



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 3 SEPTEMBER 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 – Senior Network & Safety Officer	Ms Vicky Walker
Transport for NSW – Network & Safety Officer	Ms Samantha Morley
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	Mr 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 Dolma Negi
Traffic Engineer	Ms Jackline Shahho
Traffic Officer	Mr Luke Nickson
Traffic Officer	Ms Gabriela Grano
Traffic Officer	Mr Linji Chen
Traffic Officer	Mr Nicholas Murace
Engineering Intern	Mr Malik Elatrach
Road Safety Officer	Ms Robynann Dixon
Road Safety Officer	Ms Pavica Kupcak
Strategic Transport Coordinator	Ms Felicity Shonk
Transport Project Officer	Ms Kajal Todd
Transport Project Officer	Mr Alex Yuen
Manager - Rangers	Mr Roy Cottam
Coordinator - Rangers	Mr Michael Davey
Specialist Administration Officer	

Visitor

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

to be held on Tuesday 3 September 2024

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10:00 AM

1.0	APOLOGIES	
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NEXT MEETING Tuesday 8 October 2024

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

2.1 MINUTES OF THE NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING HELD ON 6 AUGUST 2024

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee Meeting held on 6 August 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

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

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

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

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

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

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1	FRENCHS FOREST WARD - GOVERNMENT ROAD, BEACON HILL - BUS ZONE & TIMED PARKING
REPORTING officer	Traffic Officer
TRIM FILE REF	2024/039573
ATTACHMENTS	1 Government Road, Beacon Hill - Plan 2 Government Road, Beacon Hill - Table Of Consultation

GEOCODES: -33.75609338208576, 151.25209505818046

REPORT

BACKGROUND

Council has received concerns from residents regarding the long-term parking of box and boat trailers, caravans and campervans on a section of the western side of Government Road, Beacon Hill. The boat and trailer parking in sections has been illegal, is reducing sightlines, and limiting parking opportunities for visitors and residents.

LOCATION

- Government Road is a 'Collector' road which provides access for the Beacon Hill and Allambie Heights areas to Warringah Road at a signal-controlled intersection.
- The road is approximately 9.8m in width and provides a traffic lane and off-street parking in each direction.
- The proposed section of Government Road has a sign posted speed limit of 40km/h.
- Government Road intersects with Ethie Road with a roundabout adjacent to Goroka Park.
- Government Road has low to medium density housing
- Two school bus routes operate daily on Government Road, Beacon Hill.

ISSUES

- Long-term parking of multiple box and boat trailers, campervans and caravans.
- Reduced road width and visibility due to the boat trailers parked on the southern side of the road.
- Illegal parking.

PROPOSAL

Council has undertaken a review of the location and proposes to install Eight Hour (8P) 7am-7pm Everyday timed parking restrictions approximately 86 metres in length in unrestricted parking

outside No's 40 to No.42-46 Government Road, Beacon Hill. Further, the existing bus stop outside No.42-48 Government Road, Beacon Hill requires a Bus Zone 8AM-9:30AM & 3PM-4:PM MON-FRI to define where parking is legally permitted around the bus stop.

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 impact on walking paths

CONSULTATION

Consultation letters have been distributed to 20 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of Eight Hour (8P) 7am-7pm Everyday timed parking restrictions approximately 86 metres in length in unrestricted parking outside No.40 to No.42-46 Government Road, Beacon Hill.
- B. Installation of a Bus Zone 8AM-9:30AM & 3PM-4:PM MON-FRI to define where parking is legally permitted around the bus stop at the existing Bus Stop outside No.42-48 Government Road, Beacon Hill requires

PROPOSED WORK

- i. Install Eight Hour (8P) 7am-7pm Everyday
 Timed parking restrictions approximately
 86 metres in length in unrestricted
 parking outside from No.40 to No.42-46
 Government Road, Beacon Hill.
- ii. A Bus Zone 8AM-9:30AM & 3PM-4:PM
 MON-FRI 30m in length will also be
 introduced at the Bus Stop outside
 No.42-48 Government Road, Beacon Hill.



	PROPOSAL	 northern beaches council	
	Government Road, Beacon Hill Bus Zone & Timed Parking		
	Drawn 		Approve 

Table of Consultation

Address	Government Road, Beacon Hill
Proposal	Bus Zone & Timed Parking

Properties Consulted	20
Responses Received	4
Support	2
Do Not Support	2

Issue	Resident Comment	Council Response
Affects residents	I'm living in Government Road. The Bus Zone is right in front of my property and I have a vehicle to park there during the school bus time. If the school Bus Zone can move a bit forward to No.40-46 that will be great. Thanks	The location of the bus zone is statutory, however, Council can consider amending the existing proposal if required
Loss of parking	I would prefer to see the No Parking Motor Vehicle Excepted as used on nearby Allambie Road instead. The introduction of an Eight Hour timed parking restriction will reduce on street parking for resident vehicles and likely increase parking further along Government Road which will impact our own street parking.	Government Road is a public road, located in a residential area and the long-term parking of vehicles should be the responsibility of the property owner on private property with any additional vehicles sharing the available on-street parking. Council Rangers are unable to enforce vehicles such as campervans in a No Parking Motor Vehicle Excepted restricted area.
Additional Comments	I want to see the boats and trailers removed as I object to long-term storage of private and rarely used equipment on public property,	Council suggests contacting State representatives to request amendments to the existing Public Spaces Unattended Property Act (2021).

ITEM 4.2 MANLY WARD - BEATRICE STREET, BALGOWLAH HEIGHTS - NO PARKING

GEOCODES: -33.807324, 151.256061

REPORT**BACKGROUND**

This matter was deferred from the April Traffic Committee meeting for further investigation and reporting. The concern is regarding the narrow width of Beatrice Street when vehicles park on both sides. This affects the flow of traffic, particularly for larger vehicles including buses and emergency services vehicles. Parking activity also interferes with access to/from properties particularly if vehicles are parked close to skewed driveways with steep gradients.

LOCATION

- Beatrice Street through Clontarf and Balgowlah Heights is a collector road that caters for two-way traffic connecting Cutler Road/Amiens Road and New Street W, with a 50km/h speed limit.
- The subject section of Beatrice Street has a gentle slope which provides ease for southbound traffic to gain speed.
- This street has an available road width of approximately 7.5m, and road centrelines are not installed at this location.
- On the east side of this road, on-street parking is unrestricted. On the west side of Beatrice Street, parking restrictions are in place from 9 AM to 5 PM on weekends and public holidays.
- Adjacent land use consists of low-density housing.
- Bus routes 162, and 171X and multiple school services pass through this section of the street.
- Council has consulted with State Transit regarding the bus services. They have advised that approximately 72 services travel in both directions on Beatrice daily, not including the school services which add another 8-10 on weekdays. On weekends, there are around 36 services, as there are no schools, and 171X.
- A section of the footpath with limited width exists south of the driveway of No.28 in this location.

ISSUES

- Unrestricted parallel parking is available on the eastern side of the street, while parking restrictions are in effect on the western side.
- Parked cars on both sides of the street reduce the road width and increase the risk of collision when accessing driveways or proceeding along narrow sections of the road.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install 'No Parking' restrictions along the eastern and western side of Beatrice Street to improve safety and access for residents.

The proposal also allows for improved bus operations with an area available to provide a passing opportunity for the route buses to safely negotiate the subject location.

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 impact on walking paths

CONSULTATION

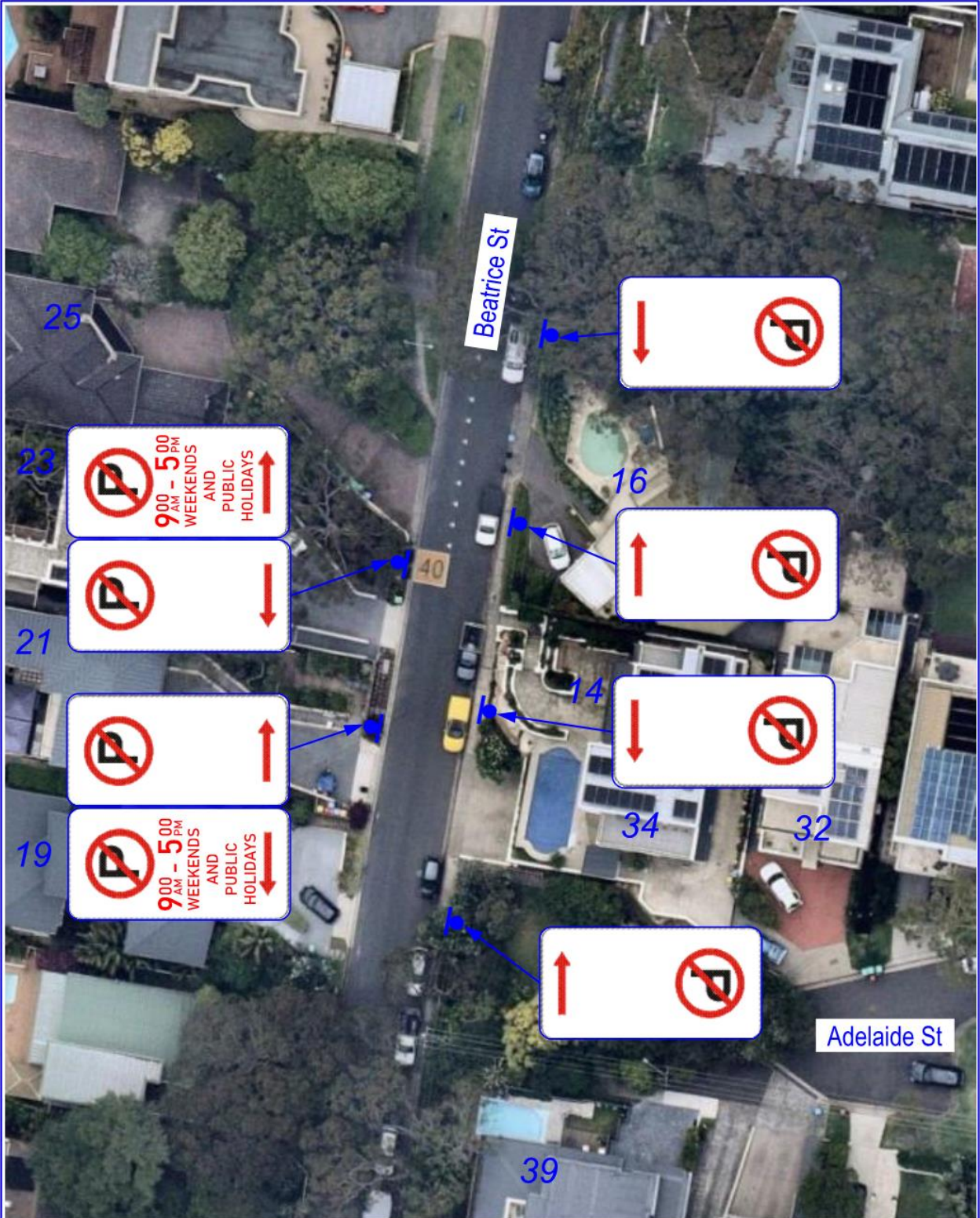
Consultation letters have been distributed to 36 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION

