



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

WEDNESDAY 6 NOVEMBER 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 'CP Pfeiffer'.

Campbell Pfeiffer
Director Transport and Assets

Voting Members

Chair –Northern Beaches Council - Councillor	TBC
Member for Pittwater Ms J Scruby MP Representative	TBC
Member for Davidson Mr M Cross MP Representative	Mr Michael Lane
Member for Manly Mr J Griffin MP Representative	Ms Adele Heasman
Member for Wakehurst Mr M Regan MP Representative	Mr Paul Murphy
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	Mr Damien Preston

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
Acting Executive Manager - Transport and Civil Infrastructure	Mr Brett Andrews
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 Wednesday 6 November 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 3 December 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 1 OCTOBER 2024

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee Meeting held on 1 October 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 CURL CURL WARD - WILLANDRA ROAD, NARRAWEENA - NO PARKING

GEOCODES: -33.745078, 151.264679

REPORT

BACKGROUND

Council has received concerns from Beacon Hill Rural Fire Service regarding ongoing illegal parking of heavy/long vehicles on Willandra Road, Narraweena restricting parking for RFS crews attending duty days, training and, most importantly, emergency calls; delaying response times as attending crews seek somewhere to park.

The commercial vehicles impede the view of both emergency vehicles exiting Beacon Hill RFS, and of vehicles proceeding north on Willandra Road to emergency vehicles leaving the station. The illegal parking presents a significant safety issue for members of the RFS attending emergency calls and drivers coming down Willandra Road, Narraweena.

LOCATION

- The proposed section of Willandra Road, Beacon Hill under consideration has a 50km/h speed limit and allows parking on the eastern side of the road south of the Fire Station and on the northern and southern side of Willandra Village on the western of Willandra Road.
- Willandra Road is a collector road and intersects Warringah Road, Beacon Hill at the southern end and Carawa Road, Cromer at the northern end.
- Willandra Road is commonly used by traffic coming from Cromer to Beacon Hill, Brookvale, and Frenchs Forest.
- Beacon Hill Rural Fire Service, Willandra Village retirement community, Beacon Hill Public School and Beacon Hill Community Centre are located nearby the proposed section of Willandra Road.
- Willandra Road consists of bushland, Beacon Hill Rural Fire Service and low to medium density housing.

ISSUES

- Existing illegal parking restricts parking for RFS crews attending duty days, training and, most importantly, emergency calls; delaying response times as attending crews seek somewhere to park.
- The illegal parking of commercial vehicles impedes the view of both emergency vehicles exiting Beacon Hill RFS, and of vehicles proceeding north on Willandra Road to emergency vehicles leaving the station. This presents a significant safety issue for members of the RFS attending emergency calls and drivers coming down Willandra Road, Narraweena.
- The long-term nature of the illegal parking indicates enforcement appears unable to achieve compliance.
- Long term illegal parking of heavy/long vehicles.
- Lack of parking turnover.

PROPOSAL

Council has undertaken a review of the location and proposes to amend the existing unrestricted parking approximately 80 metres south of the Beacon Hill Rural Fire Service driveway to No

Parking Rural Fire Service Vehicles Excepted. The change will improve access for emergency services and provide parking for members of the RFS attending emergency calls.

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

PARKING IMPACT STATEMENT

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

- Provide parking for RFS crews attending duty days, training and, most importantly, emergency calls; delaying response times as attending crews seek somewhere to park.
- Improves a sightline and visibility issues that exist for members of the RFS attending emergency calls and drivers coming down Willandra Road, Narraweena.

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.

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

The proposal will be installed within 3 months of approval.

RECOMMENDATION

That the Traffic Committee supports the:

1. Amendment of the existing unrestricted parking approximately 80 metres south of the Beacon Hill Rural Fire Service driveway to No Parking Rural Fire Service Vehicles Excepted.

Reporting officer	Traffic Officer
TRIM file ref	2024/609404
Attachments	1 Willandra Road, Narraweena - Plan 2 Willandra Road, Narraweena - Table Of Consultation

PROPOSED WORK

- i. Install approx. 80m No Parking RFS Vehicles Excepted south of the Beacon Hill FS driveway on the western side of Willandra Road, Narraweena.
- ii. Install 20m of No Stopping south of the proposed No Parking RFS Vehicles Excepted restriction on the western side of Willandra Road, Narraweena.

PROPOSAL

Willandra Road, Narraweena
No Parking & No Stopping

northern beaches council

Drawn

Approved

Table of Consultation

Address	<u>Willandra Road, Narrawena</u>
Proposal	<u>No Parking Rural Fire Service Vehicles Excepted</u>

Properties Consulted	8
Responses Received	3
Support	1
Do Not Support	2

Issue	Resident Comment	Council Response
Affects residents	Can this change in parking be only for heavy vehicles as Willandra Retirement Village residents park their cars there too	<p>The proposal aims to improve road safety concerns which include reduced sightlines and poor visibility, therefore, improving emergency vehicle access.</p> <p>Providing on street parking for residents of Willandra Village in the proposed section of Willandra Road may present pedestrian safety concerns due to the topography of the road and existing crossing options.</p>
Loss of parking	<p>Willandra Village residents need to use this area. Please, it is all the trucks, boats and caravans that are making it hard on the local residents.</p> <p>Please provide No Parking Motor Vehicles Excepted to stop boat, caravan and truck parking.</p>	<p>Council completed this proposal to improve road safety and due to the existing conditions there is inability to provide legal parking for residents and visitors, with an understanding of the importance of ensuring emergency vehicle access is maintained at all times and Rural Fire Service crews have sufficient onsite parking for emergencies and training.</p> <p>Council Rangers can investigate heavy/long vehicles (with a Gross Vehicle Mass of 4.5 tonne or greater or longer than 7.5m) on a street in a built-up area for longer than 1 hour.</p> <p>Council will continue to monitor and may consider a timed parking proposal on the eastern side of Willandra Road, outside Willandra Village in future.</p>

ITEM 4.2 MANLY WARD - SOUTH STEYNE MEDICAL CENTRE (SSMC) - PROPOSED PARKING ARRANGEMENT

GEOCODES: -33.798971, 151.289188

REPORT

BACKGROUND

Council has received concerns from South Steyne Medical Centre (SSMC) regarding ongoing parking and safety issues due to the construction of the Royal Far West development in South Steyne, Manly. The SSMC has raised issues about the challenges faced by patients with mobility when accessing medical care. There are high parking demands due to the proximity of the SSMC to the Manly Town Centre and beach, with limited parking options for patients.

