, most cars give way to pedestrians there however all it will take is 1 car asserting their right-of-way and a child will be hurt or worse.</p> <p>I think it would be useful for this review to consider bike traffic from kids leaving the school along the footpath of old barrenjoey rd which is already full of people walking when school starts/ends. A designated bike lane down Wickham Lane could be beneficial?</p> <p>I think the 5 minute parking area's are not adequate for the size of the school and that there should be more parking allocated for parents who need to drop/pick up from the school by walking in.</p>
4	No comment.
5	Will push even more traffic onto The Crescent & Edmond Hock Ave which is already a nightmare with inconsiderate people at school drop & pick up times. And also get more boats & trailers that never move ditched on The Crescent which shouldn't be allowed so close to the town taking up spaces that are limited as it is





No.	Comment / Submission
6	No comment.
7	The current restrictions are routinely ignored by drivers, and are only rarely enforced. A significant number of drivers consider the risk of fines low enough to disregard the fines and/or that the cost of the fine is easily affordable. The changes don't do anything to alter this behaviour.
8	As Scripture teacher it will make it impossible to park for our Friday classes
9	<p>We are huge advocates of public education, and Avalon Public School particularly. We attended there, as did our children. We want the highest standards of safety for the school and its students. The title of this NBC proposal says "Road Safety" - but is misleading as it actually relates to parking reforms. The childrens' safety should be front and centre, so installing zebra crossings at Sanders Lane and The Crescent -where hundreds of children &amp; parents currently cross daily - fighting traffic and risking accidents - should be THE number one priority - Yet crossings do not appear to be part of the plan at all. Why not?</p> <p>As long-term residents of Old Barrenjoey Road, close to the Avalon Public School, we are very much 'relevant stakeholders', having witnessed over the last 60 years, the huge increase in large vehicles, trucks &amp; buses using Old B/joey Road to get into Avalon village, &amp; school-related cars using more 'creative' parking choices near our houses every week! For many years there was a sign at the southern end of Old B/joey Road, (next to Kamikaze Corner) that said "No vehicles over 1 ton on Old Barrenjoey Rd". That is laughable now, where we hear &amp; see massive trucks and buses thundering past the school all day, (often speeding) along with the prevalence of school parents with huge 4wds, that take up so much more room on the road, and parking spaces around the local school roads. We would suggest that a 'No Heavy Vehicles' (buses exempt) sign be replaced on Old Barrenjoey Road from the Av Public School up to the Kamikaze Corner roundabout to assist with safety issues for the school.</p> <p>Driver impatience is at an all time high with angry horn blasting every day at afternoon school pick up time, where cars are often double parked at the southern end of the school on Old B/joey Rd, with cars overtaking and driving down the wrong side of the road, to get around them. We try to park our cars within our own properties on school days to save the street parking for parents, as it is obviously an issue in the afternoons. The mornings are never a problem.</p> <p>By way of general information, our driveways are often blocked/partially blocked by parents' cars - leaving the cars unattended, making it impossible/difficult to exit our driveways, due to poor visibility &amp; space. As OOSH care is also operating long hours, we have a constant stream of cars coming &amp; going from 7.30am to 6pm in front of our houses, 'Creative' parking abounds! In addition, the school grounds &amp; hall are frequently used on weekends/after hours, so we often have Av School-related cars parked outside our houses at those times too, with those associated problems. We live with this as part of choosing to live near a school, but the issues have worsened</p>







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	<p>over the years.</p> <p>Parking reforms are a distant secondary issue - and relate more to education of parents in encouraging their kids to catch a bus, ride their bikes or (God forbid!!) walk, instead of driving them to school. Unnecessary car use is creating much of the problem.</p> <p>In relation to these proposed 'parking reforms', we do not oppose them, but please ensure there are NO more restrictions placed on the spaces at the southern end of the school. Specifically, we support the proposed 5P restrictions that ONLY relate to the afternoons between 2.30 and 4pm. There are very few parking issues in the morning, as there is a greater time-window for drop offs before school, so we would request that it would not be changed in the future to include mornings.</p> <p>We fully support any and all proposals by NBC to stop boats, trailers &amp; caravans parking on our local streets as they severely limit visibility &amp; road space, and take up much needed short term parking spaces. 'Motor Vehicle Only' signs should be installed around all school roads (not just The Crescent - including Old B/joey Rd, Dress Circle Road, Bellevue Ave, and Sanders Lane - in fact, extend to whole Pittwater Peninsula &amp; beyond!) These large boats/vans/trailers should be parked within the owner's own property or in paid storage facilities.</p> <p>On an unrelated but relevant "School Road Safety' topic, the prevalence of school children riding e-bikes on and around the local roads and footpaths, is completely out of hand in Avalon (including the school area). There are often 2,3 &amp; 4 kids on a bike at a time, (photo taken recently in Av) with no helmets, and the speed limiter turned off. As you are probably well aware, this a huge safety issue for the Avalon Public School community (&amp; other schools). NBC and govt URGENTLY need to bring in new laws to address this major safety issue. Sadly, there have been e-bike accidents causing injuries and even deaths in Sydney. This needs to be addressed &amp; remedied quickly before more people are hurt. This is more urgent than school 'Parking Reforms".</p> <p>Please install zebra crossings at The Crescent &amp; Sanders Lane. Thanks for the opportunity to comment.</p> <p><b>Included image of three children on a bike is not published for privacy of the photographed individuals.</b></p>
10	<p>There are no current safety issues so the outcome of the proposal will only further reduce the already scarce parking in and around Avalon causing additional frustration for all community members. I am not in support of the proposed changes other than moving the bus signage to a more visible location.</p>
11	<p>It is so unsafe to have children being unsupervised in the park across the road from the school whilst waiting parents will be forced to drive around the block because of this new signage, adding to traffic congestion, and adding to</p>





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	<p>the pollution to the environment. Under the current situation parents wait in their cars to pick up their children and the whole area is cleared within 15 minutes of the children leaving the school.</p>
12	No comment.
13	<p>I believe the School Zone flashing lights need to be moved from their current position in Bellevue Ave to be closer to the village and Avalon Pde. This would then warn motorists BEFORE the school boundary. At present the sign is WITHIN the school boundary. Importantly, since council made road changes to the village centre, cars are now using Bellevue Ave as a detour to the village so the road is busier. The northern end of Bellevue Ave heading south has a narrow rise before the school and Sanders Lane, resulting in very limited vision when cars try to enter Bellevue Ave. This has resulted in many near accidents and some accidents. Council also put in pedestrian ramps to cross near Sanders Lane and Dress Circle Rd corners and now children and parents often cross there instead of walking further down Bellevue to the marked crossing. The northern end (village end) of Bellevue Ave has a very narrow pedestrian pathway on the hill section that is only wide enough for one person to use, so often one person, to avoid colliding (child on a bike) has to step out onto the road. The road in this section is also very narrow, allowing only one car to pass at a time. Vision is very poor due to parked cars on both sides while cars try to pull over to give another car room to pass. To add to this, cars (when heading south) are not warned that there is a school coming up until they are actually past Sanders Lane and are within the school boundary. Cars should be warned early that a school is coming up and definitely before the actual school boundary. I live on the corner of Dress Circle Rd and Bellevue Ave and have witnessed the changes over many years. I also worked for the Education Dept in a consultative position visiting hundreds of schools and know that signs are used to warn motorists before the school that the speed has dropped to 40km. (Unlike at Avalon PS) I have previously notified the Schools Road Safety, the Northern Beaches Council and Andy Rankin as School Principal of my concerns. I am a grandmother to 3 students currently attending the school as well as a local resident.</p>
14	No comment.
15	Maybe only if the no parking is enforced. I've witnessed parents waiting in their cars from 3pm in the kiss and drop zone, that's 25mins before the bell goes?
16	<p>Council needs to urgently address parking in Avalon generally. The parking in the middle of the street which is understood to be illegal is also dangerous for pedestrians crossing the road and causes significant difficulty for parked cars, parked in the legal places on each side of the road, to reverse out as with cars in the middle of the road drastically reduced the ability of drivers to reverse out of the space safely. This situation is the worst on Friday and Saturday evenings after 5.30pm. It</p>








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	<p>would be easy for Council Rangers to enforce the illegal parking. Generally it must be said that there is virtually no enforcement of parking by Council in Avalon and many other areas such as Newport and Mona Vale. It makes me wonder why we or council spends a lot of money on numerous parking signs everywhere but no enforcement. Why is this so hard to enforce???? I understand that Council receives payment from the State Government for the enforcement of parking.....</p>
17	This will be more in line with signs around other schools.
18	<p>Maybe some drop off points away from the village with a mini bus ( keoride?)to ferry the kids to school Perhaps the Careel Bay car park near the tennis courts? That would save all those cars coming from the north that jam Barrenjoey road at 9 til 9.30 every morning</p>
19	<p>The parents and caregivers who drop off and pick up their kids frequently show that they don't care what any sign says. They will do whatever suits them. I constantly see them actively encouraging kids to cross dangerously. A kid will get hit by a car one day and it will be everyone else's fault, except the parents'.</p>
20	No comment.
21	<p>Avalon has a parking shortage and to lose more parking spots is a bad idea, parents help out at school, visit for expo days, these spots would not be able to be used. We need longer kiss and drop areas as there are a lot of parents, or staggered finish times for the school grades, more rangers making parents move along. Less parking is only going to make the situation much worse. The island on the corner of old Barrenjoey rd and the crescent could be removed to create 3 more car spots. A crossing on the crescent would make it safer for kids, teachers outside the school stopping kids riding their bikes on foot paths when exiting the school. It's absolute mayhem in the afternoon.</p>
22	<p>There is no safe, practical 'direct' route for all the kids on bikes and scooters leaving the bike parking area. As well as pedestrians leaving in this direction. 99% of them have cross the gauntlet of Sanders Lane to exit down Wickham Lane or OBJ. It is obvious on any day that a great majority of foot and wheeled traffic crosses this lane. How about a Ped X somewhere here?</p>
23	No comment.
24	<p>1. This won't alleviate the backing up of cars across The Crescent junction with Old Barrenjoey Road as parents queue to drop off their children 2. It doesn't address the problems in Sanders Lane, particularly in the morning, as parents park in no waiting and no parking zones to drop off their children - often walking the children to their classrooms. I have suggested before that there should be a designated drop-off area for parents, at the east end of the lane where all-day parking is currently permitted. The current situation is not only a hazard for pedestrians and cyclists going to the school but also prevents heavy goods vehicles from turning into Wickham Lane.</p>



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25	The parking time limits on the signs should reflect the times that school starts at 9:25am and ends 3:25pm. Instead of 8am to 9:30am it should be 8:30am to 10:00am. Instead of 2:30pm to 4:00pm it should be 3:00pm to 4:00pm.
26	<p>With infant classes located on Bellevue Avenue, many parents require short-period parking to walk their young children to the gate or classroom. The No Parking on Bellevue will deeply impact parents. A P5 would provide parents with legal parking to drop off and collect their young children who require additional support to get into school.</p> <p>With primary classes located mainly on Old Barrenjoey Road, many parents require No Parking restrictions as their older children can get themselves to the car independent of parents collecting from the gate. The issue on Old Barrenjoey Road (kiss and ride zone) has always been parents parking and leaving their cars. This impacts the flow of cars. The No Parking would ensure this does not happen. Although some parents need the ever-present ranger to enforce the parking rules. If parents need to park they will have spaces on the other side of Old Barrenjoey Road.</p> <p>Sanders Lane would provide parents with more options if it also became a 5P parking between pick-up and drop-off hours</p> <p>All other safety initiatives seem appropriate.</p>
27	The Avalon Preservation Association supports the improvement of road safety around Avalon Public School. However we feel this project as presented ignores the major critical improvement, pedestrian crossings across Sanders Lane and The Crescent opposite. Please see the attached letter.