That the Traffic Committee supports the:

1. Installation of 'No Parking' restrictions along the eastern and western side of Beatrice Street

Reporting officer	Engineer - Traffic
TRIM file ref	2024/374352
Attachments	1 Plan 2 Table of Consultation



* NOT TO SCALE


	PROPOSAL						 northern beaches council
	Beatrice Street, Clontarf No Parking Restrictions						
	DRAWN	LK	APPROVED				
	LAYOUT	1 OF 1	REVISION NO.	B	DATE	13/06/2024	

Table of Consultation

Address	Beatrice Street, Clontarf / Balgowlah Heights
Proposal	No Parking Restrictions

Properties Consulted	36
Responses Received	4
Support	3
Do Not Support	1
Partial Support	0

Issue	Resident Comment	Council Response
Extended Restriction	Request for the proposed No parking restriction in two sections to be merged as a single one	Council aims to provide on-street parking spaces for residents and will continue to monitor the parking conditions if further action is necessary.
Affect residents and visitors	<p>to have a « no parking » area outside house numbers 16 and 14 is overkill and would severely impact the amenity of our daily lives and to visitors and tradesmen to our house and surrounding properties. The street and affected properties are very steep and having to park further away would impact our visitors who have physical infirmities.</p> <p>In respect to the buses, we only have an average of 1 bus per day in both directions.</p>	<p>Plan adjusted to create a revised No Parking zones on both east and west sides of Beatrice Street.</p> <p>Council has consulted with State Transit regarding the bus services. They have advised that approximately 72 services travel in both directions on Beatrice daily, not including the school services which add another 8-10 on weekdays. On weekends, there are around 36 services, as there are no schools, and 171X.</p>
Driveway Access	Access to No14 Beatrice Street is the steepest part of the street and has become particularly dangerous to enter or leave the property.	Plan adjusted to include a revised No Parking zone extending 4 metres south from the driveway of No 14.

ITEM 4.3 NARRABEEN WARD - PONDEROSA PARADE AND JUBILEE AVENUE, WARRIEWOOD - PEDESTRIAN REFUGES AT ROUNDABOUT

GEOCODES: -33.678469, 151.288544

REPORT

BACKGROUND

Council has received concerns from local residents, business owners and employees regarding safety for pedestrians crossing the road at this intersection.

Council is proposing to construct pedestrian refuges at the roundabout on the Ponderosa Parade and Jubilee Avenue intersection, as identified in the **Warriewood Valley Roads Masterplan**.

Council have previously consulted the community via the *Warriewood Contribution Plan* on this project and have now refined the design.

LOCATION

- Ponderosa Parade is a local road, carrying moderate volumes of traffic. It is approximately 12.5m wide between kerbs with a constructed footpath on both sides.
- Ponderosa Parade runs north to south and connects with Mona Vale Road to its north.
- Ponderosa Parade is a regular Bus Route for Bus 182, and is a Bus Route for school buses 103, 162, 196S, 211, 248, 249, 643n, 645n, 646n, 649n.
- Jubilee Avenue is a local road, carrying moderate volumes of traffic. It is approximately 13m wide between kerbs with a constructed footpath on both sides.
- Jubilee Avenue runs east to west and connects with Pittwater Road to the east.
- Jubilee Avenue is a regular Bus Route for Bus 185, and is a Bus Route for school buses 643n, 645n, 646n, 651n, 664n, 742n.
- Land Use surrounding this intersection is predominantly industrial with businesses located on both streets.
- Residential areas are however, located approximately 350m to the east of Jubilee Avenue and approximately 300m to the north and south of Ponderosa Parade.
- Unrestricted off-street parking is available on Ponderosa Parade south of the intersection, and a mix of 4P restricted parking and unrestricted parking is available on Ponderosa Parade north of the intersection.
- Unrestricted off-street parking is available on Jubilee Avenue west of the intersection, and a mix of No Stopping, 2P restricted parking and unrestricted parking is available to the east of the intersection.

ISSUES

- Moderate volumes of traffic travelling in all directions at roundabout make it a busy location to cross the road.
- There is a lack of pedestrian crossing facilities within close proximity to this intersection.
- A significant number of trucks service the local businesses in the area.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install pedestrian crossings and wattle profile speed humps on the four legs of the roundabout at Jubilee Avenue and Ponderosa Parade, Warriewood. The proposed crossings will improve safety for pedestrians crossing the road at all four legs of this intersection.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will improve safety for cyclists crossing the road at this intersection. The proposal does not affect any future planned facilities.
- The proposal will improve safety for pedestrians crossing the road between the walking paths at all four legs of this intersection. The proposal does not affect the existing pedestrian facilities.

CONSULTATION

Council previously consulted the community via the Warriewood Contribution Plan (Appendix B) on this project and have now refined the design based on the feedback we received in February 2020. The original consultation only included pedestrian refuges on three legs of the roundabout.

Consultation letters requesting feedback on the proposed changes to include pedestrian refuges on four legs of the roundabout have been distributed to 97 properties within the immediate vicinity of the location. A *Your Say* project page was established with information provided in an accessible and easy to read format and was open for consultation from 22 March – 28 April 2024.

Council have considered respondents concerns and the feasibility of changing the proposal. Whilst the proposed pedestrian refuges will improve safety for pedestrians crossing the road, the refuges had to be offset at a distance from the roundabout, resulting in a loss of parking spaces.

Further investigation also revealed that trucks are driving on the wrong side of the roundabout to turn into the industrial area which is dangerous & illegal. Analysis of turning paths confirmed there is not enough space for larger trucks to make the legal turn due to tree placement.

Various design options and turning path configurations have been evaluated, leading to the decision to remove and relocate the existing tree to a more suitable location. Additionally, the pedestrian refuges proposed at pedestrian crossings will be replaced to accommodate larger trucks navigating the intersection, thereby enhancing safety for pedestrians.

The responses are noted in Attachment 2 – Community Engagement Summary Report

RECOMMENDATION

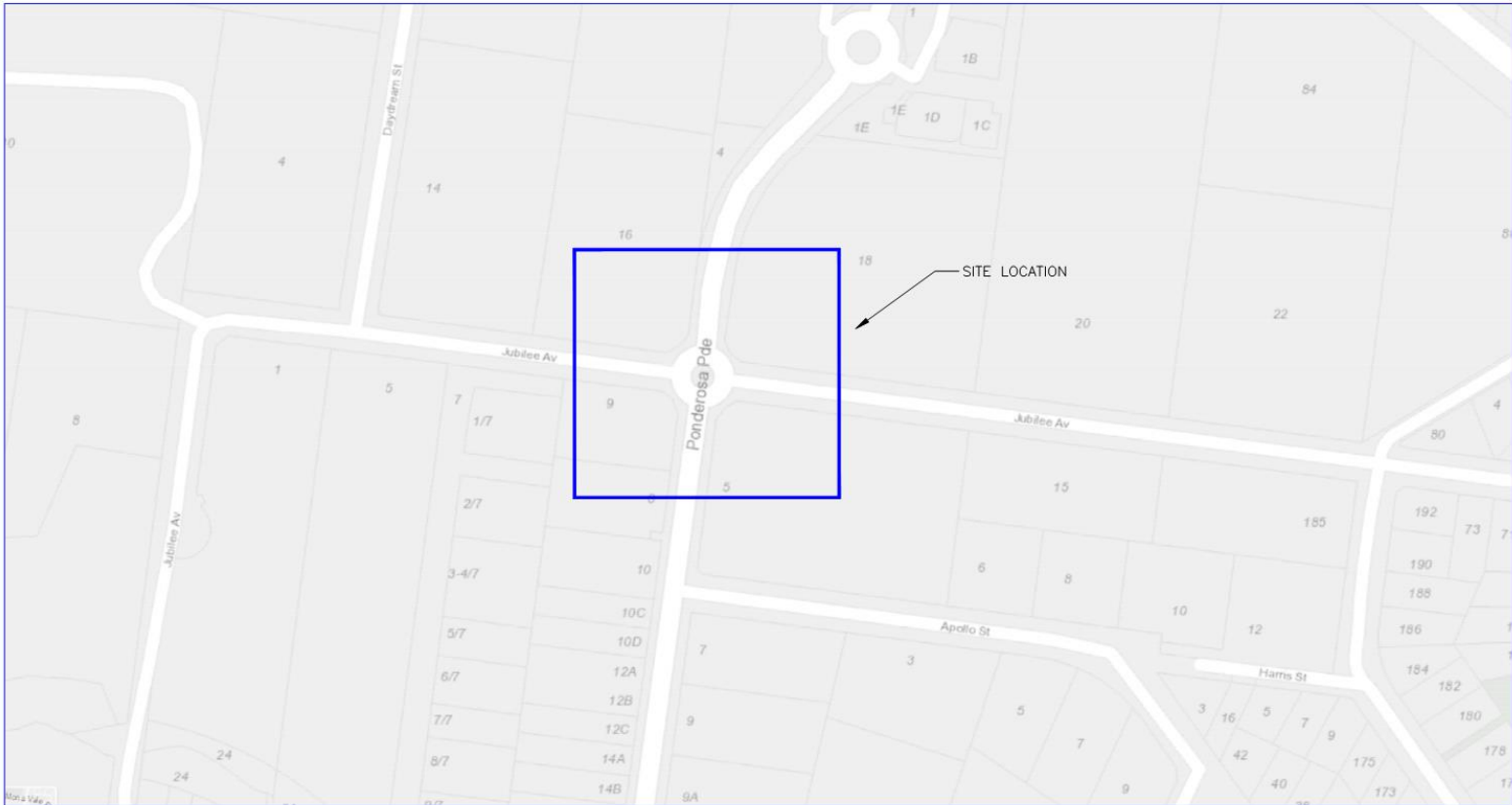
That the Traffic Committee supports the:

1. Installation of pedestrian crossings on the four legs of the roundabout at Jubilee Avenue and Ponderosa Parade, Warriewood.
2. Installation of watts profile speed humps on the four legs of the roundabout at Jubilee Avenue and Ponderosa Parade, Warriewood.