LOCATION

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

ISSUES

- Challenges faced by patients with mobility when accessing medical care.
- High parking demands due to the proximity of the SSMC to the Manly Town Centre and beach
- Limited parking options for patients

PROPOSAL

Council has undertaken a review of the location and issues and proposes changes to the parking arrangement in front of the SSMC. In conjunction with the Royal Far West development, it is proposed to remove the driveway at the southeast corner of their site. Council proposes to reinstate parking in place of that driveway and to create three parking spaces in that area, two of which will be designated for disabled parking, with a shared load/unload area between, and one space for drop off and pick up parking (5min P). The above will require relocation of the existing hatched area, bollard and pram ramp to the new shared zone.

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

PARKING IMPACT STATEMENT

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

- Will provide additional drop off and pick up parking (5min P).

CONSULTATION

Consultation letters have been distributed to 522 properties within the immediate vicinity of the location providing notification of the proposed changes. Five responses were received, all in support of the proposal.

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

The proposal will be implemented after the completion of the Royal Far West development.



RECOMMENDATION

That the Traffic Committee supports the:

1. remove the driveway at the southeast corner of the Royal Far West development.
2. reinstate parking in place of that driveway and create three parking spaces in that area, two of which will be designated for disabled parking, with a shared load/unload area between, and one space for drop off and pick up parking (5min P).
3. relocation of the existing hatched area, bollard and pram ramp to the new shared zone.

Reporting officer	Engineer - Traffic
TRIM file ref	2024/711433
Attachments	1 Plan



	PROPOSAL					* NOT TO SCALE
	South Steyne Medical Centre, Manly Parking Arrangement					 northern beaches council
	DRAWN	LK	APPROVED	<i>P. Devo</i>		
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	

ITEM 4.3 NARRABEEN WARD - PONDEROSA PARADE AND JUBILEE AVENUE, WARRIEWOOD - PEDESTRIAN CROSSINGS 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

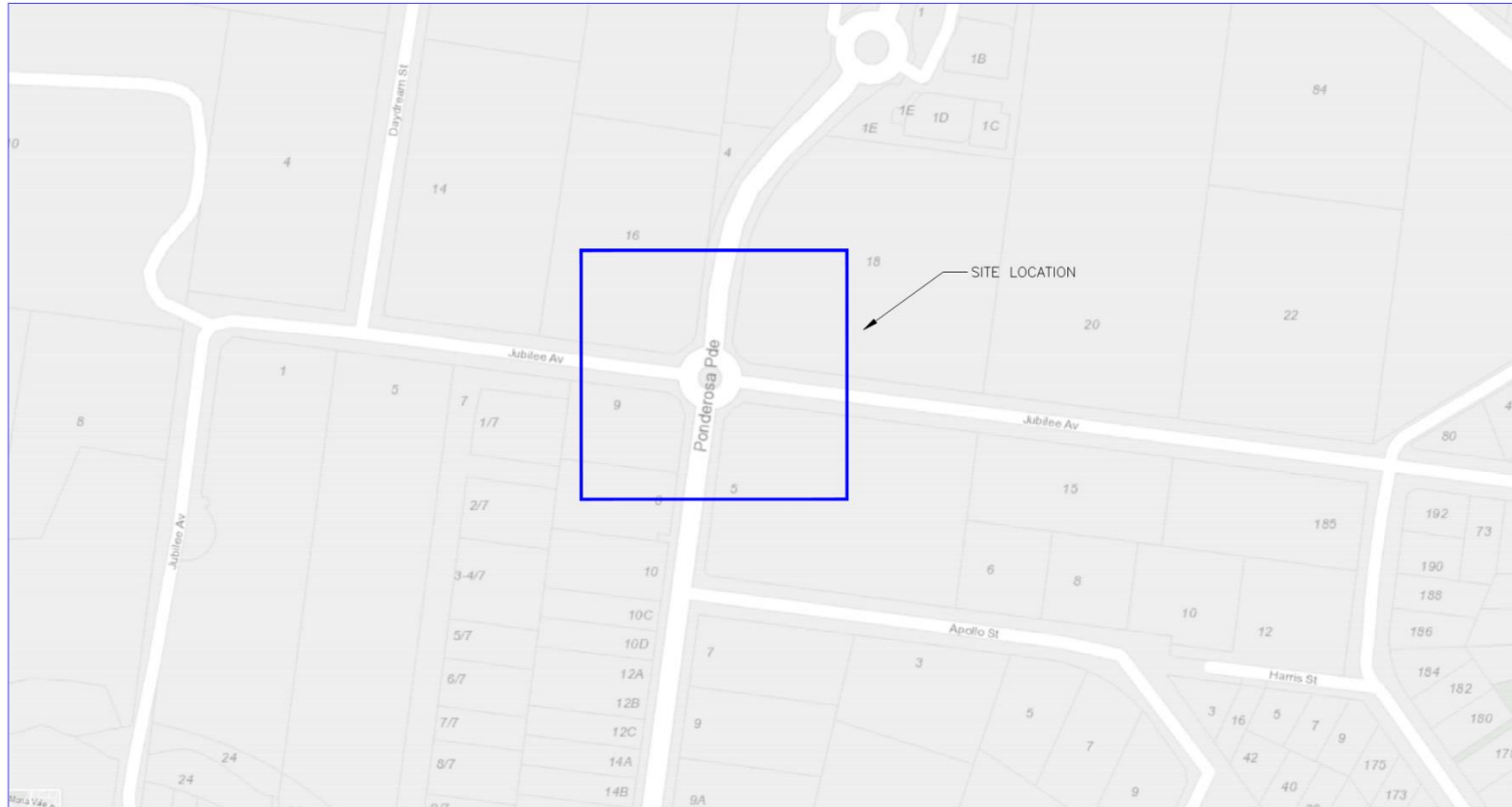
That the Traffic Committee supports the:

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



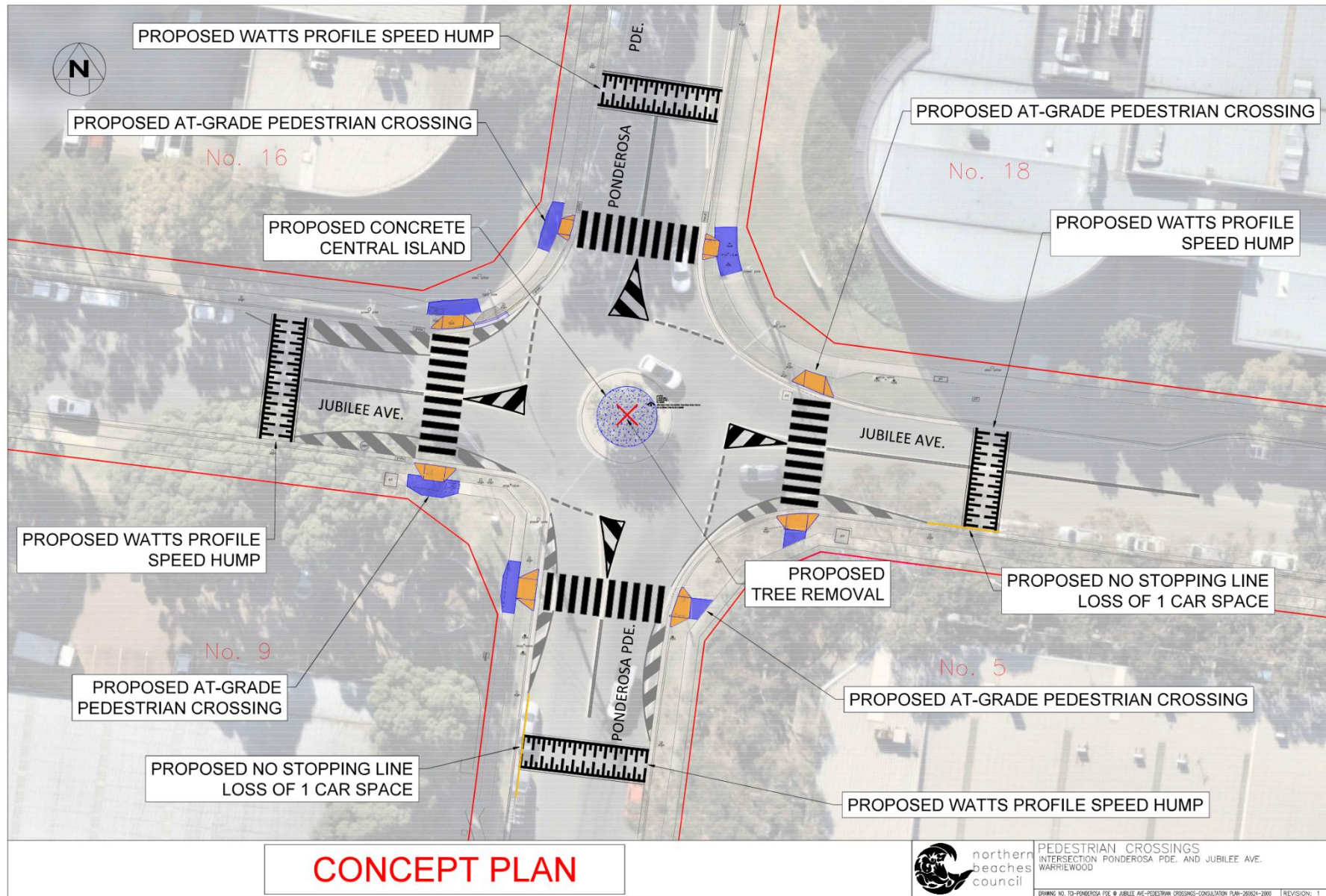
LOCALITY PLAN
NOT TO SCALE

CONCEPT PLAN



PEDESTRIAN CROSSINGS
INTERSECTION PONDEROSA PDE, AND JUBILEE AVE,
WARRIEWOOD

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



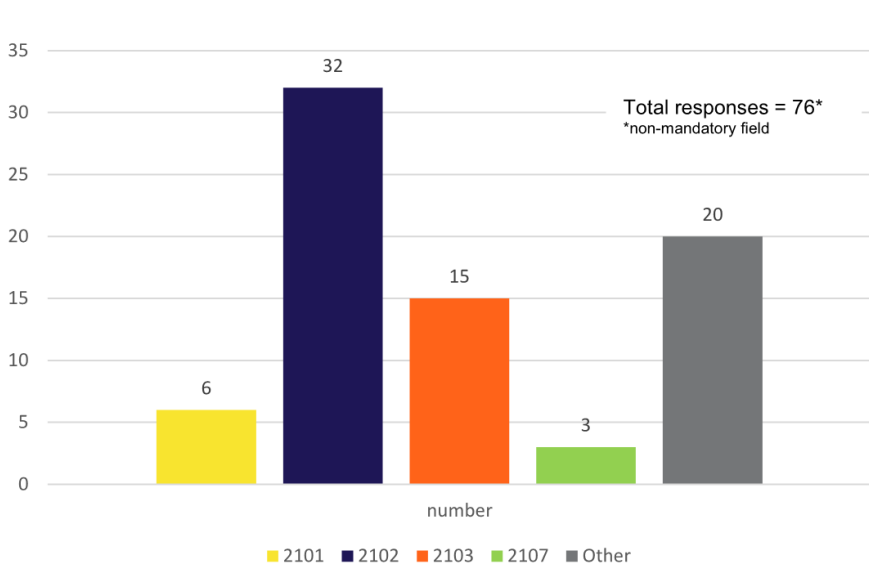
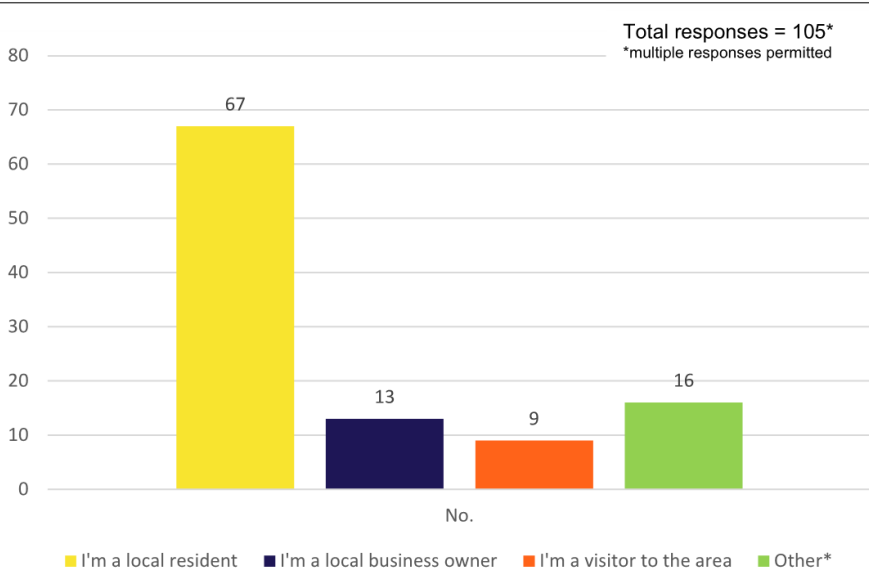


Community Engagement Summary Report

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										
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Do not support	7										
Total responses	97										





<p>Who responded?</p> <p>Postcode</p>	 <table border="1"> <thead> <tr> <th>Postcode</th> <th>Number of Responses</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 of Responses	2101	6	2102	32	2103	15	2107	3	Other	20
Postcode	Number of Responses												
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<p>Who responded?</p> <p>Relationship to the area</p>	 <table border="1"> <thead> <tr> <th>Relationship to the area</th> <th>Number of Responses</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	Number of Responses	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	Number of Responses												
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I'm a local business owner	13												
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	
Properties notified by letter	47 letters were sent out
Visitors to Your Say page	711 visits





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 - GREVILLEA STREET & VETERANS PARADE, COLLARROY PLATEAU - STOP CONTROL
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GEOCODES: -33.728041, 151.286679

REPORT

BACKGROUND

Council has received road safety concerns from Transport for NSW regarding the intersection of Grevillea Street & Veterans Parade, Collaroy Plateau. There are safety concerns in the school zone area relating to inappropriate speeds, turning from Grevillea Street without due care and attention and associated pedestrian safety issues, particularly for children using the raised school pedestrian crossing.

LOCATION

- Grevillea Street is a local road with a speed limit of 50km/h, carrying medium volumes of two-way traffic, in keeping with its local classification.
- The carriageway is 9.5 metres wide and is subject to a 40km/h school zone on the approach to Veterans Parade.
- A wombat crossing is located in front of the school for the safety of school children crossing Veterans Parade.
- The intersection consists of dividing lines, road markings and signs indicating the School Zone area in Grevillea Street and Veterans Parade, Collaroy Plateau.