No.	Comment / Submission
	<p style="text-align: center;"><b>Avalon Preservation Trust</b> Incorporated as Avalon Preservation Association</p>  <p>15 March 2024</p> <p>Dear sirs,</p> <p>Improving Road Safety - Avalon Public School</p> <p>I refer to the above Council project. The Avalon Preservation Association agrees that this project will, in all likelihood, improve the parking arrangements around the locality of Avalon Public School.</p> <p>Having said that, APA would like to emphasise that the project is supposed to be all about "improving road safety for the students at Avalon Public School" (quotation from your project web page). The relationship between reducing parking durations and improving road safety has not been made explicit or clear in the project documentation, although we understand that there would probably be a relationship between the two.</p> <p>Avalon Public School sees the priority as being the creation of pedestrian crossings across Sanders Lane and The Crescent opposite, and APA agrees with this view. Please read the data collection report carried out by staff and students of the school which is attached with this letter. This project falls far short of what was asked for (for which see the first sentence in your Overview "We have received a number of safety concerns from local residents and Avalon Public School about street safety and its impact on children, parents, carers and local residents"). The project, while admirable in its intent, largely misses the fundamental point.</p> <p>APA believes that this project could succeed if amended, and also that there is time for NBCC to take the project back to bedrock and build it more firmly around road safety for pedestrians, especially as it relates to the dangers inherent in the two main pinch points where young pedestrians could intersect with motor vehicles (Sanders Lane and The Crescent). Changes to parking regulations could continue to form a part of the project.</p> <p>However, while the Avalon Preservation Association vigorously supports improving road safety around Avalon Public School, until the fundamental changes referred to above are made, we cannot support the project in its current form.</p> <p>Yours sincerely,</p> <div style="background-color: black; width: 150px; height: 30px; margin: 10px auto;"></div> <p style="text-align: center;">President Avalon Preservation Association</p>
28	No comment.
29	<p>The current P2 parking zones work well for parents that can drop their children at the front or back of the school who can walk independently into the school. And the P2 zones allow traffic to flow as parents drop quickly then continue.</p> <p>Why would you remove so many of these P2 parking zones? Where will parents now stop to drop off their children if everything becomes No Parking?</p> <p>If you have been to the school during drop off and pick up, you will notice that ALL P2 zones are being used. In fact there are not really enough spots. So it is very concerning to see that these would be removed. PLEASE do not remove all the P2 parking.</p> <p>The P2 parking on Old Barrenjoey Rd coming up to the zebra crossing is also a great place to kiss and drop, and works well so it is concerning to see that it would be made no parking.</p> <p>Please KEEP the existing P2 signs as they are very much needed.</p>





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	<p>The addition of the P5 parking is a MUCH NEEDED and WELCOME addition, as there is currently no where to stop and park your car for 5 mins to walk our younger children into the school.</p> <p>However, the location of these is completely wrong. The younger kids school classrooms are closer to the Sanderson lane entry or Bellevue Ave back entry, so having the P5 parking so far away will be difficult to walk the children so far to their playground or classrooms. The P5 parking needs to be much closer to the younger classrooms and playgrounds. Especially if limited to 5mins</p> <p>The top half of Sanderson Lane currently has unlimited parking all day. Change this ALL to P5 parking during school hours. This is where the majority of younger children enter the school near their classrooms and playground and would be the least disruptive option to add P5 parking, without having to remove the P2 parking</p> <p>Finally, what is the purpose of removing so much P2 parking and making so much no parking? The school area is already stretched with parking options to drop children to school and pick up, so this would increase the problems not help them. Every P2 parking is being used during peak times</p>
30	<p>Not sure how you can fix, but the reality is that people arrive and stay in the max 2 minute spots for sometimes up to 10 mins before the school bell so that they have the best spot.</p> <p>This makes the idea of everyone just turning up, waiting 2 mins for their kid then leaving, not actually a reality.</p>
31	No comment.
32	Please see the attached report from Avalon Public School.



No.	Comment / Submission
	<p data-bbox="454 403 630 425"><b>Avalon Public School</b></p> <p data-bbox="454 459 821 481"><b>Pedestrian and Vehicle Data Collection Survey</b></p> <p data-bbox="454 504 550 526"><b>Introduction</b></p> <ol data-bbox="470 548 758 638" style="list-style-type: none"> <li>1. Survey purpose, definitions and parameters</li> <li>2. Road and vehicle specific and pollution measures</li> <li>3. Methodology</li> <li>4. Results</li> <li>5. Additional Observations</li> </ol> 




No.	Comment / Submission
	<p data-bbox="416 405 624 427"><b>Avalon Public School</b></p> <p data-bbox="416 468 855 492"><b>Pedestrian and Vehicle Data Collection Survey</b></p> <p data-bbox="416 533 823 557"><b>Survey purpose, definitions and parameters.</b></p> <p data-bbox="416 573 1007 633">The initial aim of this survey was to provide Avalon Public School with a real time insight into the daily pedestrian movements completed by students, families and community members across roads opposite and adjacent to the Avalon Public School site.</p> <p data-bbox="416 649 986 707">Walking to school is actively promoted to students by Avalon Public School and through PDHPE lessons to promote a healthy, active lifestyle and encourage sustainability. The school participates in National Walk Safely to School Day.</p> <p data-bbox="416 723 1018 804">The survey was conducted over two 5 day periods. Both weeks recorded were from Monday - Friday. The pedestrian survey commenced on Monday, 21st August 2023 and concluded on Friday 25th August 2023. This survey focused on pedestrians crossing Sanders Lane (at any point along the lane) and The Crescent, parallel to Old Haremsjey Road only.</p> <p data-bbox="416 819 1002 855">The vehicle movement data commenced on Monday, 4th September 2023 and concluded on Friday 8th September 2023.</p> <p data-bbox="416 871 954 887">All morning data recording commenced at 8:55am and concluded at 9:25am (school bell time).</p> <p data-bbox="416 902 1007 960">Afternoon data collection commenced at 3:15pm (ten minutes before the concluding school bell time of 3:25pm) and concluded at 3:45pm. Daily data is therefore two 30 minute windows at the peak morning and afternoon times.</p> <p data-bbox="416 976 959 1012">This data collection survey was conducted to research several objectives utilising the following definitions and parameters as outlined below.</p> <ol data-bbox="443 1028 1018 1167" style="list-style-type: none"> <li>1. A daily morning and afternoon pedestrian movement count. One individual crossing a road in one direction is counted as one movement.</li> <li>2. A daily morning and afternoon vehicle movement count. One vehicle transiting a road in one direction is recorded as one movement.</li> <li>3. Variables and Observations: incidents, near incidents, anomalies, and variables were also recorded daily in both sessions.</li> <li>4. The daily weather conditions</li> </ol> <p data-bbox="416 1245 922 1270"><b>Road and vehicle specifics and pedestrian movements.</b></p> <p data-bbox="1007 1312 1018 1328">2</p>



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	<p><b>Avalon Public School</b></p> <p><b>Pedestrian and Vehicle Data Collection Survey</b></p> <p>From school records and local knowledge, we can establish the vast majority of the student population lives to the north of the school. Whilst Old Barrerjoey Road does have a pedestrian crossing and a School Crossing Supervisor on duty to assist with the safe crossing of this roadway from 8:55am to 9:30am before school, and from 3:25pm - 3:45pm after school, it was observed during the survey that students utilising this crossing service are primarily from car transportations, arriving for drop off on the eastern side of Old Barrerjoey Road.</p> <p>The overwhelming majority of pedestrians commuting to school transit to the school site on the western footpath of Barrerjoey Road and cross Sanders Lane to access the two school gates on Sanders Lane (Bike Gate entrance and Car Park Entrance) and the Old Barrerjoey Road main entrance (marked with a flagpole).</p> <p>Not all students arriving to the school Bike Gate Entrance dismount their bicycles to cross Sanders Lane.</p> <p>At present, Sanders Lane has extensive pedestrian safety barriers installed, exists within the 40km/h school zone (daily from 8:00am- 9:30am and 2:30pm - 4:00pm) but has no pedestrian marked crossing.</p> <p>Whilst this road is a designated one way street, it has vehicles turning both left and right from Old Barrerjoey Road onto it, as well as vehicles transiting from The Crescent. Vehicles also turn on to Sanders Lane from Wickham Lane, and off Sanders Lane on to Wickham Lane.</p> <p>Whilst the 40km school zone exists, vehicles tend to accelerate significantly to travel up the incline of Sanders Lane.</p> <p>By 8:55am the majority of car spaces are filled along Sanders Lane. This has a significant effect on the visibility of pedestrians and cyclists entering the Sanders Lane Bike Gate entrance, and the visibility of motorists when students and families are exiting the school after 3:25pm.</p> <p>The top of Sanders Lane features a hill-start stop sign for vehicles turning either left or right on to Bellevue Lane.</p> <p>During the vehicle observation time frame, vehicles recorded transiting Sanders Lane included cars, school buses, motorcycles, garbage trucks, Light Rigid and Medium Rigid trucks.</p>

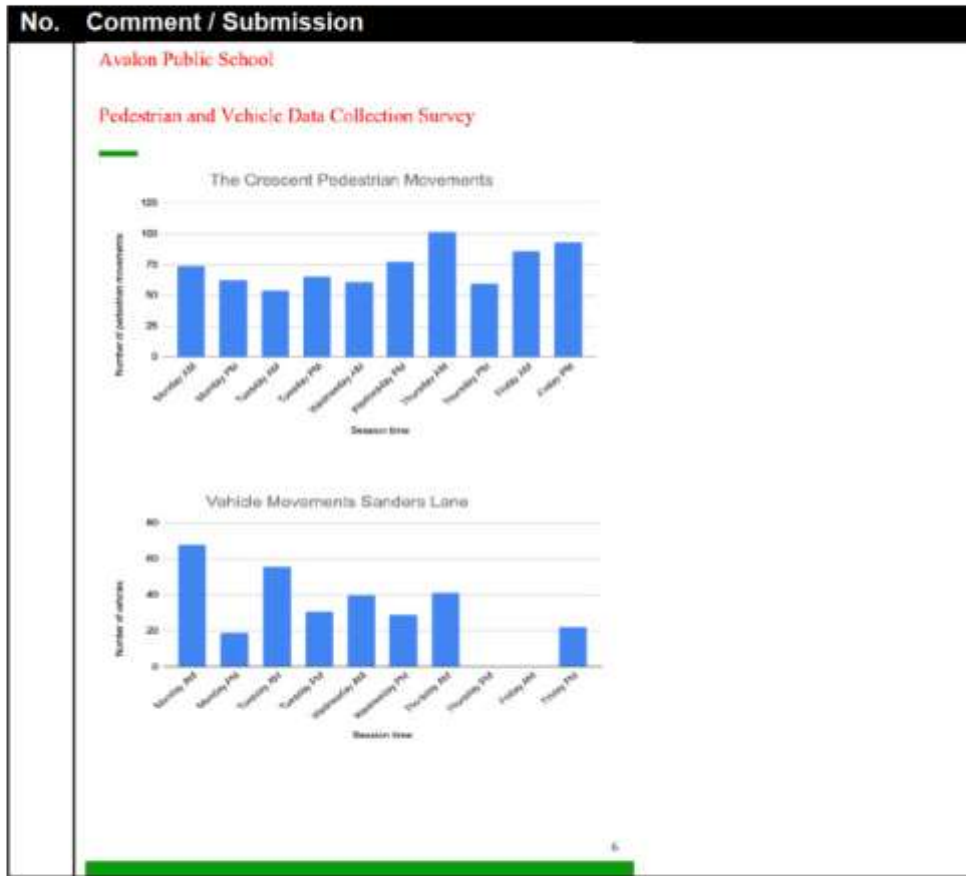





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	<p data-bbox="408 398 612 425"><b>Avalon Public School</b></p> <p data-bbox="408 461 839 488"><b>Pedestrian and Vehicle Data Collection Survey</b></p> <p data-bbox="408 524 536 551"><b>Methodology</b></p> <p data-bbox="408 568 999 703">Once parental permission was obtained for student participation, a roster was created and student leaders nominated a minimum of two shifts per week to accompany Mr Sutton on the corner of Old Harroquoy Road and Sanders Lane. Tally counter dickers were utilised to enable rapid data collection and improve accuracy. In the pedestrian data collection there were a minimum of 3 people per shift, with one tasked to data collection of pedestrians crossing The Crescent and two tasked to count pedestrians crossing Sanders Lane. All observations were made behind the pedestrian safety barrier. Results were recorded after each session and participants.</p>  <p data-bbox="408 1088 481 1115"><b>Results</b></p> <p data-bbox="408 1133 999 1245">Over the one week long duration of data collection, we observed a total of 480 pedestrian movements across Sanders Lane, 732 pedestrian movements across The Crescent and 306 vehicle movements along Sanders Lane. One morning of vehicle movement recording was not completed due to heavy rain. One afternoon of vehicle movement was not recorded due to the school expo day. Based on previous day averages where both sessions were recorded, a projected total of 485 weekly vehicle movements along Sanders can be estimated to the specified time frames.</p> <p data-bbox="989 1285 1002 1303">4</p>