Reporting officer	Engineer - Traffic
TRIM file ref	2024/364935
Attachments	1 Plan 2 Community Engagement Summary Report



PONDEROSA PDE @ JUBILEE AVE, WARRIEWOOD PEDESTRIAN CROSSINGS



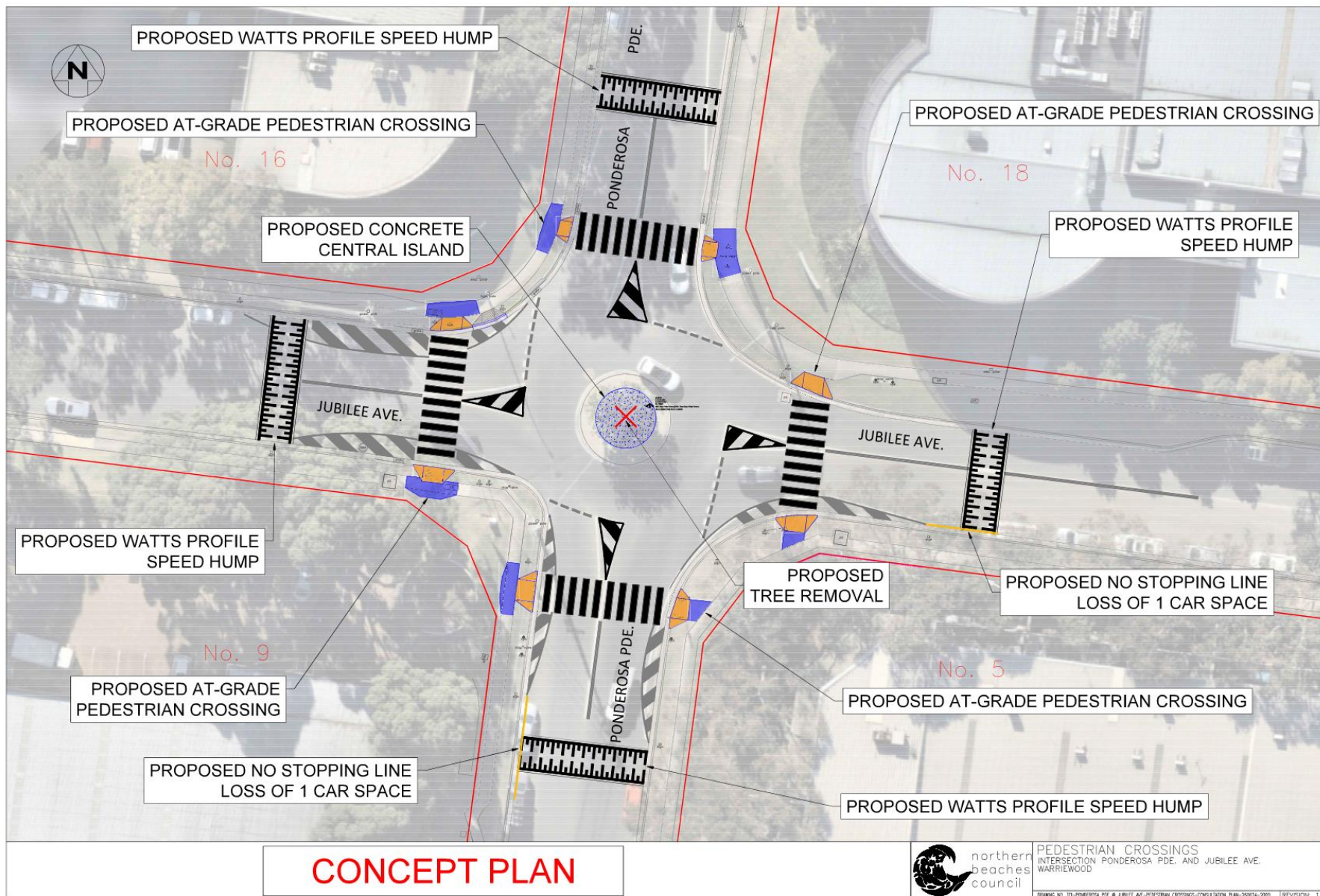
LOCALITY PLAN
NOT TO SCALE

CONCEPT PLAN



PEDESTRIAN CROSSINGS
INTERSECTION PONDEROSA PDE, AND JUBILEE AVE,
WARRIEWOOD

DRAWING NO. TD-PONDEROSA PDE @ JUBILEE AVE-PEDESTRIAN CROSSINGS-CONSULTATION PLAN-2024-1000 | REVISION: 1



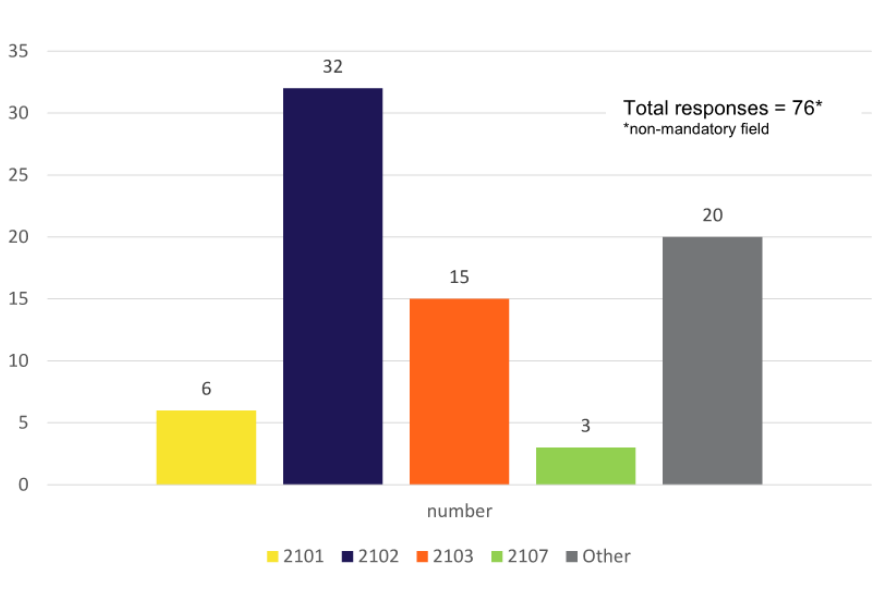
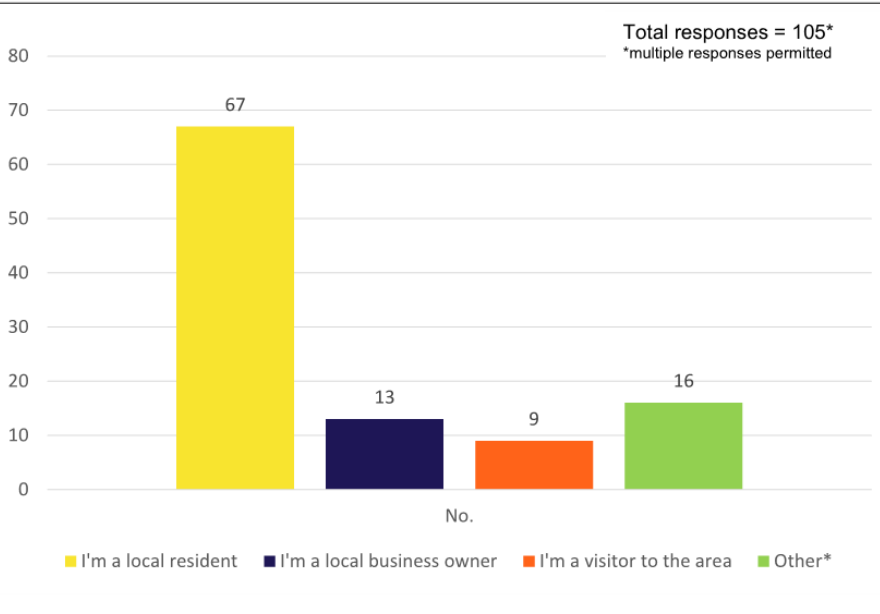


Community Engagement Summary Report

Project name	Improving Road Safety - Ponderosa Pde and Jubilee Ave, Warriewood										
Consultation period	22 March – 28 April 2024										
Background	<p>This is a Council road safety improvement project.</p> <p>As part of the Warriewood Valley Roads Masterplan, Council proposed to install pedestrian refuge islands on the four legs of the roundabout at Jubilee Avenue and Ponderosa Parade, Warriewood Valley.</p> <p>The location provides access from the Mona Vale Road Corridor to the business park including several large manufacturing facilities, numerous warehouse developments, a private hospital and children’s indoor play centre.</p> <p>We have previously consulted the community via the Warriewood Contribution Plan (Appendix B) on this project and have now refined the design based on the feedback we received in February 2020. The original consultation only included pedestrian refuges on three legs of the roundabout.</p>										
Total number of submissions	97 via Your Say platform										
Project support	<p>Do you support this proposal to add pedestrian refuges to the Ponderosa Parade/Jubilee Avenue roundabout?</p> <table border="1"> <caption>Project Support Data</caption> <thead> <tr> <th>Response</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Support</td> <td>59</td> </tr> <tr> <td>Support with changes</td> <td>31</td> </tr> <tr> <td>Do not support</td> <td>7</td> </tr> <tr> <td>Total responses</td> <td>97</td> </tr> </tbody> </table>	Response	Count	Support	59	Support with changes	31	Do not support	7	Total responses	97
Response	Count										
Support	59										
Support with changes	31										
Do not support	7										
Total responses	97										