- Northern Beaches Council Local Traffic Committee approved Pedestrian Safety Improvements as item 4.10 on 3 July 2018 which included a concept design of kerb blisters on Grevillea Street, Collaroy Plateau, and a new footpath extending across the existing southern carpark.
- Wheeler Heights Public School and Collaroy Plateau Shopping Precinct including two public carparks are located adjacent to the subject location.

ISSUES

- There are safety concerns in the school zone area relating to inappropriate speeds, turning from Grevillea Street without due care and attention and associated pedestrian safety issues, particularly for children using the raised school pedestrian crossing.
- Vehicles are continuously parking on the existing No Stopping Zone on both sides of Grevillea Street, particularly during the morning and afternoon school pick up and set down times.
- Parking in this area makes it difficult to see oncoming traffic without having to step out into the road first.

PROPOSAL

Council has undertaken a review of the location to improve pedestrian and vehicle safety proposes to install a 'STOP' Holding Line and signs in Grevillea Street at Veterans Parade. Further, Children Crossing warning signs are proposed either side of the raised crossing outside No.34 & No.63 Veterans Parade, Collaroy Plateau.

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

PARKING IMPACT STATEMENT

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

- The proposal is located within statutory No Stopping areas.

CONSULTATION

Consultation letters have been distributed to 66 properties within the immediate vicinity of the location providing notification of the proposed changes. 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

The proposal will be installed within 3 months of approval.

RECOMMENDATION

That the Traffic Committee supports the:

1. Introduction of a 'STOP' Holding Line and signs in Grevillea Street at Veterans Parade, Collaroy Plateau.
2. Installation of Children Crossing warning signs are either side of the raised crossing outside No.34 & No.63 Veterans Parade, Collaroy Plateau.

Reporting officer	Traffic Officer
TRIM file ref	2024/702573
Attachments	1 Grevillea Street & Veterans Parade, Collaroy Plateau - Plan 2 Grevillea Street & Veterans Parade, Collaroy Plateau - Table Of Consultation

PROPOSED WORK

- i. Install 2 x 'STOP' signs (R1) and Holding Line at the intersection of Grevillea Street and Veterans Parade, Collaroy Plateau.
- ii. Install 2 x Children Crossing signs either side of the raised crossing outside No.34 & No.63 Veterans Parade, Collaroy Plateau.