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	<p><b>Avalon Public School</b></p> <p><b>Pedestrian and Vehicle Data Collection Survey</b></p> <p><b>Additional Observations</b></p> <p>Throughout the weeks of recording data, the teams observed the following incidents:</p> <table border="1" data-bbox="411 607 959 887"> <thead> <tr> <th>Date</th> <th>Incident</th> </tr> </thead> <tbody> <tr> <td>Monday 21.8.23</td> <td>Garbage truck nearly crashed into a car that pulled out of a parking spot on Sanders Lane</td> </tr> <tr> <td>Monday 21.8.23</td> <td>Two separate incidents with cars turning into Sanders Lane braking suddenly to miss pedestrians (one parent, one student)</td> </tr> <tr> <td>Tuesday 22.8.23</td> <td>Incidents of road rage. Book work, high volume of concentrated vehicle traffic</td> </tr> <tr> <td>Thursday 24.8.23</td> <td>Student ran across Sanders Lane. Vehicle braked suddenly. Very close to collision.</td> </tr> <tr> <td>Friday 25.8.23</td> <td>Student almost hit by car.</td> </tr> <tr> <td>Monday 4.9.23</td> <td>All truck drove wrong way down Sanders Lane at speed in excess of 40km/h.</td> </tr> </tbody> </table> 	Date	Incident	Monday 21.8.23	Garbage truck nearly crashed into a car that pulled out of a parking spot on Sanders Lane	Monday 21.8.23	Two separate incidents with cars turning into Sanders Lane braking suddenly to miss pedestrians (one parent, one student)	Tuesday 22.8.23	Incidents of road rage. Book work, high volume of concentrated vehicle traffic	Thursday 24.8.23	Student ran across Sanders Lane. Vehicle braked suddenly. Very close to collision.	Friday 25.8.23	Student almost hit by car.	Monday 4.9.23	All truck drove wrong way down Sanders Lane at speed in excess of 40km/h.
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33	No comment.														
34	<p>Improve the parking arrangements, yes, possibly. But the project is supposed to be all about "improving road safety for the students at Avalon Public School" (your quote). How do parking changes help? What the school has asked for is the creation of pedestrian crossings across Sanders Lane and The Crescent opposite. This project falls far short of what was asked for (see the first sentence in your Overview above). You have missed the point completely. NBC needs to take this project back to bedrock and build it around road safety for pedestrians, not fiddling with parking. Until then (and while the Avalon Preservation Association supports improving road safety around the school), we cannot support the project in its current form.</p>														
35	<p>Thank you for this opportunity to express my opinion on this.</p> <ol style="list-style-type: none"> <li>1. We need to provide more parking. I propose that a staircase be built from "the crescent" to the golf club car park to provide suitable safe access from the street pathway up to the under utilised spaces available in the golf club during the short afternoon pickup period.</li> <li>2. We also adopted a suitably swift pickup system like at an airport ie children monitored while they wait at the field east of old barrenjoey road parents /</li> </ol>														






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	<p>carers simply drive in from the north momentarily , children see their pickup and get in the vehicle without the parent leaving the car. (Drop offs in reverse). Vehicles not allowed to stop and wait . Adopt a suitable verification method to ensure safety. A better design could also be implemented for vehicles to come further off the main part of old barrenjoey road for example a larger indent. This will also encourage vehicles away from Avalon once pickup has occurred minimising downstream congestion in the village. Thank you for your time , I'd be more than happy to discuss this further.</p>
36	<p>Please enforce the 'no stopping' rule on Sanders Lane during school pick up / drop off. Please educate parents about idling engines (even for 'just' 2 minutes) and the impact on kids' health.</p>
37	<p>There needs to be more consideration for short time limit parking during pick up times. 2 minute parking is severely restrictive for parents who need to assist their children getting from school to the car. Not all children can make their own way and parents/carers sometimes need to go into the school to collect them. This is not permitted in 2 minute spaces. 5-10 minute spaces places at the southern end of Bellevue ave would assist with this. Additional, replacing the existing 2P spaces on Sanders Lane with 5-10 minute spaces would further assist.</p> <p>I'm general, 2 minute spaces are largely inadequate and should be extended to 5 minutes with the same requirements to not be further than 3 metres from the vehicle.</p>
38	<p>No comment.</p>
39	<p>No comment.</p>
40	<p>Parking around the school is one thing but an equally pressing SAFETY ISSUE is the lack of designated pedestrian crossing for the large number of primary school students crossing Sanders Lane and The Crescent at the beginning and end of the school day.</p> <p>Avalon Primary teacher, [REDACTED] and his students have surveyed the number of students crossing this Lane and The Crescent. Their survey was presented to NBC at the Avalon Preservation Association meeting on 12th February. This survey highlights the pressing need for the installation of formal crossings at both these locations, before a student is injured.</p> <p>I look forward to pedestrian crossings being installed at these locations, as soon as possible.</p>
41	<p>When making a decision to restrict street parking keep in mind there are 50+ teachers that work at the school who need to park on the street due to very limited staff parking inside the school.</p>
42	<p>No comment.</p>
43	<p>Amend the 'school zone' times to reflect the school hours at Avalon Public School. Other schools have 'non-standard school zone' in place with red/orange signs to indicate the different times. This is listed on the Transport</p>








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	<p>NSW school Zones web page. I've attached screen shots.  <a href="https://www.transport.nsw.gov.au/roadsafety/community/schools/school-zones#:~:text=Most%20school%20zones%20operate%208,school%20zone%20flashing%20light%20sign">https://www.transport.nsw.gov.au/roadsafety/community/schools/school-zones#:~:text=Most%20school%20zones%20operate%208,school%20zone%20flashing%20light%20sign</a>.</p> 
44	<p>The most dangerous place in Avalon is the FAUX crossing from Woolies carpark to the beach. Every day there is a near miss with kids racing for buses or just larking about on their bikes or scooters. Sooner or later someone will get badly hurt in that location.</p>
45	<p>Yes I agree to all of this. Avalon is congested enough with trailers parking for weeks on end, and leaving no parking for us who work in Avalon village.</p> <p>*** Install No Parking Motor Vehicles Excepted on the eastern side of Old Barrenjoey Road opposite the school to prevent boat and trailer parking and increase parking opportunities for longer term parking of motor vehicles</p>
46	<p>Install No Parking Motor Vehicles Excepted on the crescent road opposite the school to prevent boat and trailer parking and increase parking opportunities for longer term parking of motor vehicles.</p>
47	<p>Is there anything that can be done about the cars that speed up and down Old Barrenjoey Rd during school hours? It's horrific some mornings with cars and trucks travelling at way more than 40km. Many parents cross the road to drop/pickup kids at the Oosh facility. It would be great if we could get road markings and more signage about it being a school zone. Alternatively start fining offenders on a regular basis.</p>
48	<p>We need crossings on the Crescent and Sanders lane. Lots of kids walking to school can not get there safely.</p>
49	<p>The main problem people are getting out and leaving cars there whilst going in to the school.                  Complete arrogance                  We need better signage saying                  Something along the lines of you can't get out of car!                  People just abuse the rules.                  If clear signage was installed I think it would improve.</p>
50	<p>In my opinion, the parking on The Crescent just off Old Barrenjoey Road should also be changed to "No Parking Motor Vehicles Excepted". There are trailers that park there for months or alternate between The Crescent and Old Barrenjoey Rd opposite the school.</p>





No.	Comment / Submission
	<p><b>Map of the proposed improvements</b></p> <p>Slide across to see the existing versus proposed parking restrictions and signage for the area.</p>  <p><b>Proposed parking restrictions and</b></p>
51	Install a roundabout at the intersection of Old Barrenjoey Road and Avalon Parade to cope with the increased traffic and slow down cars along Avslon Parade.
52	Children aren't even leaving the school during school hours so changing it to 'no parking' won't help anything. It will just make main avalon more overparked.
53	Leave it as is
54	Please provide zebra crossing at Sanders lane(corner Old Barrenjoey Rd) And zebra crossing on The crescent ( cnr old barrenjoey rd)
55	Some of the proposals make sense. The no boats / trailers for example. Parking on old Barrenjoey rd is already limited in the morning and as someone who works at the school but cannot park inside the school these restrictions will have a huge impact on where I can find a park in the mornings.
56	Install No Parking Motor Vehicles Excepted on the eastern side of Old Barrenjoey Road opposite the school to prevent boat and trailer parking and increase parking opportunities for longer term parking of motor vehicles. This should also be for sanders lane and the crescent as many trailers and boats there
57	Road Safety - Avalon Public School Parking in Avalon is already very difficult, so I oppose these changes. I







No.	Comment / Submission
	understand concerns over safety but I believe removing more parking spots is not the answer.
58	No comment.
59	The changes appear quite modest and sensible
60	No comment.
61	No option in the 1st question to ask why is this happening? Has there been a recent problem with accidents? Avalon, this special village, has already lost valuable car parking due to the 'faux' piazza & traffic changes outside Woolies & the vacant shops now appearing are the result. Shame on council for trying to change something that works for the sake of it. Why is the a change from 2hr parking to no parking during school hours ? Kids are at school during this time so why change this ? Locals who can't walk need to access ( & support) local shops & medical facilities need to drive & park! I'm in complete favour of a 'car only' zone if trailers & boats are excluded. Council should be doing that on many of our other winding & dangerous roads too! Otherwise, please stop homogenising the unique beaches villages & leave Avalon alone. 🙏
62	1. Replacing P2 with No Parking - is confusing - it is not commonly known you can park at a No Parking sign regardless of times - No parking in most people's minds means No Parking. Why change this? 2. I have had to pick up my son Dec 2023 with a broken arm in 2 places and drive to the hospital - with these proposals the walk to the car would be unbearable - no parking during school hours in the areas close to the school limits your ability as a parent/carer to pick up your sick children or drop something off to the school outside of the peak times. 3. Provide more parking options - no trailers etc - on the south side of "the crescent"
63	These parking changes do not help with the children crossing The Crescent or Sanders Lane.  Currently, school children do NOT have a way to get to school without crossing over a road that does not have a crossing.  It will only be a matter of time before a child is injured or killed whilst crossing over The Crescent (near Old Barrenjoey Road), and Sanders Lane (near Old Barrenjoey Road)
64	No comment.
65	As a resident with off street parking access from Edmund Hock Ave I have noticed a lot of parents park on Edmund Hock Ave and along The Crescent during school pickup and drop off. Those streets become very congested and often completely blocked, with parents using no stopping areas and general bad parking practices. I suggest adding the following to your plan: Install No Parking Motor Vehicles Excepted on the northern side of the western





No.	Comment / Submission
	end of The Crescent between Old Barrenjoey Rd and Edmund Hock Ave where boat trailers are often parked for months at a time. This should prevent boat and trailer parking and increase parking opportunities for longer term parking of motor vehicles. Make Edmund Hock Ave ONE WAY heading south, this would alleviate a lot of congestion in this overused laneway. Make Wickham Lane ONE WAY heading north, this would alleviate a lot of congestion in this overused laneway.
66	No comment.
67	Ensure adequate and regular policing of the parking restrictions including moving on and/or fining of drivers who park across and/or in residential driveways.





**Verbatim Responses received via Email**

*Personal details have been redacted where possible. Spelling and grammatical errors have been amended only where misinterpretation or offence may be caused.*

No.	Submission
1	<p>We have a huge parking issue in Avalon and there are trailers and boats being able to park in main Avalon taking up valuable spots for businesses and parents trying to do school drop. How can we get someone to come and change these rules so it's not all day so they can't just leave them here? See photo below (street in the crescent Avalon town centre)</p> 

Document administration	
Version	1.0
Date	16 May 2024
Approval	Content provided and approved by Transport Network Team
Status	Final
Notes	Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.



<b>ITEM 4.3      PITTWATER WARD - WANGARA STREET, MONA VALE - EXTENSION OF P 5MIN PARKING SPACE</b>
---

**GEOCODES:** -33.676655, 151.299027

## **REPORT**

### **BACKGROUND**

Council has received concerns from parents regarding a shortage of short-term parking space for drop off and pick up of their children from the childcare centre.

### **LOCATION**

- Wangara Street is a local road with a 50km/hr speed limit.
- Wangara Street has a carriageway width of approximately 7 metres and allows for a kerbside parking on both sides of the road with a single lane of two-way traffic in the middle.
- Footpath is provided on both sides of Wangara Street.
- The land use in the vicinity is predominantly R2 low-density residential housing, with SP2 Infrastructure on the eastern side of Wangara Street.

### **ISSUES**

- There are 5 car spaces outside the childcare with P5min restrictions which are used for drop off and pick up. Parents have repeatedly reported insufficiency of these existing 5 spaces.
- There is traffic congestion, vehicles double parked and illegally parked during school hours as there is not enough spaces in some restricted drop off and pick up area.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to extend the indented drop off and pick up area by approximately 6m, resulting in 1 additional car space. This will help the parents to safely drop off or pick up their children as well as will help to ease the traffic congestion on 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 not affect the pedestrian facilities or impacts on walking paths.