<p>Who responded?</p> <p>Postcode</p>	 <table border="1"> <thead> <tr> <th>Postcode</th> <th>Number</th> </tr> </thead> <tbody> <tr> <td>2101</td> <td>6</td> </tr> <tr> <td>2102</td> <td>32</td> </tr> <tr> <td>2103</td> <td>15</td> </tr> <tr> <td>2107</td> <td>3</td> </tr> <tr> <td>Other</td> <td>20</td> </tr> </tbody> </table> <p>Total responses = 76* *non-mandatory field</p>	Postcode	Number	2101	6	2102	32	2103	15	2107	3	Other	20
Postcode	Number												
2101	6												
2102	32												
2103	15												
2107	3												
Other	20												
<p>Who responded?</p> <p>Relationship to the area</p>	 <table border="1"> <thead> <tr> <th>Relationship to the area</th> <th>No.</th> </tr> </thead> <tbody> <tr> <td>I'm a local resident</td> <td>67</td> </tr> <tr> <td>I'm a local business owner</td> <td>13</td> </tr> <tr> <td>I'm a visitor to the area</td> <td>9</td> </tr> <tr> <td>Other*</td> <td>16</td> </tr> </tbody> </table> <p>Total responses = 105* *multiple responses permitted</p>	Relationship to the area	No.	I'm a local resident	67	I'm a local business owner	13	I'm a visitor to the area	9	Other*	16		
Relationship to the area	No.												
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I'm a visitor to the area	9												
Other*	16												
<p>Summary of findings</p>	<p>A large number of respondents (59%) agree that the current intersection is dangerous for pedestrians. They believe that the proposal of pedestrian refuges will improve safety for pedestrians crossing the road at this intersection.</p> <p>An additional thirty one percent (31%) of total respondents also supported the proposal as they agree that something needs to be done to improve pedestrian safety however, they voiced that some changes to the proposal are required.</p>												





	<p>Most of those respondents suggested that a pedestrian crossing at one or more of the legs at the intersection would provide a safer environment for pedestrians. Others were concerned that the refuges would impact turning movements for larger vehicles. Others requested that in addition to the pedestrian refuges that Council make changes to the number of lanes entering and leaving the roundabout to help relieve congestion.</p> <p>Only seven percent (7%) of respondents did not support the proposal. Of those respondents, some claimed that the proposal was not supported as it would impede on turning movements for trucks, whilst others claimed that the proposal was a waste of taxpayers' money, the rest left no comments.</p>
<p>Engagement approach</p>	<p>The engagement was planned, implemented and reported in accordance with Council's Community Engagement Strategy (2022).</p> <p>A Your Say project page was established with information provided in an accessible and easy to read format.</p> <p>Local residents and business owners 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 the affected location 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 provide further feedback on how we could refine the proposal. We also invited comment through email and in writing.</p>

How we notified	
<p>Properties notified by letter</p>	<p>47 letters were sent out</p>
<p>Visitors to Your Say page</p>	<p>711 visits</p>





Findings		
Theme	What we heard	Council response
Pedestrian Safety	<p>Several respondents have expressed concerns about the current intersection's safety for pedestrians. They believe that the proposed changes will enhance safety for individuals crossing the road at this location.</p> <p>Additionally, some respondents have indicated that implementing pedestrian crossings would provide a safer environment compared with the refuges.</p>	<p>Whilst the proposed pedestrian refuges will improve safety for pedestrians crossing the road, we have investigated respondents concerns and have analysed the feasibility of installing pedestrian crossing at all four legs of this intersection.</p> <p>We have decided to change the proposal from pedestrian refuges to pedestrian crossings at road level with speed humps on their approaches for the additional benefits they will provide.</p>
Access	<p>It would be difficult for trucks to manoeuvre around the pedestrian refuges and the existing tree situated at the centre of the roundabout.</p> <p>There needs to be sufficient room for these large vehicles to turn into Jubilee Avenue without running into the pedestrian refuges.</p>	<p>Locations of the refuges had been designed at each leg to ensure safe movement of vehicles and pedestrians.</p> <p>The detailed design revealed that the refuges had to be offset a distance from the roundabout, resulting in a loss of parking spaces.</p> <p>Further investigation also revealed that trucks are driving on the wrong side of the roundabout to turn into industrial area which is dangerous & illegal.</p> <p>Analysis of turning paths confirmed there is not enough space for larger trucks to make the turn due to tree placement.</p> <p>Turning paths and various design options have been considered resulting in the removal and relocation of the existing tree to a more suitable</p>





		location and proposed pedestrian crossings instead of refuges to support larger trucks to navigate the intersection and improve safety for pedestrians.
Signage	Additional Signage requested to support the devices to ensure pedestrian safety	Council will install pedestrian warning signage at each pedestrian refuge and advance warning signs on the approach to each of the refuges.
Congestion	Some respondents have requested two lanes approaching the roundabout in various directions with an option to turn left to help alleviate congestion.	This option is not feasible. This is an industrial area highly used by trucks. The trucks need the wider birth to travel around the roundabout.

Question raised in feedback	Council's answer
How wide will these pedestrian refuges be at this intersection?	Detailed designs indicate that the refuges were 2000mm deep, with an opening of 2000mm wide.





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	I doubt many pedestrians would cross these roads. There are already far too many obstacles in the roads in Warriewood, the majority of which are poorly lit, making it dangerous to drive through at night. I doubt that we really need another 4. All obstacles must be clearly lit so they can be easily seen at night!
2	No comments provided.
3	No comments provided.
4	No comments provided.
5	Support the pedestrian refuges, but desperately need to have 2 lanes for left turn and straight/right turns for traffic travelling east on Jubilee Avenue specifically due to 1/2 hour traffic jam weeknights from 5pm. Ideally 2 lanes for left turn and straight/right turns for all directions at this roundabout.
6	Yes please. I was going to email council to request/suggest some type of crossing for pedestrians. I cross there to walk to work and the car drivers are very brutal and hardly ever stop to allow the person to cross
7	No comments provided.
8	Agree with this plan and would request same at proposed Foley St, Jubilee Ave roundabout with consideration of bike friendly refuges.
9	Not enough space for large trucks to safely navigate around that roundabout as it is. With those pedestrian refuges it will make the problem worse. Any pedestrian refuges should be further away from the roundabout.
10	Adding the pedestrian refuges will make a big difference to this roundabout, but I think more is needed. I always dread crossing the road in this area during peak traffic. There is a nearly continuous flow of traffic and because of the inherent ambiguity of roundabout behaviour it is difficult to judge what a car will do next. I find it dangerous and difficult to cross. Adding zebra crossings would solve the problem as then cars would be required to give way to pedestrians, making making it a friendlier, safer area for pedestrians.
11	The islands are a good idea as this is a very busy roundabout. I suggest, though, that time of day traffic lights be added to improve flow in peak times. Morning traffic causes Ponderosa Pde to backup into McPherson St while afternoon traffic causes Jubilee Ave to backup right up around the bend as well as most of Daydream St. Unfortunately drivers become frustrated with the delay which makes it dangerous for both pedestrians and vehicles.
12	I'd like to see zebra crossings on all four sides of the roundabout due to heavy pedestrian traffic crossing the rd of this Intersection due people working in the business complexes surrounding these roads in which some people use this Intersection getting to and from work by bus from warriewood Rd or people going to the shop/s
13	No comments provided.





No.	Comment / Submission
14	Yes I'm fully in favour of this proposal. I work in the area and walk daily along Ponderosa Pde. The roundabout is very busy and not a safe crossing place for pedestrians.
15	Zebra crossing marking will improve the ability to cross the road safely.
16	No comments provided.
17	No comments provided.
18	<p>Increase of safety for pedestrians through refuge islands is good. In addition line marking of the pedestrian path across the road would help to highlight possible pedestrians crossing.</p> <p>Sometimes there is so much traffic during peak hours that it is still hard for pedestrians to cross. During peak hours a pedestrian traffic light would help to stop cars as required.</p> <p>As it is the main access to a commercial area it's important that semi trailers can turn safe in all directions.</p>
19	Have you seen the traffic that banks up around there at 5pm weekdays? Is there anything else we could add to make that better while youre at it?
20	No comments provided.
21	Can we factor in bikes please? The new intersection makes it safer for bike riders crossing Mona vale road, therefore we should see greater volumes of bikes riders coming down ponderosa also. Thanks
22	No comments provided.
23	These pedestrian refuges are essential and desperately needed. This area has become an incredibly busy business precinct and there is not enough off street parking for all workers and visitors. This means more people parking on the streets and crossing the roads. Please ensure these changes go ahead urgently. We also desperately need a pedestrian crossing outside the Quattro building on Daydream Street. It is so so dangerous trying to cross the road here now it is so busy with traffic.
23	It's a great solution for pedestrians as this roundabout is very busy but it is important to take into account that big trucks use this roundabout too. There needs to be sufficient room for these big vehicles to turn into jubilee ave without running into the refuge island.
24	Please we don't need more pedestrian refuges. There are no zebra crossings on Ponderosa Parade or Mcpherson street with a huge amount of foot traffic from residents and school kids. This is a busy road now with no way of safely crossing at peak times. Pedestrian refuges are useless we need crossings or at the very least speed humps at existing refuges. Numerous times we've had to squeeze a pram and a couple of kids into the McPherson st refuge while cars do 50kms on both sides within centimetres.
25	This is a good proposal.....however a basic safety process should have included diverting half the traffic that currently uses the roundabout to exit heading north by opening up Daydream St to Mona Vale road. This would significantly reduce traffic on the roundabout at peak times and do more to improve safety than pedestrian refuges.