	<p>PROPOSAL</p> <p>Grevillea Street & Veterans Parade, Collaroy Plateau STOP Control</p>	 <p>northern beaches council</p>
	<p>Drawn </p>	<p>Approved </p>

Table of Consultation

Address	Grevillea Street & Veterans Parade, Collaroy Plateau
Proposal	<u>STOP Control</u>

Properties Consulted	66
Responses Received	38
Support	36
Do Not Support	2

Issue	Resident Comment	Council Response
Affects residents	<p>Generally, STOP signs should be used in heavy traffic or dangerous intersections, this intersection, nor the others are dangerous. Outside of peak school hours, a range of 20 minutes twice a day, these streets are quiet and has a small amount of traffic.</p> <p>A concern that I have with changing existing Give Way intersections with STOP signs is that if the intersection isn't dangerous, or there isn't heavy traffic (which there isn't), it means that drivers will ignore them and continue through like an existing give way intersection.</p> <p>This is bad, multiple studies globally have shown that repeated stop signs that are not necessary means that intersections that actually require stop signs will be more likely to be disregarded by drivers.</p> <p>Overall, I think installing a STOP sign creates a greater hazard than the danger that is currently present, which is extremely low. The installation of a STOP sign will be largely a waste of funds, that most drivers will likely ignore, and encourages drivers to ignore more hazardous and dangerous stop sign intersections.</p>	<p>The proposal aims to improve concerns which include reports received from Transport for NSW of inappropriate speeds, turning from Grevillea Street without due care and attention and associated pedestrian safety issues, particularly for children using the raised school pedestrian crossing.</p> <p>The proposal will improve visibility, pedestrian safety and aims to reduce traffic offences at the intersection.</p>
Traffic congestion	<p>A STOP sign will impact on the flow of traffic moving into and out of Grevillea Street, especially at times when there is increased pedestrian activity.</p> <p>There are two carparks opening onto Grevillea Street within 10m of the intersection, poor lighting and trees blocking visibility already greatly impact this intersection but a separately proposed pedestrian crossing 20m from the intersection should be jointly proposed here.</p>	<p>Council completed this proposal to improve pedestrian and road safety due reports received relating toto ongoing illegal parking and traffic offences occuring at the subject location.</p> <p>A consultation for a proposed pedestrian crosssing in Grevillea Street adjacent to the subject location has been completed.</p>

ATTACHMENT 2 : GREVILLEA STREET & VETERANS PARADE, COLLAROY PLATEAU - TABLE OF CONSULTATION - ITEM 4.4 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 6 NOVEMBER 2024

Additional Comments	<p>Yes, this is so necessary. I've been cut off here by motorists heading into Veterans Parade many times. Motorists need to stop here before proceeding.</p> <p>This is needed for safety so close to the school.</p> <p>Defiantely required, it's so dangerous the way it is!</p> <p>Makes perfect sense.</p>	<p>The proposal aims to improve pedestrian and road safety concerns at the subject location.</p>
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ITEM 4.5	NARRABEEN WARD - GREVILLEA STREET, COLLAROY PLATEAU - MARKED PEDESTRIAN CROSSING
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GEOCODES: -33.728086, 151.286688

REPORT

BACKGROUND

Council has received concerns regarding pedestrian safety within the Wheeler Heights Public School Zone area, in particular, Grevillea Street, Collaroy Plateau. An investigation found students (at times without supervision) and other pedestrians at Grevillea Street near Veterans Parade are crossing the road and many near misses have been witnessed.

LOCATION

- Grevillea Street is a local road with a speed limit of 50km/h, carrying medium volumes of two-way traffic, in keeping with its local classification.
- The carriageway is 9.5 metres wide and is subject to a 40km/school zone on the approach to Veterans Parade.
- A wombat crossing is located in front of the school for the safety of school children crossing Veterans Parade.
- The intersection consists of dividing lines, road markings and signs indicating the School Zone area in Grevillea Street and Veterans Parade, Collaroy Plateau.
- Northern Beaches Council Local Traffic Committee approved Pedestrian Safety Improvements as item 4.10 on 3 July 2018 which included a concept design of kerb blisters on Grevillea Street, Collaroy Plateau, and a new footpath extending across the existing southern carpark.
- Wheeler Heights Public School and Collaroy Plateau Shopping Precinct including two public carparks are located adjacent to the subject location.

ISSUES

- There are safety concerns in the school zone area relating to inappropriate speeds, turning from Grevillea Street without due care and attention and associated pedestrian safety issues, particularly for children using the raised school pedestrian crossing.
- Vehicles are continuously parking on the existing No Stopping Zone on both sides of Grevillea Street, particularly during the morning and afternoon school pick up and set down times.
- Parking in this area makes it difficult to see oncoming traffic without having to step out into the road first.
- The proposed marked pedestrian crossing at the extension on the new footpath and kerb ramps will improve pedestrian safety and eliminate pedestrian 'J' walking, in particular, schoolchildren crossing unsupervised.
- Ongoing illegal parking during school zone times restricts visibility of pedestrians.

PROPOSAL

Council has undertaken a review of the location and proposes a marked pedestrian crossing at Grevillea Street between Veterans Parade and the lane at the rear of the Augusta Shopping Centre. The proposal will improve pedestrian and road safety at the subject location, importantly, during am & pm School Zone times.

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

PARKING IMPACT STATEMENT

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

- The proposal is located within statutory No Stopping and sections of the street where existing NSW Road Rules apply.
- The proposal will improve pedestrian and road safety at the intersection.

CONSULTATION

Consultation letters have been distributed to 89 properties and there were 116 visits to the 'Your Say' page. The responses are noted in Attachment 2 – 2024 Community Engagement Summary Report - Improving Road Safety - Grevillea Street, Collaroy Plateau.