### **CONSULTATION**

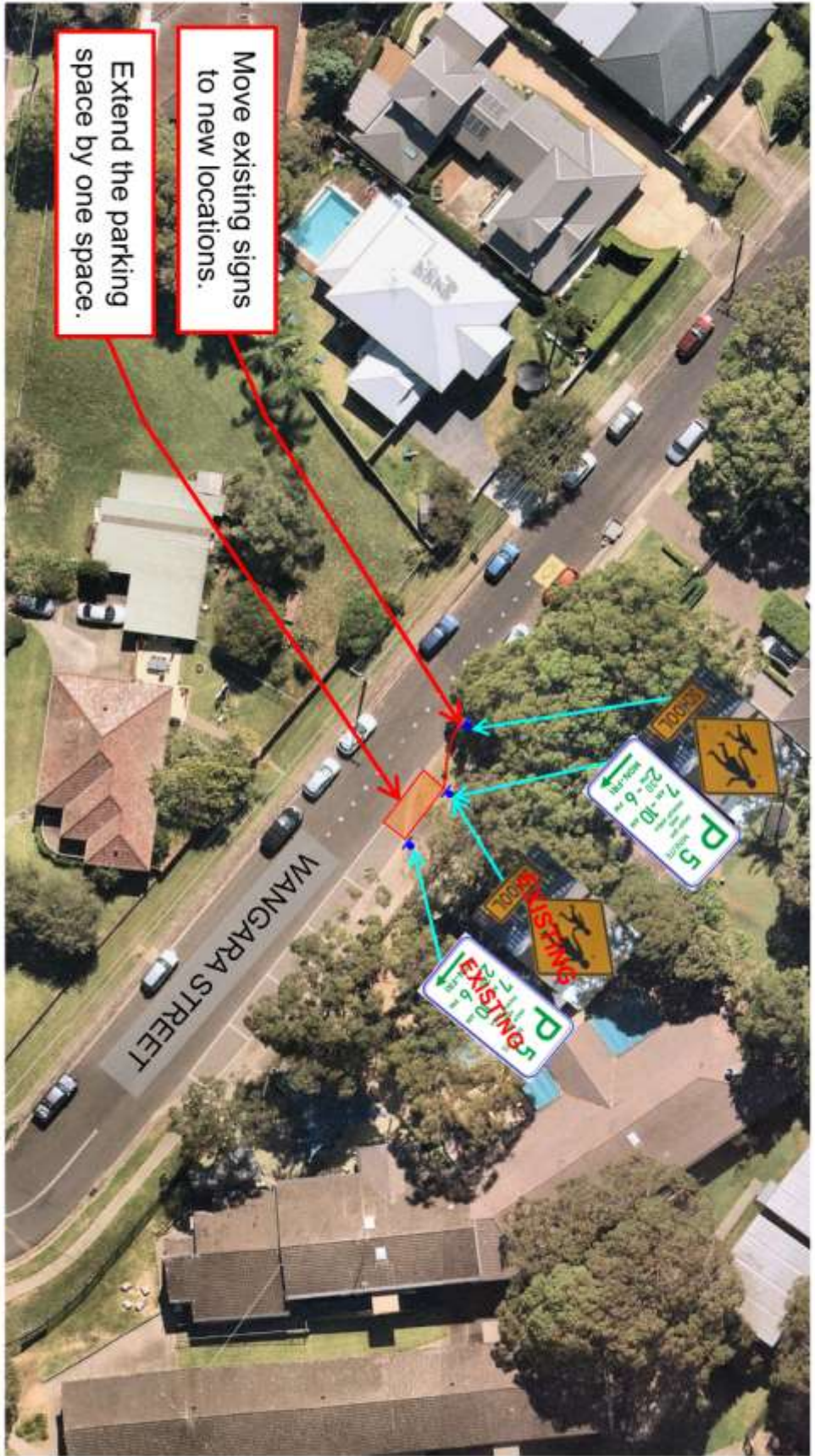
Consultation letters have been distributed to 8 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

**RECOMMENDATION**

That the Traffic Committee supports the:

1. Extension of P5min parking area by 6 metres.

<b>Reporting officer</b>	Engineer - Traffic
<b>TRIM file ref</b>	2024/299017
<b>Attachments</b>	1 Concept Plan 2 Table of Consultation



PROPOSAL

Wangara Street near Emma Street, Morna Vale  
Extension of P5 Parking

DRAWN

Dolma Negi

APPROVED

LAYOUT 1 OF 1

REVISION NO. A

DATE

12/02/2024



northern  
beaches  
council



### Table of Consultation

<b>Address</b>	<b>Wangara Street, Mona Vale</b>
<b>Proposal</b>	<b>Removal of pram ramps</b>

<b>Properties Consulted</b>	8
<b>Responses Received</b>	3
<b>Support</b>	2
<b>Do Not Support</b>	1

<b>Issue</b>	<b>Resident/Business Comment</b>	<b>Council Response</b>
loss of parking for the resident	The house owner of the proposed location has reported that he will no longer be able to park on the road outside his own house.	Council understands the resident's concerns but council also believes that the resident is able to park his vehicle on the northwest side of his driveway. The extension is occurring only on the southeast of his driveway. Also, as the road has unrestricted kerbside parking on both sides, the resident should be able to park on the opposite side of the road as well.
<b>Supports</b>		
This proposal will increase the safety of children during drop off and pick up.		

<b>ITEM 4.4      PITTWATER WARD - AKUNA LANE, MONA VALE - RELOCATION OF 'NO STOPPING' SIGN NEAR ZEBRA CROSSING</b>
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**GEOCODES:** -33.676292, 151.302035

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents and parents regarding safety issues for pedestrians including school children and elderly people while crossing on the pedestrian crossing on Akuna Lane.

### **LOCATION**

- Akuna Lane is a laneway, consisting of one-way northbound traffic.
- Akuna lane is approximately 5 metres wide.
- Parking on Akuna Lane is mostly restricted to No Stopping and No Parking restrictions.
- The speed limit on Akuna Lane is 40km/hr.
- The land use around Akuna Lane is mostly Mixed Use. Further to the northeast of Akuna Lane, there are some medium and high-density residential housing, further to the northwest, there are low density residential housing and further to the southwest, there is SP2 Infrastructure.

### **ISSUES**

- The pedestrian crossing on Akuna Lane has an approximately 10 metres of No Stopping before the crossing, and parking allowed with No Parking restrictions right from the crossing with no clear zone after the crossing. This has led to the safety risks of pedestrians using the crossing by the vehicles parked at No Parking zones as they reverse to come out of the parking space.
- Akuna lane has lots of shops along the laneway's frontage, due to which there is high pedestrian activities.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to move the existing No Stopping and No Parking signs to the east of the crossing by 3 metres to create some clear zone after the crossing.

### **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 not affect the pedestrian facilities or impacts on walking paths.

## CONSULTATION





Consultation letters have been distributed to 112 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

That the Traffic Committee supports the:

1. The relocation of No Stopping sign to the east of the crossing by 3 metres.

<b>Reporting officer</b>	Engineer - Traffic
<b>TRIM file ref</b>	2024/301453
<b>Attachments</b>	1 Concept Plan 2 Table of Consultation

		
<p style="text-align: center;"><b>PROPOSAL</b></p> <p style="text-align: center;">Akuna Lane, Mona Vale, Relocation of 'No Stopping' &amp; 'No Parking' signs</p>	<p>DRAWN Dolma Negi</p>	<p>APPROVED </p>
	<p>LAYOUT 1 OF 1</p> <p>REVISION NO. B</p> <p>DATE 26/04/2024</p>	 <p style="text-align: center;">northern beaches council</p>



### Table of Consultation

<b>Address</b>	<b>Akuna Lane, Mona Vale</b>
<b>Proposal</b>	<b>Relocation of NO STOPPING sign near zebra crossing</b>

<b>Properties Consulted</b>	112
<b>Responses Received</b>	18
<b>Support</b>	3
<b>Do Not Support</b>	15

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Parking is required for the pharmacy	<p>Many customers and the owner of the pharmacy have expressed their concerns regarding the parking required for the mobility impaired and elderly in front of the pharmacy in order for them to collect medications or for a blood test.</p> <p>Some customers of the Pharmacy believe that more parking is required in the laneway with additional P5 minute timed parking restrictions, and if the existing parking is removed with an extension of No Stopping there will be increased congestion in the area.</p>	<p>Council understands the needs of mobility impaired and elderly. Hence, Council has reviewed the original proposal and amended to reduce the proposed 5 metre length to 3 metres.</p> <p>Therefore, the existing No Stopping sign will be relocated 3 metres from the existing location. By extending the No Stopping sign by 3 metres it will not remove more than one parking space from the laneway, therefore, will not impact local business.</p> <p>Woolworths Carpark is located opposite the proposed section of Akuna Lane on Waratah Street which provides 3 hours of free parking.</p> <p>One and two (1P &amp; 2P) hour timed parking parking is available on Bungan Street, which is accessible by a walkway adjacent to Pacific Plaza which is located between Akuna Lane &amp; Bungan Street, Mona Vale.</p>
Relocate the crossing	<p>Comments indicate that due to the high importance of parking in the area that the crossing should be relocated. A customer has suggested to move the crossing in a southerly direction so, prior the speed hump and in front of No. 24 Waratah Street (after the driveway).</p>	<p>Council believes that the existing location of the pedestrian crossing is applicable to the location as it connects the car park and the laneway.</p> <p>The existing crossing location provides sufficient pedestrian and road safety, reducing vehicle speed as they pass the speed hump before entering the crossing and the suggested location is too close to the driveway which means the safety of pedestrians will be compromised.</p>

<p>Impacts local business</p> <p>Lack of enforcement</p>	<p>This proposal is unnecessary and impacts the local businesses, especially the pharmacy and the café. The existing low speed limit, no parking signs and speed hump are already more than enough to keep pedestrians safe.</p>	<p>Council acknowledges there is existing safety measures , however, Council believes that it is not a safe practice to have No Parking sign on the pedestrian crossing as vehicles reversing could encroach the crossing.</p> <p>A statutory distance between the legal parking area and the crossing is required. Council believes that the existing public car parks in the vicinity are adequate to cater the demand of parking in the vicinity.</p> <p>Council Rangers can investigate any illegal parking consistent with NSW Road Rules. Proactive monitoring of these areas, in particular CBD areas, is per the direction of the Ranger Coordinators or Manager.</p>
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**ITEM 4.5      MANLY WARD - DOWLING STREET AND OLIVER STREET - TRAFFIC CHANGES: DOWLING STREET BUS ZONE RELOCATION AND LEFT-IN / LEFT-OUT MOVEMENT ON OLIVER STREET DRIVEWAY**

**GEOCODES: -33.780339, 151.283338**

## **REPORT**

### **BACKGROUND**

Development Consent (DA2021/0744) was granted by the Land and Environment Court on 06 December 2021 for the demolition of existing structures and construction of a shop top housing at No.50 Lawrence Street, Freshwater.

As part of the Consent, Condition No. 52 (attached in this report) requires the applicant to implement the following changes:

- Relocation of Dowling Street Bus Stop

The location of the existing bus stop on Dowling Street along the frontage of the site is to be relocated to a new location on the property frontage south of the proposed driveway. Plans for the relocation of bus stop and bus zone signage, together with construction of a DDA compliant paved waiting bay and tactile tiles to be submitted for approval by Council's Traffic Committee and all required works must be implemented at no cost to Council. A bus stop must remain in operation at the frontage of the site at all times.

Condition No. 62 also requires the Oliver Street driveway to be designed with a traffic island, as reflected on the approved architectural drawings (Drawing Nos. C.02, C.03 and C.11) to restrict vehicles to left-in entry and left-out exit movements only.

Such traffic facilities will require the approval of the Northern Beaches Local Traffic Committee.

### **LOCATION**

Dowling Street is a local road of approximately 11m in width and is well used by local traffic as a link between the Freshwater Village and Freshwater and Queenscliff residential areas. The 167 bus route which passes between Warringah Mall and Manly via Curl Curl and Freshwater, proceeds in both directions along Dowling Street on a 20 minute frequency.

### **ISSUES**

- As a requirement of the Conditions which have been applied to the Consent, the changes will require the approval of the Northern Beaches Local Traffic Committee before they can be implemented.

### **PROPOSAL**

Staff have undertaken a review of the plans and recommend the approval of the relocation of Dowling Street bus stop to a new location on the property frontage, and the installation of a traffic island at the Oliver Street driveway located within the Council verge.

**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 not affect the pedestrian facilities or impacts on walking paths

**CONSULTATION**

Consultation was undertaken as part of the process for the approval of Development Consent (DA2021/0744) which was granted by the Land and Environment Court on 06 December 2021.

Notification letters will be distributed to properties within the immediate vicinity of the location, providing notification of the proposed changes.