No.	Comment / Submission
26	Instead of pedestrian island I'd prefer a crossing on all 4 sides of the roundabout I work at [REDACTED] and I have experience crossing this Rd there are also others who use this Rd regularly that cross near the roundabout it would be more safer with a zebra crossing
27	No comments provided.
28	No comments provided.
29	No comments provided.
30	No comments provided.
31	No comments provided.
32	No comments provided.
33	There is a bottle neck at 5pm. All warehouse and office workers try to leave. There should be another option to exit from this area.
34	As I work at [REDACTED] and have to travel to both buildings there's many occasions myself and others from the same company have had to cross this rd and would rather see foot crossings rather than refuges on all four sides of the roundabout
35	No comments provided.
36	There are large trucks and container trucks that need to turn into and out of the western end of Jubilee Avenue. Additionally, on all four corners pedestrians need a clear line of sight of on-coming traffic, and on-coming traffic needs clear sight lines of pedestrians. Please ensure that the layout accommodates the turning room the large trucks need, and that sight lines are considered in the placement of pedestrian refuge islands. If these two factors are not taken care of, the situation will become more dangerous and a waste of money.
37	No comments provided.
38	100% needed.
39	This is an excellent example of someone using some common sense and looking at a situation which is dangerous for pedestrians . The traffic flow through this area during peak times in both the morning and afternoon is getting worse due to more businesses and domestic housing opening. A left turn into Mona Vale Road from Daydream Street (as used to be) would greatly help to reduce traffic congestion and therefore improve pedestrian safety.
40	Traffic in this area is extremely heavy, particularly at peak power times - these additional obstacles will make it extremely difficult for the large trucks that are always turning both left and right into Ponderosa - plus it is an additional cost rate payers taxpayers should not have to pay
41	I think pedestrian zebra crossings should replace the refuge. It gives the pedestrians right of way and means you're not caught standing in the middle of the road. I think they work better.
42	No comments provided.
43	Worthwhile, hope it doesn't take long to construct



No.	Comment / Submission
44	Pedestrian islands don't prove walking safety. What's the point. Put in raised pedestrian crossings. That will improve the intersection for everyone
45	I'd ask council to consider adding zebra crossings on 2 of the 4 sides of the roundabout. On Ponderosa Parade, there are no designated places for pedestrians to cross. Following Jubilee Avenue west, there is residential and commercial properties and residents/visitors/workers are constantly walking around this area. I request you consider adding zebra crossings on a minimum of 2 sides, as there are none on Ponderosa that are designated for people to cross safely.
46	I STRONGLY encourage council to stand at this roundabout at 5pm weekdays and tell me you can take the problem on Jubilee at this roundabout! The Bank up of traffic needs urgent attention and has been a running joke by small businesses in Jubilee and esp Daydream street. It puts people off leasing and owning in this area. Simple, have a free flowing left hand turn lane on this roundabout
47	Pedestrian Refuge Islands on this roundabout are an important safety requirement. The amount of commercial/industrial traffic coming out of Daydream St to this intersection at peak times (3-5pm) is comparable to other commercial precincts with limited access (like Rodborough Rd FF). Improved and safe access for pedestrians and motorists to the upgraded Mona Vale Rd is an important safety improvement.
48	Please improve sight lines, especially northbound ponderosa crossing jubilee heading towards Mona vale road. I'd also like to see rumble strips to slow approaching traffic in all directions. The intersection should be enlarged - most Mon-fri afternoons the queues of traffic exiting from daydream street and beyond are extensive.
49	I use this road every morning at peak hour. Pedestrians regularly try to cross the road near the roundabout, and they often stand in the middle of the road because traffic is too heavy on both sides. It would be so much safer to have pedestrian refuges.
50	Definitely needs doing. Traffic pays no attention to pedestrians there.
51	No comments provided.
52	No comments provided.
53	I lived on this street for 10yrs and as an avid walker, walked this intersection in all directions at least daily with prams and bicycles. This is being proposed for safety, but saying the reason is 'safety' does not give you a 'hall pass' to spend spend spend when what will it achieve? I've noted that these kerb accesses are suddenly popping up everywhere in our area..... so this seems to be a decision made by council as a matter of a new policy put into place rather than any safety reason at the intersection. Our taxpayers monies could be used in a number of issues that are an actual priority to the community, which this is not one. Would love to know the actual cost of this undertaking by the taxpayers.
54	No comments provided.
55	Ponderosa parade is the worst street to use during peak hours. We have sat for at least 30min trying to get out of there most days. I think this can be





No.	Comment / Submission
	drastically improved if you include a displaced left turn with pedestrian crossing turning from ponderosa street south to Jubilee ave west
56	Definitely support the idea of having pedestrian refuges in this location BUT, I cannot understand why they are always placed far too close to the vehicular entry and exits to the roundabouts. This close proximity positioning is the cause of so many vehicle collisions and downright unsafe for pedestrians (they need to be placed at a much more suitable distance from the roundabout).
57	Yes this is mych needed
58	This intersection needs dedicated left turn lane from Ponderosa Pde North bound into Jubilee Ave West as this roundabout gets choked every morning. Make by it needs a set of traffic lights. I proper study of this intersection and traffic flow should be done and the correct solution that fixes the issues for vehicle and pedestrian. Noting that Jubilee Ave has a 3 pre school.
59	As a regular user of this roundabout I have encountered many critical situations. Based on my own experience and that of other family members I support the new design.
60	No comments provided.
61	These pedestrian refuges are very much needed at this busy roundabout.
62	No comments provided.
63	Great idea as it is a high pedestrian traffic area
64	What is needed more is a way to allow greater traffic flow out of Jubilee Ave (western end) in the busy 4-5pm period. It can take 15 mins to exit Jubilee Ave at this time. An additional lane exiting to the left (towards Mona Vale Rd) would greatly help the traffic flow
65	No comments provided.
66	More wastage of taxpayers rates. Rather like the lights now installed on Mona Vale Rd. and Ponderosa Pde which now majorly disrupt traffic flow.
67	Purple and orange refugee islands?...NAH! Olive green & hot pink and I'm in!
68	I fully support pedestrian refuge points in busy areas such as this for the added safety of all pedestrians. But with this, I question how wide these pedestrian refuges will be at this intersection? You have stated with your plan that you intend to eliminate the pram/wheelchair/walker ramps on each corner as existing. From our initial measurements. the road width where the proposed refuges would be placed is only 10 metres, curb to curb. if a standard vehicle lane width of 3 metres is maintained, as should be mandatory, this leaves only 1 metre width for the pedestrian refuge. As a scenario, a parent pushing a pram to the middle of the pedestrian refuge point, will either be left themselves or the pram outside the refuge zone as a pram and person pushing measure between 1.5-2.0 metres in length of pavement occupied. If the plan includes realignment of the curb widths on each of the four directions (8 sides in total) so as to allow for a 3 metre wide





No.	Comment / Submission
	pedestrian refuge on each of the 4 approaches, this is then a marvelous plan. If provision has not been made for realignment of the kerbs, and an only 1 metre wide pedestrian refuge is planned, then this is highly dangerous to pedestrians and particularly to those pushing prams, wheelchairs or on walkers, as with these type of users could wind up unknowingly stranded inside and over-hanging the pedestrian refuge, and must be reconsidered.
69	No comments provided.
70	Great planning. Many people walk around that particular roundabout. Safety in the middle of the road is of high importance.
71	This is the busiest roundabout at Ponderosa Pde and crossing it is difficult even for an adult during peak traffic times. My child needs to cross Jubilee Avenue to get to the school bus stop at Mona Vale Rd in the morning and can't do it safely without my help. I believe marked pedestrian crossings need to be added to Jubilee Av and Ponderosa Pde, not just refugee islands
72	I travel that route several times a week, usually turning right from Ponderosa into Jubilee and reverse on the return trip and I can't see any reason to object to this proposal - anything improving pedestrian safety can only be a good thing.
73	So pleased something is being done to keep the local business people, students and local walkers safer on this busy intersection.
74	No comments provided.
75	There is a large amount of traffic that travels through this area is difficult for tracks vehicles to get around, suggest moving the pedestrian islands further away from the round that forcing the pedestrian to an extra 30 or 40 m. However, this will increase the Traffic flow rather than reduce it.
76	No comments provided.
77	No comments provided.
78	As a local cyclist, I am pleased to see the upgrades planned for this intersection, especially the kerb access ramps that will allow off road cycling from the Mona Vale Road east cycle paths to the cycle paths through the Warriewood Valley.
79	Thank you for installing these. This intersection is increasingly becoming busier and the surrounding roads are very difficult to cross safely. I also feel a pedestrian crossing would be very beneficial in this area too.
80	Desperate for a roundabout. I drive that way multiple times a day and have witnessed near misses daily. Not to mention the buses that almost run through cars turning left or right or brake suddenly and end up on the other side of the road. Is council waiting for a fatality before the do what is necessary.
81	No comments provided.
82	When I moved to Warriewood 15 years ago, I always struggled to cross this intersection with a pram. So, it's about time this was done, however now with the extra traffic & large trucks ignoring the 3 tonne load limit on Macpherson street, as they speed through the rat run to North Narrabeen, I'm not sure that I'd feel safe on a tiny little concrete island as they go past.