FINANCIAL CONSIDERATIONS

1. 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)

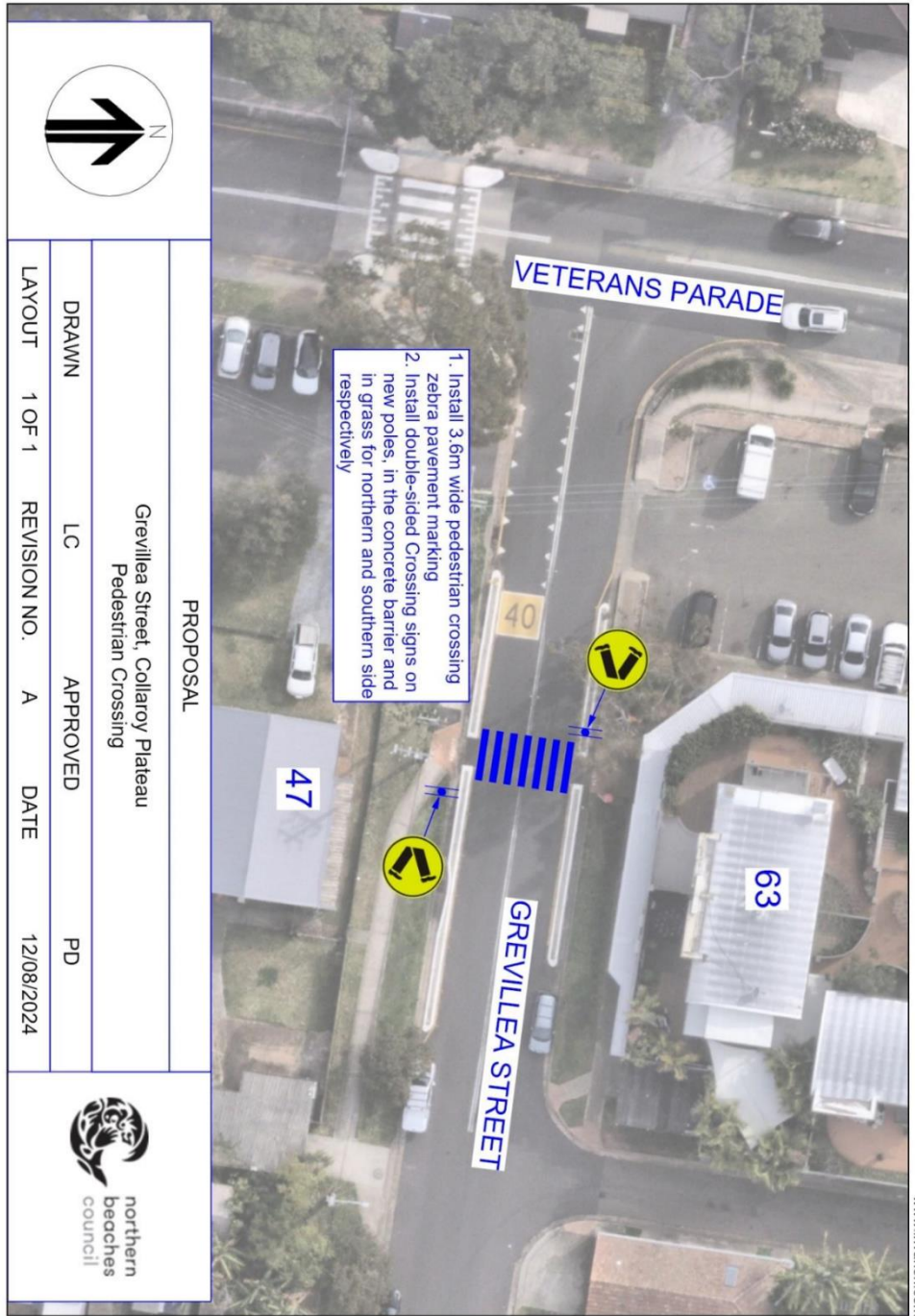
1. The proposal will be installed within 3 months of approval.

RECOMMENDATION

That the Traffic Committee supports the:

1. Installation of a marked pedestrian crossing at Grevillea Street between Veterans Parade and the lane at the rear of the Augusta Shopping Centre.

Reporting officer	Traffic Officer
TRIM file ref	2024/702891
Attachments	1 Grevillea Street, Collaroy Plateau - Plan 2 Community Engagement Summary Report - Improving Road Safety - Grevillea Street, Collaroy Plateau





Community Engagement Summary Report

Project name	Improving Road Safety - Grevillea Street, Collaroy Plateau								
Consultation period	23 August – 24 September 2024								
Background	To promote safety and connectivity for pedestrians and cyclists, we propose the installation of a marked pedestrian crossing on Grevillea Street. This crossing will link the local retail precinct with the footpath that provides access to Wheeler Heights Public School.								
Total number of submissions	87 87 via Blink Form 0 emails								
Project support	<table border="1"> <thead> <tr> <th></th> <th>I DO NOT support this proposal</th> <th>I support this proposal</th> <th>Grand Total</th> </tr> </thead> <tbody> <tr> <td>Level of Support</td> <td>3</td> <td>84</td> <td>87</td> </tr> </tbody> </table> <p>Legend: ■ I DO NOT support this proposal ■ I support this proposal</p>		I DO NOT support this proposal	I support this proposal	Grand Total	Level of Support	3	84	87
	I DO NOT support this proposal	I support this proposal	Grand Total						
Level of Support	3	84	87						
Summary of findings	The community response to the proposed marked pedestrian crossing on Grevillea St was overwhelmingly positive, with safety improvement being the primary driver of support. Residents, particularly those with school-aged children and elderly individuals, emphasised the current dangers of crossing and the long-standing need for this infrastructure. While the majority view the proposal as necessary and overdue, some concerns were raised about potential traffic congestion and visibility issues, especially given the proximity to car park exits and delivery zones. Several respondents suggested additional measures, such as speed bumps or modifications to traffic flow in the surrounding area, to further enhance safety and manage traffic. Overall, the community feedback indicates strong support for the crossing, viewing it as a critical step in improving local pedestrian safety, with some								





	recommendations for considering broader traffic management strategies in conjunction with this proposal.
Engagement approach	<p>The engagement was planned, implemented and reported in accordance with Council's Community Engagement Strategy (2022).</p> <p>A Have Your Say project page¹ was established with information provided in an accessible and easy to read format. Local residents received notification letters requesting feedback on the proposed installation of a marked pedestrian crossing.</p> <p>The project was primarily promoted through our regular email newsletter (EDM), media channels and signage at the proposed location to reach those frequenting the area.</p> <p>Feedback was captured through the Blink 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 works. We also invited comment through email and in writing.</p>