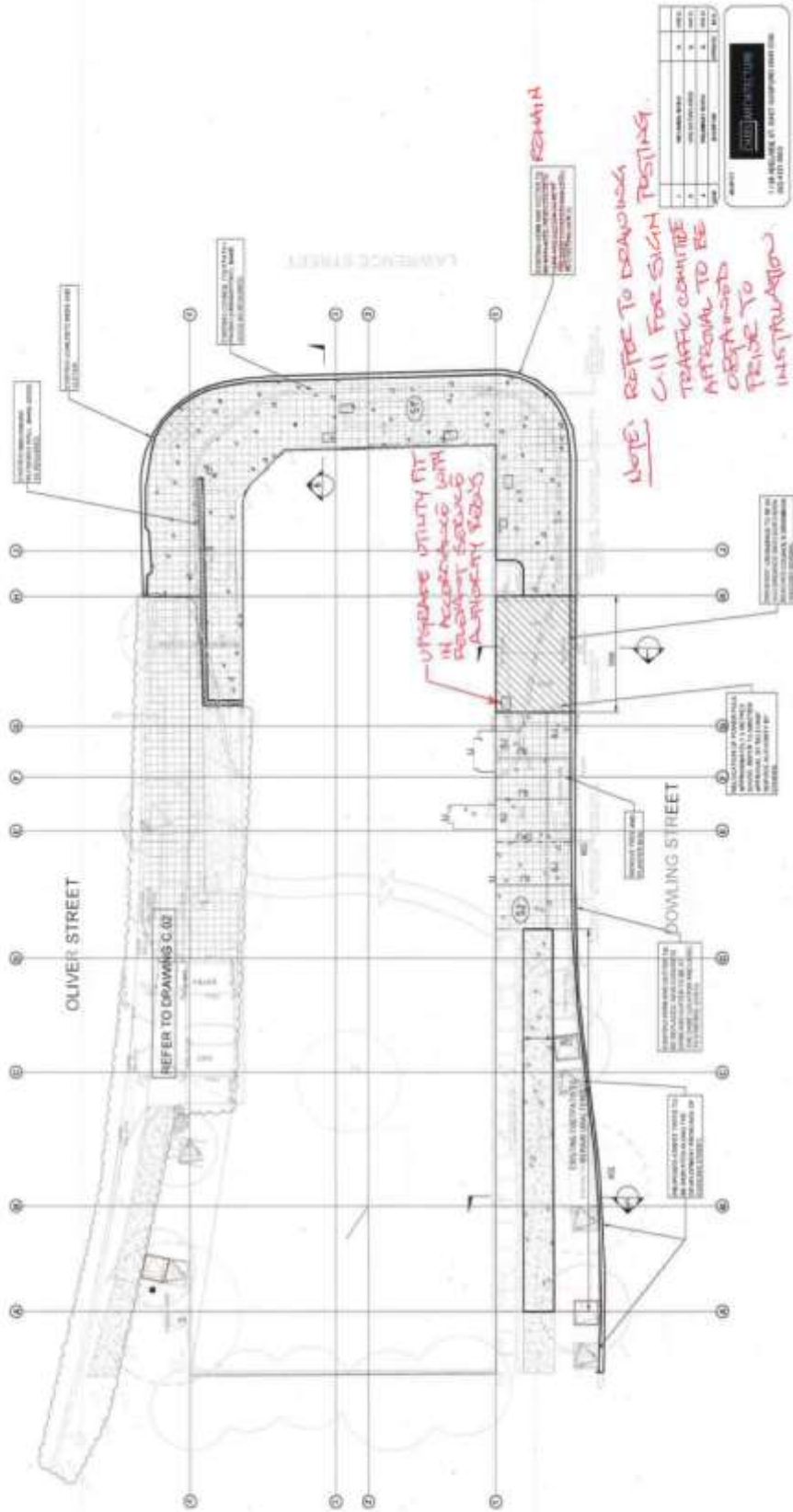
**RECOMMENDATION**

That the Traffic Committee supports the:

1. Relocation of Dowling Street bus stop along the frontage of the site to a new location on the property frontage as shown on the architectural drawings.
2. Installation of traffic islands located on the Oliver Street driveway within the Council verge to restrict vehicles to left-in entry and left-out exit movements only.

<b>REPORTING officer</b>	Engineer - Traffic
<b>TRIM FILE REF</b>	2024/246658
<b>ATTACHMENTS</b>	1 Plan 2 Condition of Consent





**EXTERNAL WORKS PLAN - GROUND LEVEL**  
 (S1) EXISTING CORNER FOOTPATH / PAVEMENT - MAKE GOOD AS REQUIRED  
 (S2) OTHER TYPE CONCRETE SLAB (IN-JOINT)  
 - 1:4:2 PER 137 THROUGHOUT  
 - FULL WIDTH PAVING MATCHING EXISTING COUNCIL PAVING - (DRAWING)

**NORTHERN BEACHES COUNCIL**  
 DEVELOPMENT ENGINEERS  
**APPROVED**  
 SUBJECT TO AMENDMENTS / ADDITIONS  
 SHOWN IN RED  
 Application No: SI28A-023/0031  
J. DICKSON  
 DEVELOPMENT ENGINEER

**NOTE:** REFER TO DRAWING CALL FOR SUCH TESTING TRAFFIC COMMITTEE APPROVAL TO BE OBTAINED PRIOR TO INSTRUCTION

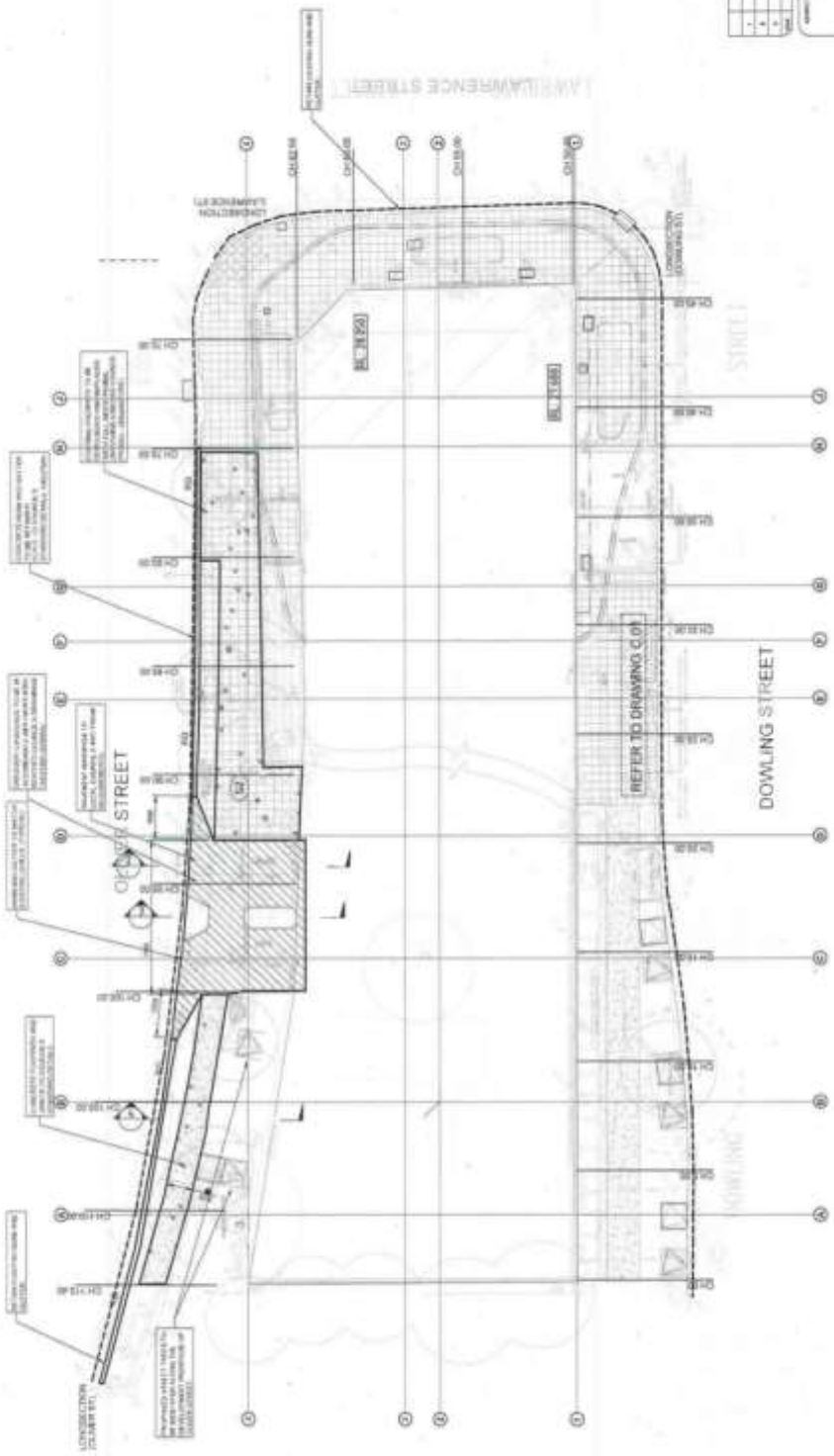
**REMAIN**

NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR TENDERS	15/03/2024	...
2	REVISED	...	...
3	REVISED	...	...
4	REVISED	...	...



<b>KYSU</b> Architect & Civil Engineers	
118 HUNTER STREET, SUITE 101/102, SYDNEY NSW 1580 TEL: 02 9550 5555 WWW.KYSU.COM.AU	
PROJECT: 10 LAWRENCE STREET FRESHWATER NSW 1513	
EXTERNAL WORKS PLAN	DATE: 15/03/2024
GROUND LEVEL	SCALE: AS SHOWN
NO. 1843	NO. C.02





NO.	REVISION	DATE
1	ISSUED FOR PERMIT	15/03/2023
2	ISSUED FOR PERMIT	15/03/2023
3	ISSUED FOR PERMIT	15/03/2023
4	ISSUED FOR PERMIT	15/03/2023
5	ISSUED FOR PERMIT	15/03/2023
6	ISSUED FOR PERMIT	15/03/2023
7	ISSUED FOR PERMIT	15/03/2023
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9	ISSUED FOR PERMIT	15/03/2023
10	ISSUED FOR PERMIT	15/03/2023

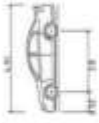
  

<b>KYSU</b>	
Structural & Civil Engineers	
100-100 STREET, SUDBURY QLD 4783	
PH: 07 553 3333 FAX: 07 553 3334	
WWW.KYSUENGINEERS.COM	
PROJECT: SE LAWRENCE STREET FRESHWATER NOW	
DRAWING: EXTERNAL WORKS PLAN LEVEL 1	
DATE: 15/03/2023	SCALE: 1:100
PROJECT NO: 1843	DRAWING NO: C.03

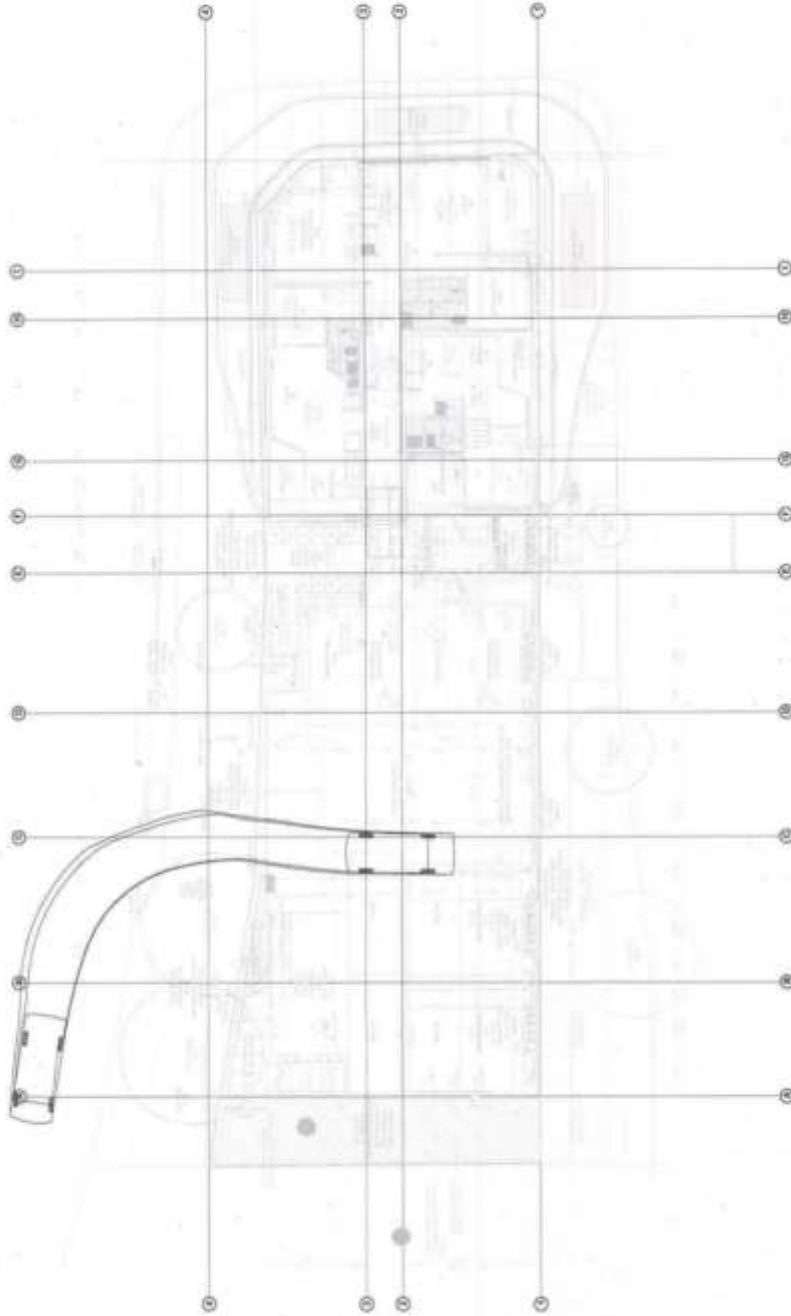
**NORTHERN BEACHES COUNCIL**  
**DEVELOPMENT ENGINEERS**  
**APPROVED**  
**SUBJECT TO AMENDMENTS / ADDITIONS**  
**SHOWN IN RED**  
 Application No. *513BA 2023/10031*  
*J. D. C. 070* DATE *28/03/24*  
 DEVELOPMENT ENGINEER

EXTERNAL WORKS PLAN - LEVEL 1  
 1:100  
 15mm THICK CONCRETE SLAB ON-GROUND  
 100mm FILL (BY TROUSERS)  
 FULL WIDTH PAVING MATCHING EXISTING CONCRETE PAVING - UNSAWTOOTH