No.	Comment / Submission
	How about a proper pedestrian crossing with raised levels to slow the traffic down to residential speeds?
83	There should be a left hand turn lane coming out of Jubilee Ave turning NORTH into Ponderosa Pde to alleviate the 30 min it takes to get out of Daydream avenue in the late afternoon. There is plenty of room for it - can the pedestrian refuge take into account an extra lane?
84	We are still concerned for the safety of our employees crossing the intersection and hoping that cars will slow down or at least allow our employees to cross safely. Please consider additional signage and/or a zebra crossing.
85	I have worked in this area for almost 5 years, and cannot support this more. There are many businesses and homes around here, with many pedestrians needing to cross these roads a lot. It is currently so dangerous.
86	Great idea very hard to cross these roads at peak times, lots of school children walk this way as well as neighbours and workers from the industrial areas. Needs these to improve safety
87	This roundabout frequently has issues with long semi trailer trucks that mount the roundabout due to insufficient turning circle. Intersection would be better suited to traffic lights and have the roundabout removed. While in general I always support the use of pedestrian refuges I believe this will even further restrict the turning circle for the large semi trailers that regularly turn at this intersection and with time they would be destroyed by these trucks (as has already happened the recently installed gutters on the roundabouts)
88	The entire flow of this roundabout has been disrupted by the new lights at MV road. Often causes a back up of traffic at peak hours. It is a problem as it is the ONLY exit route from ALL AREAS Off jubilee feeding Daydream Ave and industrial areas.
89	No comments provided.
90	As the owner of [redacted] Jubilee Avenue our concern is regarding truck movements to deliver to the property and the potential for the new islands to impede those truck movements and deliveries. Can you please forward copies of the swept path analysis completed that indicate that articulated trucks and fixed rigid trucks can enter and exit the roundabout to access delivery zones to the property. Once we have receipt of the same, we can then make a more detailed submission.
91	I always support ped refuges and would like to see more installed for safety reasons, given the increasing number of ever larger monster vehicles on our roads. Btw, please stop calling kerb ramps, pram ramps. They should be called access ramps as they cater for strollers, mobility chairs, children's bikes etc.
92	Good idea but make sure the pedestrian area is far from the actual round about as so many long vehicles and trailers use the round about. And also it has to have a good protection (with a metal fence) Also do not plant any tree or plants in the middle.





No.	Comment / Submission
93	There needs to be zebra crossings somewhere along Ponderosa Parade at minimum. Despite being a business/industry area built for pedestrian foot traffic it is currently very unsafe to cross anywhere along Ponderosa. We can tell from the refuge island further down (near Hungry Jacks) that cars do not stop for pedestrians and it becomes very unsafe as the traffic in the mornings and afternoon has no breaks in it to cross (but also no cars stop due to the lack of zebra crossing.) I have seen school kids, elderly and once even someone with a disability stuck in the middle of the road at that refuge island (in that instance the disabled person was clearly distressed and I saw a good samaritan help her cross after about 10 minutes of being stuck in the island.) As someone who works in the area I've had many experiences of waiting a long time for it to be safe to cross or having cars nearly hit me when they don't indicate. I would recommend putting an additional zebra crossing further down the street by a few meters from the round about, to prevent the crossing causing vehicles to stop in the roundabout. From experience in the islands at the other roundabout (now with ramp removed?) we know it is not enough to allow safe pedestrian movement and zebra crossings are vital. Thankyou for your time.
94	Yes pedestrian islands are needed at this roundabout
95	No comments provided.
96	No comments provided.
97	No comments provided.

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.

Document administration	
Version	1.0
Date	5 April 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.



ITEM 4.4	NARRABEEN WARD - SOUTH CREEK ROAD, CROMER - PAVEMENT FLAPS
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GEOCODES: -33.740424, 151.288703

REPORT

BACKGROUND

Council has received concerns from local residents regarding excessive speed and the movement of vehicles, including trucks, across the centreline into oncoming traffic on the bend prior at the intersection of Campbell Avenue and South Creek Road (outside No.75 South Creek Road, Cromer).

LOCATION

- The section under consideration is the intersection of South Creek Road and Campbell Avenue, Cromer.
- South Creek Road intersects Campbell Avenue at the stem of a 'T' intersection and is roundabout controlled.
- South Creek Road and Campbell Avenue are regional roads carrying high volumes of traffic to and from the Cromer Industrial area.
- The carriageway of Campbell Avenue and South Creek Road caters for two-way traffic and has a measured width of 12 metres and 10 metres from kerb to kerb, correspondingly.
- Both Campbell Avenue and South Creek Road adhere to a 50km/h speed limit.
- There is a footpath present on both sides of the road on South Creek Road and Campbell Avenue.
- There are existing median islands on each leg of the roundabout. The median islands on Campbell Avenue have a pedestrian gap to allow pedestrians to cross trafficable lanes in stages.
- A dedicated right-turning lane is provided at the intersection to residential cul-de-sac streets of Campbell Avenue and Michele Road.
- Adjacent land is mainly low-density residential dwellings on the eastern side of the roundabout with an industrial area on the western side. Cromer Campus and Pittwater House School is within walking distance of the intersection.
- Parking is generally unrestricted except for the statutory 'No Stopping' 10 metres from the intersection. The statutory 10 metre 'No Stopping' restrictions are not signposted.
- 180 and 180x bus routes service the section of South Creek Road and Campbell Avenue with multiple school bus services that also operate.
- Council has proposed to remove the parking north of Property No.38 Campbell Avenue by extending the existing 'No Stopping' restrictions along the frontage of Property No.75 South Creek Road. (refer to Northern Beaches Council Local Traffic Committee Item No. 4.17).

ISSUES

- South Creek Road and Campbell Avenue serve as primary collector roads and thoroughfare for residents and the Cromer industrial area to Pittwater Road (State Road). The frequency and volume of heavy and long vehicles are higher than local roads.
- Heavy and long vehicles are encroaching the dividing line into oncoming traffic when negotiating turn movements from Campbell Avenue into South Creek Road.
- Five-year crash data shows there have been two crashes at the intersection of South Creek Road and Campbell Avenue involving vehicles colliding with a pedestrian and objects on the carriageway.

PROPOSAL

Council has undertaken a review of the location and proposes to install nine (9) Pavement Flaps at the intersection of Campbell Avenue and South Creek Road, Cromer. The flaps will be evenly spaced over a length of approximately twenty (20) metres in total outside No.75 South Creek Road, Cromer. The aim of the work is to prevent vehicles cutting the corner and improve road safety.

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 impact on walking paths

CONSULTATION

Consultation letters have been distributed to 86 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 nine (9) Pavement Flaps at the intersection of Campbell Avenue and South Creek Road, Cromer. The flaps will be evenly spaced over a length of approximately twenty (20) metres in total outside No.75 South Creek Road, Cromer.

Reporting officer	Traffic Officer
TRIM file ref	2024/527120
Attachments	1 South Creek Road, Cromer - Plan 2 South Creek Road, Cromer - Table Of Consultation

<p>PROPOSED WORK</p> <p>i. Install Nine (9) Pavement Flaps. The flaps will be evenly spaced over a length of approximately twenty (20) metres in total outside No.75 South Creek Road, Cromer.</p>		
	<p>PROPOSAL</p>	
<p>South Creek Road, Cromer Pavement Flaps</p>		
<p>Drawn </p>	<p>Approve </p>	
 <p>northern beaches council</p>		

Table of Consultation

Address	<u>South Creek Road, Cromer</u>
Proposal	<u>Pavements Flaps</u>

Properties Consulted	86
Responses Received	8
Support	7
Do Not Support	1

Issue	Resident Comment	Council Response
Affects residents	<p>A Councillor - A roundabout is also needed on the bend of Campbell Avenue and Tulich Avenue.</p> <p>Council has put in the flaps but the has not stopped cars speeding around the corner of Campbell Avenue near Tulich Avenue. Only a week a go we had a car speed around that bend and come careering into our front fence.</p> <p>This is known black spot where it's a regular occurrence that cars loose control and hit the guard rail. Something better needs to be done .</p>	<p>The proposal aims to improve concerns which include reduced road width and poor visibility, therefore, enhancing sightlines and improving pedestrian and road safety.</p>
Additional Comments	<p>Heavy vehicles cutting the corner at this location can be very concerning for those waiting in the right hand turn bay, this proposal would do much to mitigate this.</p> <p>I live on South Creek Road adjacent to the proposed location and this is very important as cars nearly collect us as we are coming out of our driveway. Safety first always.</p> <p>Also, trucks park too close the corner of Campbell Avenue restricting the view of vehicles trying to exit Campbell Avenue. I personally have almost been wiped out trying to exit while taking my children to school.</p> <p>This is an extremely dangerous situation and trucks should not be allowed to park on that section of South Creek Road opposite Storage King.</p>	<p>Council Rangers can investigate all illegal parking concerns consistent with NSW Road Rules.</p> <p>Council recommends the community contact NSW Police directly for any dangerous driving or speeding concerns.</p>

ITEM 4.5 PITTWATER WARD - BARDO ROAD, NEWPORT - SHORTENING TWO-WAY BARRIER LINES
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GEOCODES: -33.656620, 151.311120

REPORT

BACKGROUND

Council has received concerns from local residents regarding limited parking capacity on Bardo Road near the roundabout where it intersects King Street, Newport. The limited capacity is mainly a result of the Two-way Barrier Lines (Double Dividing Lines) extending from the roundabout and at the bend leading to Nooal Street in the other direction. Currently, there is roughly 40m of unrestricted parking between the two Barrier Lines on both sides of the road.

LOCATION

- This section of Bardo Road is roughly 7.6m wide and carries two-way traffic flows.
- The speed limit is 50 km/h in this area, but the average traffic speed is expected to be lower near the roundabout where the proposed changes are located.
- This area mainly consists of low to medium density residential dwellings.
- The existing footpath runs along the northern side of Bardo Road at this section. There are kerb and gutter on both sides.

ISSUES

Residents have suggested potential loss of parking due to excessive length of the Two-way Barrier Line on Bardo Road, Newport. These lines were extended in 2018 to prevent unsafe parking practices that created driveway access difficulties. Since No. 16 King Street reconstructed the driveway to exit via the frontage on King Street, the traffic hazards related to this particular driveway have been mostly eliminated. Local residents now believe the pavement marking should be reverted to its original length.

PROPOSAL

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

- Partially remove 14m of Two-way Barrier Line west of the roundabout at the intersection of Bardo Road and King Street, Newport. This creates roughly 4 parking spaces.
- Install 6 pavement flaps along the centreline at 3m spacing.
- Repaint faded No Stopping Yellow Kerb Lines.

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 impact on walking paths

CONSULTATION

Consultation letters have been distributed to 35 properties within the immediate vicinity of the location providing notification of the proposed changes. All 4 responses were in support of the proposed changes.