How we notified	
Properties notified by letter	89 letters
Visitors to Your Say page	116 visits

Findings		
Theme	What we heard	Council response
Safety improvement	<p>Strong support for enhancing pedestrian safety, especially for children and elderly.</p> <p>Many respondents view the proposed crossing as a necessary safety measure.</p> <p>A number of respondents suggested making this a raised crossing to improve safety.</p>	<p>The proposed marked pedestrian crossing will reduce speed, prioritise pedestrian safety and highlight where it is safest to cross and where legal on street parking can occur, improving road safety outcomes for all road users.</p> <p>Constructing the crossing as raised device is not considered necessary as speeding issues</p>

¹ <https://yoursay.northernbeaches.nsw.gov.au/improving-road-safety-grevillea-street-collaroy-plateau>





		are not evident in this location with road widths already narrowed.
Traffic concerns	<p>Some worry about increased congestion and potential for car collisions.</p> <p>Concerns raised about the impact on traffic flow, especially during school times.</p> <p>Suggestions for making the car park one-way to improve traffic flow.</p> <p>Mentions of issues with delivery vehicles parking in no-stopping zones.</p>	<p>This will be monitored however congestion levels are unlikely to differ significantly from current conditions while the presence of the crossing should improve safety particularly for vulnerable road users.</p> <p>While some cars may have to wait for a pedestrian to complete their crossing this is a safety benefit</p> <p>Council may consider reviewing traffic flow arrangements through the carpark however this is outside the scope of this project.</p> <p>Parking of delivery vehicles in No Stopping zones is a parking enforcement matter that can be investigated by Council Rangers as a breach of the NSW Road Rules.</p>
Location of crossing concerns	<p>Worries about visibility, especially with cars exiting the shopping precinct car park.</p> <p>Concerns about lighting in the area.</p>	<p>The proposed section of Grevillea Street has existing No Stopping restrictions and these will be retained ensuring vehicles have no parked vehicles impeding sight lines. There will be adequate visibility to the crossing for vehicles exiting the carpark which would be exiting at low speeds.</p> <p>The proposed section of road has existing lighting at the intersection adjacent to the crossing on Veterans Parade, additional streetlights are also present at the carpark located on the southwestern corner of</p>





	<p>Mentions of multiple entry/exit points (car parks, laneways) complicating the situation.</p>	<p>Grevillea Street, and another 30 metres east of the proposed crossing. Ambient lighting from the shops will also assist with illuminating the area.</p> <p>Pedestrians are currently crossing to/from these laneways and carpark access points. The introduction of the crossing will highlight the safest point to cross Grevillea Street. There are large numbers of school children crossing Grevillea Street to access the existing pedestrian crossing in Veterans Parade or to access vehicles parked in the shopping centre carpark .</p>
<p>Additional infrastructure suggestions</p>	<p>Requests for a concrete footpath on Ettalong Street.</p> <p>Suggestion for a roundabout at Rose Avenue and Veterans Parade junction.</p> <p>Proposal for speed-bump style pedestrian crossings as a standard.</p>	<p>The footpath requests will be included for consideration in Council’s Future Footpath Program.</p> <p>A roundabout at the intersection of Rose Avenue and Veterans Parade is not currently being considered and would tend to reduce pedestrian safety and lead to vehicles queuing back across the pedestrian crossing. It would also be difficult to accommodate within the existing road geometry given the use of the intersection by buses</p> <p>Council considers the type of crossing infrastructure on a case by case basis with raised crossings being introduced in locations where speed reduction is also required.</p>

Verbatim Responses received via Online Blink Survey form





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

No.	Comment
1	A crossing is necessary. Drivers turn into Grevillea St, other vehicles come out of the car park, and trucks come in and out of the lane that runs off Grevillea St behind the shops. I cross that exact spot nearly every day, and when there are multiple vehicles in the area, it requires a lot of care to cross, with cars typically not giving way to pedestrians. Children in a hurry are particularly vulnerable.
2	About time... this was needed long ago. 😊 thank you
3	Dear Council, this is a welcome road safety improvement. This truck regularly parks in this location whilst making deliveries to the Augusta Cellars.
4	Excellent plan. Will provide a safe crossing for WHPS pupils and parents during school term.
5	Fantastic idea! I am a teacher at the school and I witness families attempting to cross there everyday. It would be a very welcome and useful addition to make our kids safer.
6	For the safety of pedestrians
7	Good Initiative
8	Good safety initiative
9	Hundreds of people cross here each day. A pedestrian crossing is necessary for safety.
10	I believe this is overdue as existing crossings from public school lead towards the shops and the footpath on the northern side of Grevillea st. Just need a concrete footpath down Ettalong st for safe pedestrian egress as blind corner and difficult terrain.
11	I believe this will make the parking and other crossing extremely busy for general traffic congestion when school times are on. Adding a crosswalk will impact the general traffic in the area and cause more car collisions due to exit from car park
12	I cross here with my primary school kids a number of times a week and I agree the crossing would make a big difference to everyone's safety
13	I cross this road with my kids daily. A zebra crossing would be welcome.
14	I support this proposal as it is vital to give the school children and elderly residents (from nearby RSL village) safe passage across the roads. I am concerned however, that there could be future issues with people turning left out of the Augusta Shops car park onto Grevillea Street at speed towards the crossing, while possibly still looking to the right for oncoming traffic. The traffic flow of the August shopping center is (i believe) an already known issue. Congestion is common, caused when cars turning onto Grevillea St from Veterans Pde, who want to enter the car park, are forced to bank up due to an existing car trying to exit the car park (two cars can not enter and exit at the same time). This often causes confusion, distraction, and drivers making poor choices, which is concerning close to a pedestrian crossing, largely used by children.