B85 Ground Clearance (2006)  
 Overall Length 4.92m  
 Overall Width 1.87m  
 Overall Body Height 1.42m  
 Min Body Ground Clearance 0.20m  
 Front Wheel Track 1.70m  
 Rear Wheel Track 1.70m  
 CURB TO CURB Turning Radius R 800m



SWEPT PATH DIAGRAM - B85 PASSENGER VEHICLE  
 28/03/24

NORTHERN BEACHES COUNCIL  
 DEVELOPMENT ENGINEERS  
**APPROVED**  
 SUBJECT TO AMENDMENTS / ADDITIONS  
 SHOWN IN RED  
 Application No. *SL28A2023/0031*  
*J. DECESTE* 28/03/24  
 DEVELOPMENT ENGINEER

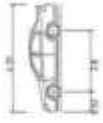
DATE	BY	DESCRIPTION



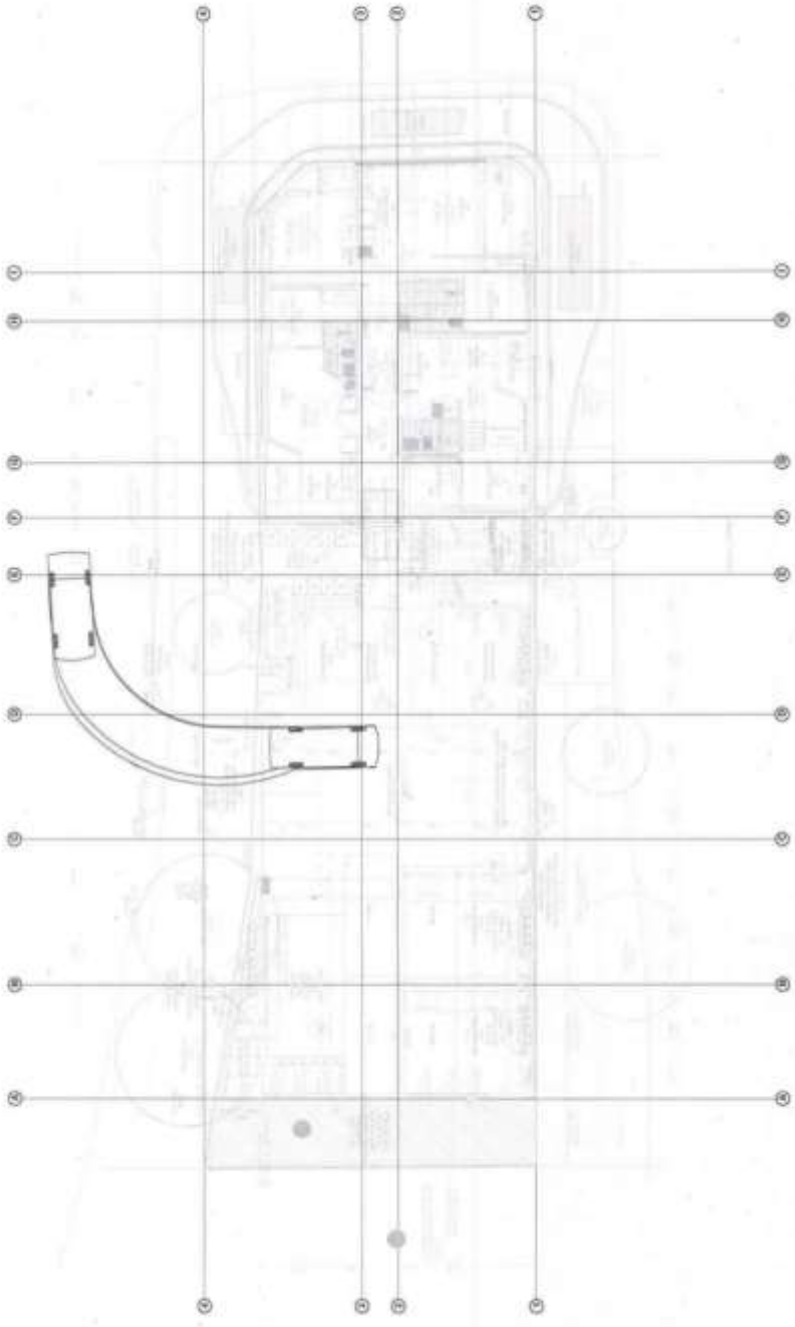
**KYSU**  
 Registered Professional Engineer  
 License No. 1843  
 State of New South Wales  
 60 LAWRENCE STREET  
 FRESHWATER NSW

PROJECT	NO. 1843	C. 12
PROJECT NAME	SWEPT PATH DIAGRAM B85 PASSENGER VEHICLE SHEET 1	
DATE	28/03/24	
SCALE	AS SHOWN	
DESIGNED BY	J. DECESTE	
CHECKED BY		
DATE		





885 Ground Clearance (20064)  
 4.910m  
 Overall Length  
 15.76m  
 Overall Width  
 1.427m  
 Overall Body Height  
 0.910m  
 Min Body Ground Clearance  
 1.710m  
 Track Width  
 4.005  
 Lock-to-Lock Turn  
 8.000m  
 Lurb to Lurb Turning Radius



SWEPT PATH DIAGRAM - BBS PASSENGER VEHICLE  
 1:500 (2024)

**NORTHERN BEACHES COUNCIL**  
 DEVELOPMENT ENGINEERS  
**APPROVED**  
 SUBJECT TO AMENDMENTS / ADDITIONS  
 SHOWN IN RED  
 Application No. **SLR/PA/2023/100/31**  
**J. EXCELSISIO** 28/6/24  
 DEVELOPMENT ENGINEER

DATE	DESCRIPTION	BY	CHKD



**KYSU**  
 Electrical & Civil Engineers  
 48/1801 STREET, SALEM/COOMBERBONG  
 SA 5122 294 298 email: info@kysu.com.au

PROJECT  
 510 LAWRENCE STREET  
 FRESHWATER NSW

SWEPT PATH DIAGRAM  
 BBS PASSENGER VEHICLE  
 SHEET 2

SCALE	AS SHOWN @ A1	DATE	28/06/2024
DRAWN BY	J. EXCELSISIO	CHECKED BY	J. EXCELSISIO
PROJECT NO.	SLR/PA/2023/100/31	DRAWING NO.	1843 C.13







6 December 2021



Lawrence Street Nominees Pty Ltd  
PO Box 1097  
DEE WHY NSW 2099

Dear Sir/Madam

**Application Number:** DA2021/0744  
**Address:** Lot 1 DP 571975 , 50 Lawrence Street, FRESHWATER NSW 2096  
**Proposed Development:** Demolition works and construction of shop top housing

Please find attached the Notice of Determination for the above mentioned Application.

Please be advised that a copy of the Assessment Report associated with the application is available on Council's website at [www.northernbeaches.nsw.gov.au](http://www.northernbeaches.nsw.gov.au)

Please read your Notice of Determination carefully and the assessment report in the first instance.

If you have any further questions regarding this matter please contact the undersigned on 1300 434 434 or via email quoting the application number, address and description of works to [council@northernbeaches.nsw.gov.au](mailto:council@northernbeaches.nsw.gov.au)

Regards,

A handwritten signature in blue ink, appearing to read "R. Piggott".

Rodney Piggott  
**Manager Development Assessments**



The approval is to be submitted to the Principal Certifying Authority.

Reason: To facilitate the preservation of on street parking spaces.

**52. Relocation of Dowling Street Bus Stop**

The location of the existing bus stop on Dowling Street along frontage of the site is to be relocated to a new location on property frontage south of the proposed driveway. Plans for the relocation of bus stop and Bus Zone signage together with construction of a DDA compliant paved waiting bay and tactile tiles to be submitted for approval by Council's Traffic Committee and all required works must be implemented at no cost to Council. A bus stop must remain in operation at the frontage of the site at all times.

Reason: To maintain suitable waiting and stopping facilities for bus services.

**53. Waste/Recycling Requirements (Waste Plan Submitted)**

During demolition and/or construction the proposal/works shall be generally consistent with the approved Waste Management Plan referenced in Condition 1 of this consent.

Reason: To ensure waste is minimised and adequate and appropriate waste and recycling facilities are provided.

**54. Waste/Recycling Requirements (Materials)**

During demolition and/or construction the following materials are to be separated for recycling: timber, bricks, tiles, plasterboard, metal, concrete, and evidence of disposal for recycling is to be retained on site.

Reason: To ensure waste is minimised and recovered for recycling where possible.

**CONDITIONS WHICH MUST BE COMPLIED WITH PRIOR TO THE ISSUE OF THE OCCUPATION CERTIFICATE**

**55. Street Tree Planting**

a) Street trees shall be planted in accordance with the following:

- i) 2 x *Banksia integrifolia* located within the Oliver St road reserve generally as indicated on the Landscape Plan (to replace the indicated *Gleditsia tricanthos*); minimum pot size 75 litre

b) All street trees shall meet the requirements of Natspec - Specifying Trees.

c) All street trees shall be planted into a prepared planting hole 1m x 1m x 600mm depth, backfilled with a sandy loam mix or approved similar, mulched to 75mm depth minimum and maintained including a four post and top and mid rail timber tree guard and watered until established.

d) Details demonstrating compliance from a qualified horticulturalist, landscape architect or landscape designer are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To maintain environmental amenity.

**56. Landscape Completion**



the release of the Occupation Certificate.

Reason: To ensure maintenance of all stormwater management assets and protection of the receiving environment.

**62. Traffic Islands, Signage and Linemarking – External**

A plan demonstrating the proposed signage, line marking and traffic islands within Council's Public Domain including:

- engineering details of the proposed traffic islands on the Oliver Street driveway
- signage and markings to control left in and left in movements to and from the Oliver Street driveway
- signage adjustments to facilitate relocation of the Dowling Street Bus Zone

shall be prepared by a suitably qualified person and submitted to and approved by the Local Traffic Committee and installed in accordance with the approved plans prior to the issue of any Occupation Certificate.

Note: The applicant is advised that the plan will require approval by the local Traffic Committee if the proposal requires change in existing parking conditions or prohibition of traffic movements and hence, adequate time (min 2 months) should be allowed for this process

Reason: To ensure consistent parking amenity and traffic safety.

**63. Shared Zone Bollard**

A bollard is to be provided at the shared zone between disabled spaces in accordance to Australian Standards AS2890.6:2009.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To ensure compliance with Australian Standards.

**64. Post-Construction Dilapidation Report**

A Post-Construction Dilapidation Report, including photos of any damage evident at the time of inspection, must be submitted after the completion of works. The report must:

- o Compare the post-construction report with the pre-construction report,
- o Clearly identify any recent damage and whether or not it is likely to be the result of the development works,
- o Should any damage have occurred, suggested remediation methods.

Copies of the reports must be given to the property owners referred to in the Pre-Construction Dilapidation Report Condition. Copies must also be lodged with Council.

Details demonstrating compliance with this condition are to be submitted to the Principal Certifying Authority prior to the issuing of any occupation certificate.

Reason: To maintain proper records in relation to the proposed development.

**65. Geotechnical Certification Prior to Occupation Certificate**

A suitably qualified Geotechnical Engineer is to confirm that the development was constructed in accordance with the recommendations of the Geotechnical Investigation Report reference in Condition 1 of this consent.

**ITEM 4.6 MANLY WARD - HARBORD HOTEL - LOADING ZONE & TIMED PARKING RESTRICTIONS**

**GEOCODES:** -33.780246, 151.287571

**REPORT**

**BACKGROUND**

Development Consent (DA2021/1620) was granted by the Land and Environment Court on 02 June 2023 for alterations and additions to an existing pub (Harbord Hotel) at 29-31 Moore Road, Freshwater.

As part of the Consent, Condition No.37 requires the applicant to implement the following changes:

- Provide all loading and unloading within the site with the exception of keg deliveries which will continue to be delivered from Charles Street.
- Install signs in Charles Street adjacent to the hotel which provides for a loading zone to operate between 7am and 12pm Monday- Saturday. The signage shall provide short-term (10-minute) parking after this time from 6pm to 12am Monday to Saturday.

Such traffic facilities will require the approval of the Northern Beaches Local Traffic Committee.

**LOCATION**

Charles Street is a local road carrying low volumes of traffic. It is 11.5m in width, with parking permitted on both sides of the road. The street is residential in nature and is served by buses.

**ISSUES**

- As a requirement of the Condition that has been applied to the Consent, the changes will require the approval of the Northern Beaches Local Traffic Committee before they can be implemented.

**PROPOSAL**

Staff have undertaken a review of the location and recommend the approval of the provision of all loading and unloading within the site with the exception of keg deliveries which will continue to be delivered from Charles Street.

**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 not affect the pedestrian facilities or impacts on walking paths

## CONSULTATION

The matter was originally the subject of consultation and community input during the development application and Land and Environment Court processes.

Notification letters have been distributed to 241 properties within the immediate vicinity of the location, providing notification of the proposed changes.