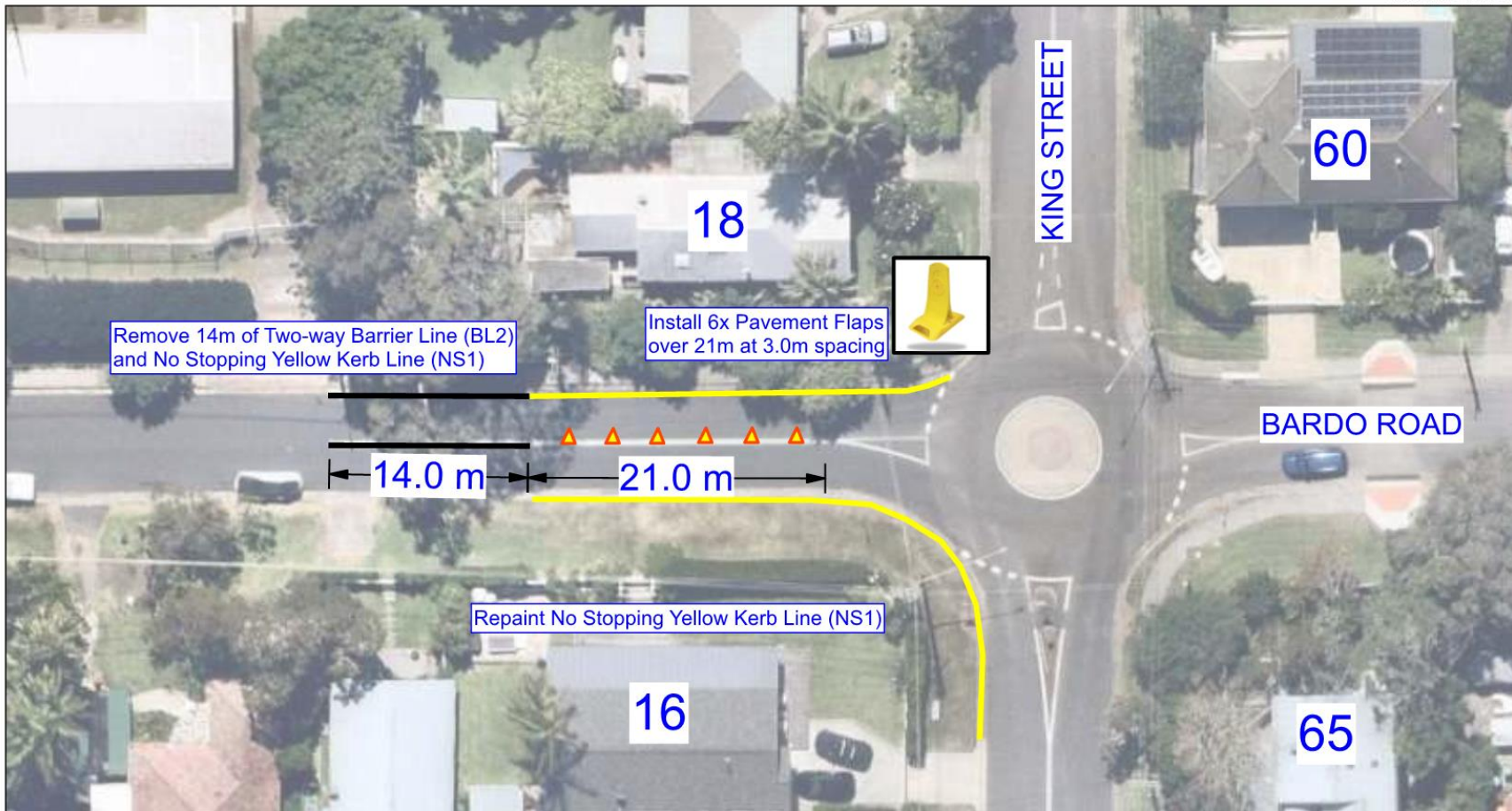
RECOMMENDATION


That the Traffic Committee supports the:

1. Partially remove 14m of Two-way Barrier Line west of the roundabout at the intersection of Bardo Road and King Street, Newport. This creates roughly 4 parking spaces.
2. Install 6 pavement flaps along the centreline at 3m spacing.
3. Repaint faded No Stopping Yellow Kerb Lines.

Reporting officer	Traffic Officer
TRIM file ref	2024/578889
Attachments	1 Plan

www.invarion.com



	PROPOSAL					
	Bardo Road, Newport Pavement Flaps					
	DRAWN	LC	APPROVED	PD		
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	

ITEM 4.6 PITTWATER WARD - BEACH ROAD, PALM BEACH - EXTENSION OF DOUBLE DIVIDING LINE
--

GEOCODES: -33.592311, 151.321182

REPORT

BACKGROUND

Council has received concerns from local residents regarding the safety issues due to illegal parking on Beach Road, Palm Beach. Concerns were raised at the intersection of Beach Road and Barrenjoey Road with vehicles parked too close to the intersection, leading to vehicles having to drive over the double dividing line and traffic congestion created on Barrenjoey Road.

LOCATION

- The section of Beach Road under consideration is to the west of Barrenjoey Road between Barrenjoey Road and dead end including the intersection with Waratah Road.
- Beach Road is a local council road which runs east west and is approximately 300 metres in length. However, the length of Beach Road under consideration is approximately 60 metres only and to the west of Barrenjoey Road.
- The section of Beach Road under consideration intersects Barrenjoey Road as 'T' intersection and is 'Give Way' controlled.
- The section of Beach Road under consideration has a posted speed limit of 50km/hr and perpendicular parking allowed on the northern side and only one parallel parking allowed on the southern side.
- Footpath is provided on both sides of Beach Road.
- Waratah Road is a local council road, which is approximately 140 metres in length and provides access to the residential properties.
- Waratah Road intersects Beach Road as 'T' intersection.
- Parking is allowed on both sides of Waratah Street and are signposted as "P Parallel".

ISSUES

- Motorists have reported that there are always vehicles parked on the bend of Beach Road within the double dividing lines and very close to the Barrenjoey Road intersection. This has created unsafe driving and congestion on Barrenjoey Road, which leads to potential accidents.
- Residents have reported that there are always vehicles parked in the verge of Waratah Road near the intersection with Beach Road. This blocks the visibility for drivers exiting Waratah Road.

PROPOSAL

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

- Extend the existing double dividing lines by 6m in a westerly direction.
- Install No Stopping yellow line on the inner radius of the intersection of Beach Road with Barrenjoey Road to reinforce the double dividing line.

- Install No Stopping yellow line on the inner radius of the intersection of Beach Road with Waratah Road (only in eastern side) to reinforce the statutory No Stopping at intersections.

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 impact on walking paths.

PARKING IMPACT STATEMENT

This proposal will result in the following impact(s) and /or benefits to the provision of parking availability:

- There will be loss of one parallel parking space (legal parking) from the southern side of Beach Road as a result of the extension of double dividing lines.
- There will be no loss of any other parking spaces on Waratah Road because the recent parking in the verge near the bend is illegal parking.

CONSULTATION

Consultation letters have been distributed to 46 properties within the immediate vicinity of the location providing notification of the proposed changes, out of which only 5 responses have been received. All the 5 responses support the proposal. The 4 supports do not have any comments and only one support has requested for No Stopping signs to accompany the no stopping rules of double dividing lines and yellow lines. The responses are noted in Attachment 2 – Table of Consultation.

FINANCIAL CONSIDERATIONS

If approved, this proposal will be funded from the new signs and lines budget.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING (select options below)

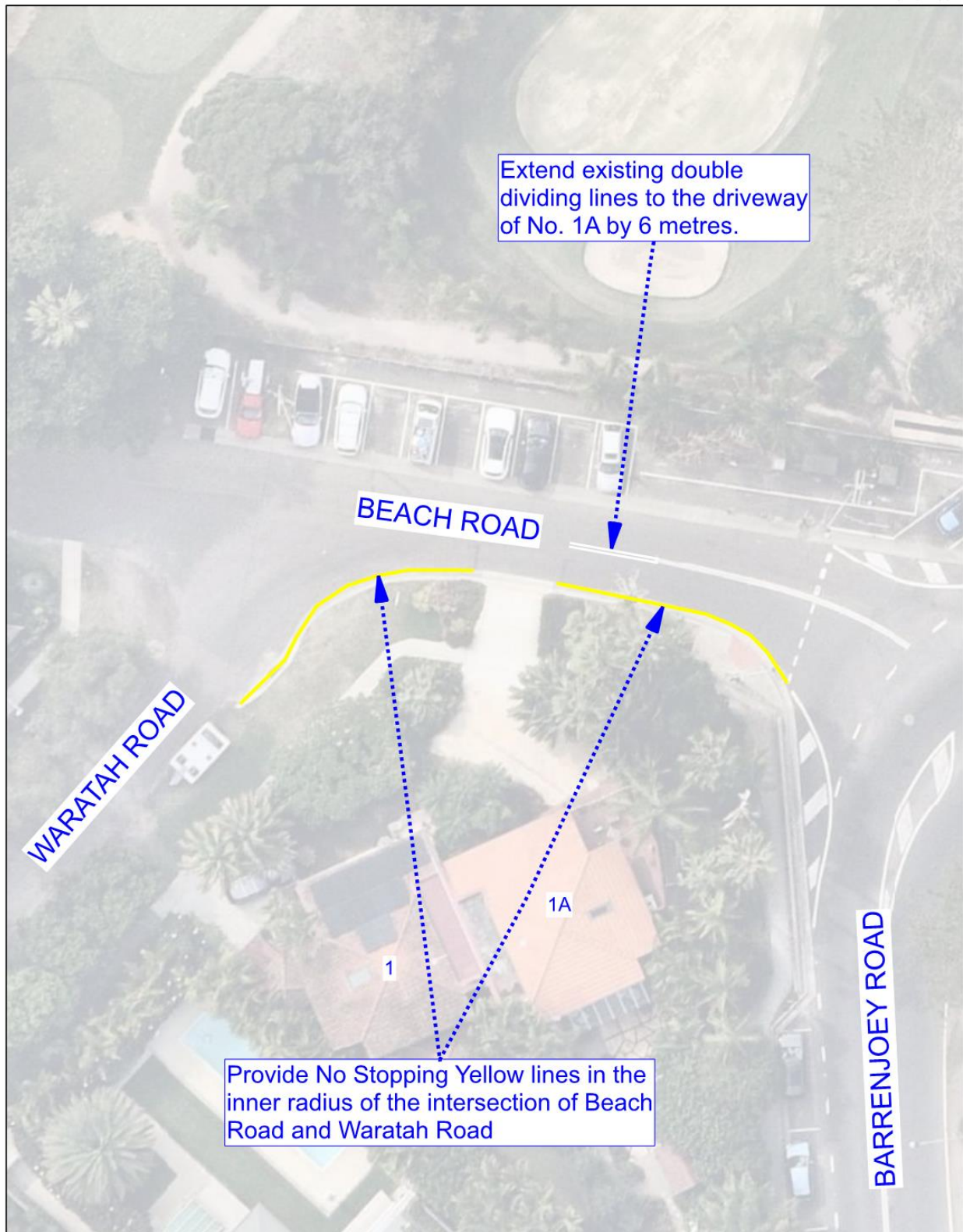
The proposal will be installed within 3 months of approval.