### RECOMMENDATION



That the Traffic Committee supports the:

1. Provision of all loading and unloading within the site, with the exception of keg deliveries, which will continue to be delivered from Charles Street.
2. Installation of signs on Charles Street adjacent to the hotel, providing for a loading zone to operate between 7am and 12pm Monday- Saturday. The signage provides short-term (10-minute) parking after this time from 6pm to 12am Monday to Saturday.

<b>Reporting officer</b>	Engineer - Traffic
<b>TRIM file ref</b>	2024/315469
<b>Attachments</b>	1 Plan 2 Condition No.37





	PROPOSAL				 northern beaches council
	Charles Street, Freshwater Loading Zone & Timed Parking				
	DRAWN	LC	APPROVED	PD	
	LAYOUT	1 OF 1	REVISION NO.	A	



Land and Environment Court  
New South Wales

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Case Name:	Harbord Hotel Holdings Pty Ltd v Northern Beaches Council
Medium Neutral Citation:	[2023] NSWLEC 1270
Hearing Date(s):	29 May 2023
Date of Orders:	02 June 2023
Decision Date:	2 June 2023
Jurisdiction:	Class 1
Before:	Dixon SC
Decision:	<p>The Court orders:</p> <p>(1) The applicant's written request pursuant to clause 4.6 of Warringah Local Environmental Plan 2011 (LEP) seeking a variation to maximum height of building control in clause 4.3 of the LEP, prepared by Boston Blyth Fleming dated 15 August 2021, is upheld.</p> <p>(2) The appeal is upheld.</p> <p>(3) Development consent is granted to development application no. DA2021/1620 for alterations and additions to an existing pub (Harbord Hotel) at 29-31 Moore Road, Freshwater subject to the conditions of consent in Annexure A.</p> <p>(4) The exhibits are returned except for A, B, D, E, 2, 3 and 4.</p>
Catchwords:	APPEAL – development application – alterations and additions to the Harbord Hotel – imposition of conditions relating to noise compliance, patron numbers, shuttle bus for patrons and vehicle parking – plan of management amended to give effect to conditions imposed
Legislation Cited:	Environmental Planning and Assessment Act 1979, ss 4.16, 4.17, 8.14

Prior to any occupation certificate being issued, a further acoustic assessment is to be undertaken by a qualified and experienced person(s) to confirm compliance with Section 4, and Section 5.2 of the acoustic report prepared by AKA Acoustics and AKA Music Pty. Ltd. dated 27 July 2021 (Reference R-054HBH210717.4).

Any recommendations made by the consultant must be implemented prior to issuing the Occupation Certificate, in order to achieve compliance with noted conditions of this consent. The updated acoustic assessment is to be submitted to the PCA for certification.

Reason: To protect the acoustic amenity of neighbouring properties (DACHPFPOC6)

36. Fire Safety Matters

At the completion of all works, a Fire Safety Certificate will need to be prepared which references all the Essential Fire Safety Measures applicable and the relative standards of Performance (as per Schedule of Fire Safety Measures). This certificate must be prominently displayed in the building and copies must be sent to Council and the NSW Fire Brigade.

Details demonstrating compliance are to be submitted to the Certifying Authority prior to the issue of the Interim / Final Occupation Certificate.

Each year the Owners must send to the Council and the NSW Fire Brigade an annual Fire Safety Statement which confirms that all the Essential Fire Safety Measures continue to perform

to the original design standard.

Reason: Statutory requirement under Part 9 Division 4 & 5 of the Environmental Planning and Assessment Regulation 2000.

37. An application shall be made to the local traffic committee for signage to be installed in Charles Street adjacent to the keg room access hatch which provides for a loading zone for keg deliveries between 7am and 12pm (noon) Monday -Saturday. The signage shall provide short term (10 minute) parking after this time from 6pm to 12am (midnight), Monday to Saturday. If approval is granted the signage will be installed at the cost of the Applicant. Should approval not be granted by the local traffic committee, no signage is required to be installed.

Reason: to provide for keg deliveries to the hotel and to provide for set down and pick up operations at the hotel, including taxis, ride-share.

**ON-GOING CONDITIONS THAT MUST BE COMPLIED WITH AT ALL TIMES**

38. Vehicle Parking

The car parking area shown on the approved drawings must be used for vehicle parking only. Loading and unloading of vehicles and delivery of goods to the land, except the delivery of kegs, must be carried out within the site. Any loading or unloading of materials of potential environmental damage must be appropriately bunded with adequate spill response equipment in place to ensure nil runoff from the site.

Reason: To ensure the safety and amenity of the general public using public streets, and to ensure the protection of the environment from spillage of materials.

39. Sight lines within carparks

<b>ITEM 4.7</b>	<b>NARRABEEN WARD - WOLBAH PLACE, CROMER - NO STOPPING</b>
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**GEOCODES:** -33.729605, 151.269192

## REPORT

### BACKGROUND

1. Council has received concerns from local residents regarding the reduced road width due to vehicles parking on both sides of the road on Wolbah Place, Cromer. The narrow road width prevents access, particularly by larger vehicles such as emergency services vehicles, delivery trucks and waste collection vehicles.

2.

### LOCATION

- Wolbah Place is a local road with a pavement width of approximately 5.5m between the kerb and road reserve.
- The section of Wolbah Place under consideration is located between the intersection of Cromer Road and a cul-de-sac which features a slip rail to facilitate access to adjacent bushland fire trails.
- Wolbah Place is comprised of low to medium density housing on the northern side which includes unrestricted parking on the northern side and southern side of the road and through the cul-de-sac.
- Wolbah Place is located within walking distance of Cromer Golf Course and Toronto Avenue, which offers multiple bus services for the Cromer Heights residents.

### ISSUES

- Road safety concerns due to with the existing road width (5.5m) of Wolbah Place, Cromer and vehicles parking on the southern side of the road affecting traffic sight distances entering and exiting the street.
- Parking on the southern side prevents access, particularly by larger vehicles such as emergency services vehicles, delivery trucks and waste collection vehicles.
- Access to the slip rails required for emergency services vehicles to access existing fire trails.

### PROPOSAL

Council has undertaken a review of the location and proposes to install a No Stopping Unbroken Yellow Kerb Line on the southern side of Wolbah Place from the intersection of Cromer Road approximately 74 metres in length to opposite No.7 Wolbah Place, Cromer.

In addition, install a No Stopping Unbroken Yellow Kerb Line in the cul de sac of Wolbah Place approximately 17 metres in length from outside No.11 to across the driveway access to the slip rail adjacent to No.9 Wolbah Place, Cromer.

### 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 not affect the pedestrian facilities or impacts on walking paths.

**CONSULTATION**

Consultation letters have been distributed to 12 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**

That the Traffic Committee supports the:

1. Installation of a No Stopping Unbroken Yellow Kerb Line on the southern side of Wolbah Place from the intersection of Cromer Road approximately 74 metres in length to opposite No.7 Wolbah Place, Cromer.
2. Installation of a No Stopping Unbroken Yellow Kerb Line in the cul de sac of Wolbah Place approximately 17 metres in length from outside No.11 to across the driveway access to the slip rail adjacent to No.9 Wolbah Place, Cromer.

<b>Reporting officer</b>	Traffic Officer
<b>TRIM file ref</b>	2024/356351
<b>Attachments</b>	1 Wolbah Place, Cromer - Plan 2 Wolbah Place, Cromer - Table Of Consultation





### Table of Consultation

<b>Address</b>	<b>Wolbah Place, Cromer</b>
<b>Proposal</b>	<b>No Stopping</b>

<b>Properties Consulted</b>	12
<b>Responses Received</b>	6
<b>Support</b>	6
<b>Do Not Support</b>	

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Resident Support	I support this proposal as when a house was being built at No.8 Wolbah Place, the Council did not allow a garage access from the street in case of bushfires and firefighters can easily access the fire trail from Wolbah Place.	The proposal aims to improve road safety concerns which include reduced road width and poor visibility, therefore, enhancing sightlines and improving emergency vehicle and waste operator access.
Resident Support	I hope the majority of property owners support this proposal. Furthermore, I wish to point out that any objections could lead the impediment of service and emergency vehicles. The safety and welfare of all residents is an unalienable right and must not be compromised by selfish obstructive parking. I wish to also point out that Wolbah Place leads to the fire trail which requires unhindered access during bushfire emergencies to protect homes on Boromi Way.	Council completed this proposal with an understanding of the importance of ensuring emergency vehicle access is maintained at all times at this location.
Additional Comments	We also need a No Stopping Unbroken Yellow Kerb Line for the first 6 meters of the street entrance on northern side. There are many near misses here due to lack of visibility. What a fantastic idea.	Council may consider, however, Council Rangers can investigate any illegal parking consistent with the existing NSW Road Rules.

## 5.0 MATTERS FOR NOTATION

### ITEM 5.1 NARRABEEN WARD - PITTWATER ROAD, NORTH NARRABEEN - TIMED PARKING

**GEOCODES:** -33.708878, 151.296087

#### REPORT

#### BACKGROUND

Council has received concerns from businesses and residents regarding persistent illegal parking activity on Pittwater Road, North Narrabeen near Rickard Road. Despite enforcement activity, the problem persists. The issue leads to limited parking for customers, negatively impacting on the viability of local business premises.

#### LOCATION

- This section of Pittwater Road is located north of the intersection where Wakehurst Parkway merges into Pittwater Road. There are three northbound traffic lanes, and one parking lane where the proposed restriction changes would apply.
- The existing 1-hour (1P) parking spaces span over 72m (12 spaces) and are marked by a longitudinal edge line. The parking lane width increases from 2.8m to 4.5m.
- Many businesses located in this section require one to two hour parking, for example consultation appointments and beauty/exercise/massage sessions. There are also business premises that require high turnover such as a fishing tackle shop and German food store and they have raised concerns that their clients and deliveries are unable to find parking.
- The nearest cross street is Rickard Road, a local street that connects with Windsor Parade at the back of the shops. There is a 1-hour parking area located at the corner of Windsor Parade, providing 14 parking spaces including 2 accessible parking spots.

#### ISSUES

Persistent overstaying vehicles affect business turnover and leave few parking options for customers who do not require longer term parking.

#### PROPOSAL

Council has undertaken a review of the location and issues and has proposed the introduction of some shorter term 1/2P parking (6 spaces). Noting the opposition during the public consultation, Council has adjusted the original plan and proposes to convert three (3) of the existing 1P parking spaces to 1/2P parking near the intersection with Rickard 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 not affect the pedestrian facilities or impacts on walking paths

**CONSULTATION**

Consultation letters have been distributed to 27 properties within the immediate vicinity of the location providing notification of the proposed changes. A total of 332 responses have been received, with a large majority (318) not supporting the proposal. However, such responses are almost exclusively from clients of a Pilates studio that require longer-time parking. The proposal has been amended in response to those concerns to reduce the amount of 1/2P parking from 6 spaces to three. Some representative responses are noted in Attachment 2 – Table of Consultation.

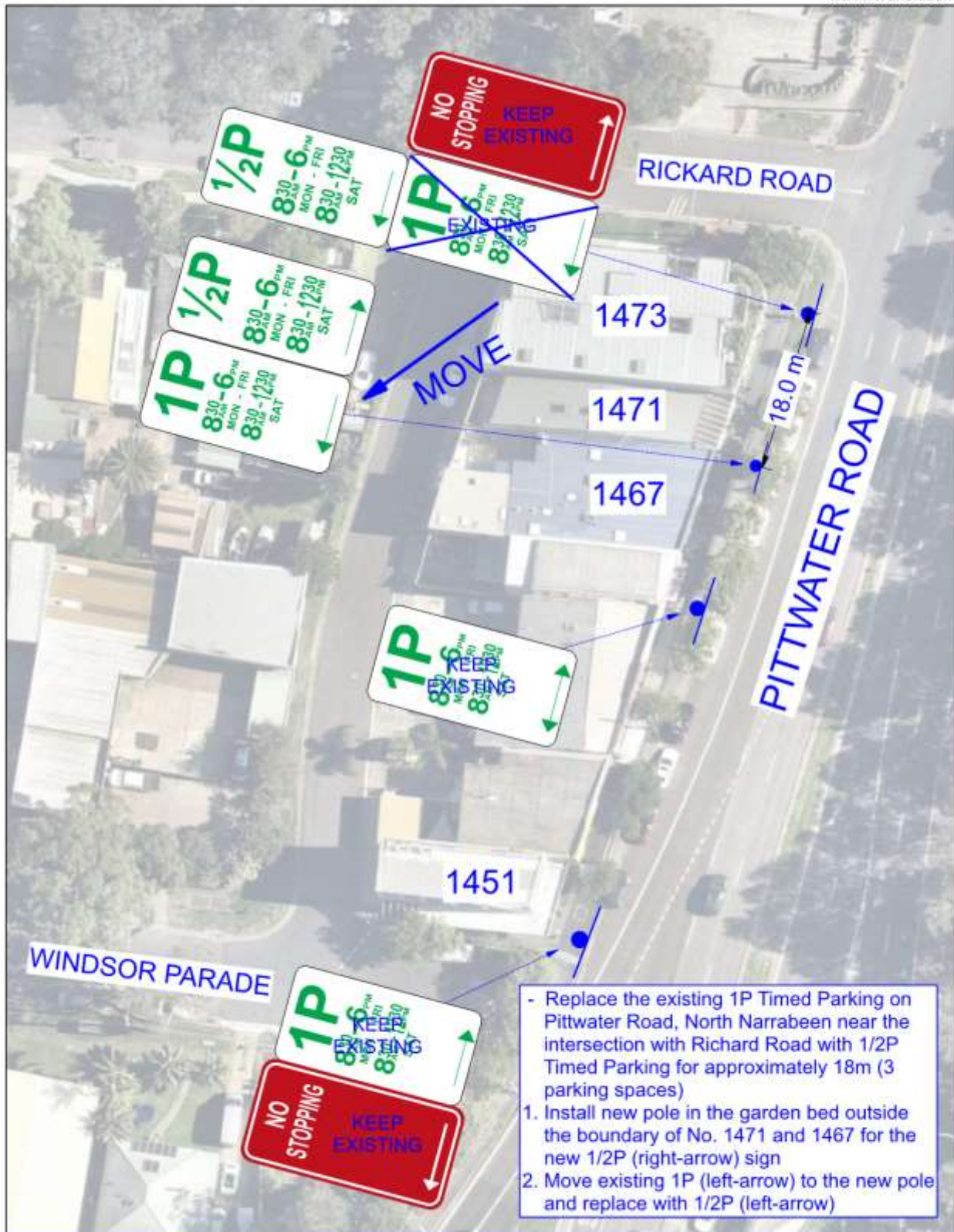
**RECOMMENDATION**



That the Traffic Committee supports the:

1. Conversion of three 1-hour (1P) parking spaces to half-hour (1/2P) parking spaces outside No. 1473 Pittwater Road, near the intersection with Rickard Road.
2. Requests that Transport implement the changes on Pittwater Road to support the broad range of businesses.

<b>Reporting officer</b>	Traffic Officer
<b>TRIM file ref</b>	2024/337455
<b>Attachments</b>	1 Plan (amended) 2 Table of Consultation





	PROPOSAL			
	Pittwater Road, North Narrabeen 1/2 Hour Timed Parking Restriction			
	DRAWN	LC	APPROVED	JB
	LAYOUT	1 OF 1	REVISION NO.	B
		DATE	30/04/2024	
			 northern beaches council	



### Table of Consultation

<b>Address</b>	<b>1473 Pittwater Road, North Narrabeen</b>
<b>Proposal</b>	<b>Timed Parking Restrictions</b>

<b>Properties Consulted</b>	27 (mostly shops)
<b>Responses Received</b>	332
<b>Support</b>	14
<b>Do Not Support</b>	318

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Insufficient time for services and business viability (majority concern)	<p>Reducing parking to half hour means I can't park here to do Pilates which goes for 50 minutes. If people are illegally parking here, reducing it from 1 hour to half hour will not make any difference. They will continue to park illegally.</p> <p>I am a Feels Pilates client, classes are 50 mins, and I regularly visit skin bar. 1 hour parking is plenty of time to allow me to take a class and grab a coffee or some takeaway for the family. This supports multiple businesses in the immediate vicinity. 1/2 parking doesn't allow anyone access to the businesses located right there.</p> <p>A lot of businesses here have clients that require 1 hour appointments, like Pilates, skin treatments, hair appointments. Imagine how detrimental this would be on local small businesses!!!!</p>	<p>Council appreciates the general business parking needs would exceed 30 minutes. The original proposal has been amended to apply the restriction to 3 instead of 6 out of the total 12 spaces.</p> <p>Council seeks viable solutions to balance parking needs for different customer groups. By providing a few short-term parking spaces, it would improve the business turnover for a few shops in this area.</p>
Increasing parking demand on nearby streets in residential areas	<p>Many of the services on this road require 1 hour parking and this will force us to park in residential side streets that are already congested</p> <p>Please consider the effect this will have on residents on Rickard Road who already struggle with finding parking and constantly having people blocking driveways as parking is hard enough</p>	<p>The plan does not propose removal of any existing parking spaces and would affect 3 spaces. The plan aims to make use of the current capacity more efficiently and provide more flexibility.</p>

Supports from other shops	People are parking there over 3 hours, without getting any fine. Customers unable to find parking . Not Fair for old customer to carry their TV to my Shop.  I think this is a completely fair proposal. And is fair for all of the businesses in the local area.	Council considers different parking needs in the shopping area and hopes to provide equal opportunities to all road users for the community.
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<b>ITEM 5.2      ONGOING ACTIONS UPDATE</b>
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**ONGOING ACTIONS UPDATE****PROCEEDINGS IN BRIEF****Completed Actions:****REPORT**

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

**TRANSPORT FOR NEW SOUTH WALES CONTROLLED ROAD NETWORK:**

General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
<b>February 2023</b>  <b>Item 6.4</b>	<b>4 Delmar Parade, Dee Why – Development Application</b>  Samantha Morley is still waiting for Peter Carruthers' response re: the final decision regarding turning ban/median closure options.  <b>7/5/24:</b> Samantha Morley advised there are no updates from TfNSW. Adele Heasman expressed concerns regarding potential loss of car parking spaces for volunteers on Tuesdays and Saturdays. Phill Devon advised that the contractors will not be using the carpark on Tuesdays and Saturdays so the volunteers will be able to park. There is signage for timed parking, and volunteers can park for longer provided they display their permits. He also noted that it is only the northern side of the car park that will be impacted.  <b>Ongoing</b>	<b>TfNSW</b>	          <b>7/5/24</b>  <b>Pending</b>

General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
<p><b>July 2023</b></p> <p><b>Item 6.3</b></p>	<p><b>Forest Way, Belrose – pedestrian safety</b></p> <p>On behalf of MP's Michael Regan's and Matt Cross' requests, Sally Carmody has asked TfNSW to look into this matter urgently, due to pedestrian safety issues on Forest Way.</p> <p>An extension of the 40km/h School Zone is being considered for Wakehurst Public School, i.e.: lengthen it to extend to Forest Way and potentially onto Forest Way.</p> <p>Samantha Morley advised that a review of an extension of the 40km/h School Zone is being reviewed by TfNSW which will take some time to be assessed.</p> <p><b>7/5/24</b> – Samantha Morley confirmed that TfNSW are also looking at traffic signals, lighting and fencing at this location. Plan to have this resolved for the June LTC meeting.</p> <p>3. Phil Corbett noted that his request to have the Member for Davidson, Matt Cross copied into relative correspondence had been recorded, however, his request to also be copied in via his personal email had been omitted. He requested that this be added to the items listed under Matters for Notation - Ongoing Actions Update.</p> <p><b>Ongoing</b></p>	<p><b>TfNSW</b></p>	<p><b>7/5/24</b></p> <p><b>Pending</b></p>
<p><b>October 2023</b></p> <p><b>Item 6.3</b></p>	<p><b>Wakehurst Parkway, Deep Creek, North Narrabeen – Safe Road Crossing</b></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</p>		
	<p><b>9/4/24:</b> Phil Devon advised that it's up to TfNSW to approve as it is the responsibility of TfNSW and Parks, however, he has visited the site and noted the work has been undertaken by parties unknown.</p> <p>Samantha Morley advised she will organise the TfNSW Asset Team to investigate this matter.</p> <p><b>7/5/24:</b> Phil Corbett noted that his request to have the Member for Pittwater, Rory Amon copied into relative correspondence had been recorded,</p>	<p><b>TfNSW</b></p>	<p><b>7/5/24</b></p> <p><b>Pending</b></p>

	<p>however, his request to also be copied in via his personal email had been omitted.</p> <p>He requested that this be added to the items listed under Matters for Notation - Ongoing Actions Update.</p> <p><b>Ongoing</b></p>		
<p><b>March 2024</b> <b>Item 6.2</b></p>	<p><b>Government Road and Warringah Road, Beacon Hill – Traffic signals safety improvements</b></p> <p>Staff have requested TfNSW review the rear-end crash history and design of signals at the corner of Government Road and Warringah Road intersection to determine whether any changes can be made to improve safety.</p> <p><b>Ongoing</b></p>	<p><b>TfNSW</b></p>	<p>7/4/24 <b>Pending</b></p>
<p><b>April 2024</b> <b>Item 6.3</b></p>	<p><b>Pittwater Road, Long Reef – “Long Reef Car Sales”</b></p> <p>Phil Devon advised that he has raised this matter with TfNSW and has requested a Safety Audit on the crash history along this section of Pittwater Road, Long Reef (between Anzac Avenue and South Creek Road) where private car sales occur on weekends on the side of Pittwater Road, Long Reef (heading south) which has become a “crash cluster area”.</p> <p>It was requested that TfNSW to update the LTC on this matter at next month’s meeting.</p> <p><b>Ongoing</b></p>	<p><b>TfNSW</b></p>	<p>7/5/24 <b>Pending</b></p>
<p><b><i>NORTHERN BEACHES COUNCIL CONTROLLED ROAD NETWORK</i></b></p>			
<p><b>General Business Agenda Item</b></p>	<p><b>Brief Description of Action</b></p>	<p><b>Responsible Officer/ Authority</b></p>	<p><b>Latest Update</b></p>
<p><b>November 2023</b> <b>Item 6.2</b></p>	<p><b>Ponsonby Road, Seaforth - Roundabout</b></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 to the roundabout itself.</p> <p><b>9/4/24:</b> Phil Devon will present the results of the Traffic Counts at the next LTC meeting.</p>	<p><b>Council</b></p>	<p>7/5/24 <b>Pending</b></p>



	<p><b>7/5/24:</b> Phill Devon advised that he is still waiting on the contractor to provide the traffic counts. He will present the results at the June LTC meeting.</p> <p><b>Ongoing</b></p>		
<p><b>November 2023</b> <b>Item 6.3</b></p>	<p><b>Lawrence Street, Freshwater - Right Turn Ban</b></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 requested 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><b>Police</b></p>	
	<p><b>9/4/24</b> - Resident, Mr Taylor has requested a response in regard to the timing of these works, and Phil Devon advised he will send notification of works to all local residents; however, we do not have a completion date yet.</p> <p><b>7/5/24</b> – Phill Devon advised that Consultation is ongoing.</p> <p><b>Ongoing</b></p>	<p><b>Council</b></p>	<p>7/5/24 <b>Pending</b></p>
<p><b>December 2023</b> <b>Item 6.5</b></p>	<p><b>Oxford Falls Road/ Dreadnought Road, Oxford Falls – pedestrian safety improvements</b></p> <p>Sally Carmody requested that this matter remain on the monthly “Ongoing Actions Update” list until the Wakehurst Parkway upgrade has been completed and requested the Traffic Committee keep her informed with monthly updates.</p> <p>Phil Devon noted the request from Sally Carmody to keep the eastern section in the list with the western part of the broader project to be reconsidered once the works in detailed design for the Dreadnought Road intersection has been completed.</p> <p><b>Ongoing</b></p>	<p><b>Council</b></p>	<p>7/5/24 <b>Pending</b></p>
<p><b>April 2024</b> <b>Item 6.4</b></p>	<p><b>Jamieson Square Carpark – corner Warringah Road &amp; Starkey Street, Forestville</b></p> <p>Sally Carmody requested staff investigate the possibility to implement time restrictions in the Jamison Square carpark for a 6-month period</p>		

	<p>for commuters due to bus service changes. The Local Traffic Committee agreed to this request and staff will investigate this matter and will report back to the Local Traffic Committee at next month's meeting.</p> <p><b>7/5/24:</b> Phill Devon advised he will have an update for the June Local Traffic Committee meeting and that he will email Sally Carmody the exact location.</p> <p><b>Ongoing</b></p>	<p><b>Council</b></p>	<p>7/5/24</p> <p><b>Pending</b></p>
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**RECOMMENDATION**

That the Traffic Committee notes the Updated Actions Table

<b>Reporting officer</b>	Specialist Administration Officer - Business Support
<b>TRIM file ref</b>	2024/363945
<b>Attachments</b>	Nil

<b>ITEM 5.3      REQUESTS FOR WORKS ZONES</b>
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**GEOCODES:** Various

**REPORT**

**BACKGROUND**

Council has approved the following Works Zones under delegated authority from the Northern Beaches Council Local Traffic Committee to the Traffic Engineer. The Works Zone signs are installed by Council and the applicant is to reapply to Council if the approved Works Zone period is inadequate for completion of their work.

<b>Applicant</b>	<b>Location</b>	<b>Works Zone Length and Time</b>	<b>Requested Period</b>
Hi-Pac Constructions Pty Ltd	75 Foamcrest Avenue, Newport NSW 2106	Length: 7 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	2 May 2024 to 21 August 2024
Essex Develop	122 Crescent Road (The Avenue), Newport NSW 2106	Length: 12 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	6 May 2024 to 30 June 2024
Kane Constructions	52 Eurobin Avenue, Manly NSW 2095	Length: 18 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	29 April 2024 to 25 November 2024

**RECOMMENDATION**

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

<b>Reporting officer</b>	Traffic Officer
<b>TRIM file ref</b>	2024/366233
<b>Attachments</b>	Nil