RECOMMENDATION

That the Traffic Committee supports the:

1. Extension of existing double dividing line by 6m in the westerly direction.
2. Installation of No Stopping yellow line on the inner radius of the intersection of Beach Road with Barrenjoey Road.
3. Installation of No Stopping yellow line on the inner radius of the intersection of Beach Road with Waratah Road (only in eastern side).

Reporting officer	Engineer - Traffic
TRIM file ref	2024/605471
Attachments	1 Concept Plan 2 Table of Consultation





	PROPOSAL						
	BEACH ROAD, PALM BEACH DOUBLE DIVIDING LINES & NO STOPPING YELLOW LINES						
	DRAWN	DN	APPROVED	JB			
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	14/05/2024	

Table of Consultation

Address	Beach Road, Palm Beach
Proposal	Extension of double dividing line & installation of No Stopping yellow lines

Properties Consulted	46
Responses Received	5
Support	5 (including 1 conditional support)
Do Not Support	0

Issue	Resident Comment	Council Response
install No Stopping signs as well	supports the proposal as the proposal will alleviate dangerous parking, however, requests to install No Stopping signs to accompany the yellow no stopping lines as the rounded kerb and gutter may still invite people to park in the area and on the nature strip.	Council acknowledges that people may still park in the nature strip and within the double dividing line despite having yellow No Stopping lines. But, it is people's responsibility to follow the road rules and do the right thing. There is already road rule which states parking in nature strip is illegal and people must leave a min of 3m traffic lane while parking within the double dividing lines. Council will record the request for signs and will consider in the future if required.

5.0 MATTERS FOR NOTATION

ITEM 5.1 ONGOING ACTIONS UPDATE

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
<p>July 2023 Item 6.3</p>	<p>Forest Way, Belrose – pedestrian safety</p> <p>On behalf of MP’s Michael Regan’s and Matt Cross’ requests, Sally Carmody has asked TfNSW 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>7/5/24 – 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>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>		

General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
	<p>4/6/24: Samantha Morley advised that this matter is still with the TfNSW Road Safety Team and she will follow this up with them before next month's LTC meeting and advised the road has been resurfaced recently around the traffic lights.</p> <p>2/7/24: Samantha Morley advised this matter is still being investigated. She also noted that further line marking work was still to occur at the Glen Street intersection following recent re-sealing work.</p> <p>It was further advised that should MP representatives have further enquiries on this and other State Road matters, they should contact TfNSW directly through the usual MP channels of communication.</p> <p>6/8/24: Samantha Morley advised this matter is still being investigated.</p> <p>Ongoing</p>	<p>TfNSW</p>	<p>6/8/24 Pending</p>

General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
<p>March 2024 Item 6.2</p>	<p>Government Road and Warringah Road, Beacon Hill – Traffic signals safety improvements</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>4/6/24: Samantha Morley advised that this matter is still with the TfNSW Network Operations Team and she will follow this up with them before next month’s LTC meeting.</p> <p>6/8/24: Samantha Morley advised that the design is in the workflow.</p> <p>Ongoing</p>	<p>TfNSW</p>	<p>6/8/24 Pending</p>
<p>June 2024 Item 6.3</p>	<p>Condamine Street, Balgowlah – road resurfacing request</p> <p>Adele Heasman advised that there are 3 very large potholes in Condamine Street, in the middle northbound lane between Kenneth Road and King Street and requested for this section of Condamine Street be resurfaced.</p> <p>Samantha Morley advised that she will speak to the TfNSW Maintenance Team to investigate these potholes and request they be made safe and repaired as soon as possible.</p> <p>6/8/24: Samantha Morley advised that this is still with Connect Sydney for maintenance.</p> <p>Ongoing</p>	<p>TfNSW</p>	<p>6/8/24 Pending</p>

NORTHERN BEACHES COUNCIL CONTROLLED ROAD NETWORK

General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
<p>November 2023 Item 6.2</p>	<p>Ponsonby Road, Seaforth - Roundabout</p> <p>Adele Heasman advised that this matter has been ongoing and related to a request for measures to improve pedestrian safety on Ponsonby Road immediately west of the roundabout and to the roundabout itself.</p> <p>9/4/24: Phil Devon will present the results of the Traffic Counts at the next LTC meeting.</p> <p>7/5/24: 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>Council</p>	
	<p>4/6/24: Phil Devon advised that he has discussed the solution improving pedestrian safety at this roundabout intersection with his Traffic Team in regard to installing combined traffic lights and a pedestrian crossing, and he noted that funding may be available as it is located in a school zone.</p> <p>Adele Heasman requested this matter be escalated as the proposed traffic signals are the safest option for pedestrian safety and she advised that James Griffin MP will provide a letter of support to TfNSW, requesting their assistance to fund the installation of traffic lights.</p> <p>It was agreed that Phil Devon write to TfNSW requesting funding for traffic lights and Adele Heasman will provide the letter of support to accompany his letter. Phil Devon will update the Traffic Committee at next month's LTC meeting.</p> <p>2/7/24: – Phil Devon advised he has spoken with TfNSW who are reviewing the traffic modelling.</p> <p>6/8/24: Phill Devon advised that there is no update from TfNSW regarding Roundabout signals.</p> <p>Ongoing</p>	<p>Adele Heasman/</p> <p>Phil Devon</p>	<p>6/8/24 Pending</p>

General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
<p>June 2024 Item 6.2</p>	<p>Condamine Street, Balgowlah - bus safety issue</p> <p>James Makasiale of Keolis Downer requested more Ranger presence in Sydney Road, corner Condamine Street, Balgowlah, as people are parking their cars at a No Standing zone outside a café and almost colliding with the buses as they pull out.</p> <p>James Makasiale also requested whether the Traffic staff could investigate the possibility of changing the No Parking zone to a “Clearway” zone to stop cars parking there at all.</p> <p>Ranger Coordinator noted the issue and will patrol when resources available.</p> <p>2/7/24: – Michael Davey advised there has been Ranger enforcement activity. Samantha Morley also advised that TfNSW are reviewing what can be done for buses.</p> <p>6/8/24: Phil Devon advised that TfNSW is investigating conversion of No Parking to No Stopping.</p> <p>Ongoing</p>	<p>Council</p> <p>TfNSW</p> <p>Council</p>	<p>6/8/24 Pending</p>

RECOMMENDATION

That the Traffic Committee supports the Updated Actions Table.

Reporting officer	Manager, Transport Network
TRIM file ref	2024/606280
Attachments	Nil

ITEM 5.2	APPROVED WORKS ZONES
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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.

Applicant	Location	Works Zone Length and Time	Requested Period
Novati Constructions Pty Ltd	90 Queenscliff Road, Queenscliff NSW 2096	Length: 10 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	23 July 2024 to 23 January 2025
Clarendon Homes (NSW) Pty Ltd	13 Romford Road, Frenchs Forest NSW 2086	Length: 15 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	11 July 2024 to 31 October 2024
Amde Construction Pty Ltd	28 Foam Street, Freshwater NSW 2096	Length: 10 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	22 July 2024 to 5 August 2024
Sandlik Constructions Pty Ltd	16 Addison Road, Manly NSW 2095	Length: 14 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	4 August 2024 to 4 August 2025
Dilcara Construction Pty Ltd	151 Pacific Parade, Dee Why NSW 2099	Length: 15 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	22 July 2024 to 20 January 2025
Atlen Construction Pty Ltd	874 Pittwater Road, Dee Why NSW 2099	Length: 14 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	30 July 2024 to 31 January 2025
HR Building Pty Ltd	8 Battle Boulevard, Seaforth NSW 2092	Length: 14 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	30 July 2024 to 22 December 2024
St Bernard Constructions Pty Ltd	20-26 Avon Road, Dee Why NSW 2099	Length: 10 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	1 August 2024 to 31 January 2025
James Bell	40 Pine Street, Manly NSW 2095	Length: 11 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	15 August 2024 to 5 December 2024

ITEM 5.2 NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING - 03 SEPTEMBER 2024

Grindley Interiors Pty Ltd	Manly Village Public School, Darley Road, Manly NSW 2095	Length: 27 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	1 August 2024 to 31 August 2024
Agia Projects	88 Bower Street, Manly NSW 2095	Length: 4 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	12 August 2024 to 4 November 2024
Tsingtao Builders Pty Ltd	9 Ernest Street, Balgowlah Heights NSW 2093	Length: 8 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	2 August 2024 to 31 October 2024
Urban Core Australia Pty Ltd	96-97 North Steyne, Manly NSW 2095	Length: 22 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	20 August 2024 to 12 November 2024
Hall & Hart Homes Pty Ltd	10 David Road, Collaroy Plateau NSW 2097	Length: 12 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	1 October 2024 to 29 September 2025
Hall & Hart Homes Pty Ltd	76 Beatrice Street, Balgowlah Heights NSW 2093	Length: 13 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	9 September 2024 to 9 September 2025
Alliance Commerical Projects	34-35 South Steyne, Manly NSW 2095	Length: 6 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	26 August 2024 to 21 February 2025

RECOMMENDATION

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

Reporting officer	Traffic Officer
TRIM file ref	2024/609756
Attachments	Nil