15	I support this proposal with changes. I would like the council to consider making this a speed-bump style pedestrian crossing. This acts to calm traffic calming, which will assist in enforcing the crossing. In fact, I would like the council to make speed-bump style pedestrian crossings as their standard for non-intersection crossings, such as here in Grevillea Street.
16	I think it should also include a raised area for the crossing as is seen on the crossing on veterans parade.
17	I think it will be a good idea.
18	I would also support anything that council can do as far as vehicles parking and, often blocking pedestrian access at the top of Alexander Street Collaroy Plateau. I have reported the problem before. Council, please monitor this, cars are parking all over footpaths- everywhere!
19	I would support this proposal if the car park was made one way through the full length, entry only on Veterans Pde near Rose Ave and Exit only on Grevillea St. During busy periods, this intersection is already subject to being gridlocked. Adding another point of stoppage will only worsen the situation.
20	It is surprising how long it has taken for the council to propose this crossing considering how busy the street with shops and school is. Please go ahead. The sooner the better.
21	It's needed. However, school children will be walking directly into the front of the VAPE store. Not good!
22	Large delivery vehicles consistently park in this no stopping zone and obstruct pedestrian visibility at this location.
23	Long overdue (I lived more than 10 years at [REDACTED] Collaroy Plateau)
24	Our family regularly walks our five year old daughter to Wheeler Heights Public School and find crossing Grevillea a very dangerous prospect. Along with it being a major intersection, the entry of the shop car park makes it very difficult
25	The council should also look into making the entrance to the shops from Grevillea st one way as in busy times traffic gets built up at the car park entrance an effects cars turning off veterans Parade which inturn effects the pedestrian crossing. Cars could enter from grevillea and exit onto veterans pde.
26	There are also serious issues at the top of Rose Avenue where it joins Veterans Parade in a T-junction as it is impossible to turn right even at non-peak times. If we could have a roundabout there I think that would really assist. Many thanks, [REDACTED]
27	This is a very good idea. I am 78 years old and have to be very careful crossing Grevillea Street as cars etc come off Veterans Parade very quickly indeed.
28	This is very much needed.
29	This should be a raised pedestrian crossing to lower vehicle speeds into a busy local centre and better prioritise people walking. I support the addition of a pedestrian crossing.





30	This shouldn't even be asked; it has to happen, it's so dangerous with so many kids crossing every day.
31	Two 2-way car park entrances, a stop sign proposal, and a lane way used by semitrailers all within 20 metres and will cause unnecessary congestion with a crossing proposal, and an increased visibility risk with high volumes of traffic at the location. This plan was purposefully put out independent of the stop sign plan also being proposed. This plan does not take into account the other proposal. One needs to be decided and then the other proposed or rightly both together. Insufficient addressing of visibility and lighting in the areas is also of concern.
32	Very important to help school students, families and community members cross safely
33	We need a roundabout on Blandford street and Telopea with so much traffic heading to Plateau park for sports game day ,sport training, recreation and using the community centre and also children walking to these use these facilities a refuge or crossing would be so much safer especially at night when these activities are still ongoing .
34	What a great idea should have happened 40 years ago
35	Wish something more could be done for pickup and drop off as well as parking
36	<i>No further comment.</i>
37	<i>No further comment.</i>
38	<i>No further comment.</i>
39	<i>No further comment.</i>
40	<i>No further comment.</i>
41	<i>No further comment.</i>
42	<i>No further comment.</i>
43	<i>No further comment.</i>
44	<i>No further comment.</i>
45	<i>No further comment.</i>
46	<i>No further comment.</i>
47	<i>No further comment.</i>
48	<i>No further comment.</i>
49	<i>No further comment.</i>
50	<i>No further comment.</i>
51	<i>No further comment.</i>
52	<i>No further comment.</i>
53	<i>No further comment.</i>
54	<i>No further comment.</i>
55	<i>No further comment.</i>
56	<i>No further comment.</i>
57	<i>No further comment.</i>
58	<i>No further comment.</i>





59	No further comment.
60	No further comment.
61	No further comment.
62	No further comment.
63	No further comment.
64	No further comment.
65	No further comment.
66	No further comment.
67	No further comment.
68	No further comment.
69	No further comment.
70	No further comment.
71	No further comment.
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73	No further comment.
74	No further comment.
75	No further comment.
76	No further comment.
77	No further comment.
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79	No further comment.
80	No further comment.
81	No further comment.
82	No further comment.
83	No further comment.
84	No further comment.
85	No further comment.
86	No further comment.
87	No further comment.

Document administration	
Version	1.0
Date	25 September 2024
Approval	Content provided and approved by Transport Network Team
Status	Draft
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 4.6 NARRABEEN WARD - CARCOOLA ROAD, CROMER - TIMED PARKING

GEOCODES: -33.736552, 151.273517

REPORT

BACKGROUND

Council has received ongoing concerns from the community regarding a section of unrestricted on street parking on reserve frontages in Carcoola Road, Cromer. Complaints are being received regarding long term parking of boat and box trailers and caravans. This creates difficulties for residents, school parents and visitors needing parking due to the lack of parking turnover.

LOCATION

- Carcoola Road is a local road with a 50km/h speed limit with a 40km/h School Zone operating at am and pm times.
- Carcoola Road has a road width of approximately 10 metres.
- This section of Carcoola Road is located between the intersection of Grover Avenue and meets at a T-intersection with Dorothy Street, Cromer.
- This section of Carcoola Road consists of low to medium density housing.
- Cromer Public School is within walking distance of the proposed location.

ISSUES

- Long term parking of boat and box trailers and caravans affecting parking turnover near Cromer Public School.
- Vehicles are illegally parking across driveways for extended periods of time.
- Residents, school parents and visitors are experiencing difficulties finding safe parking options to drop off and/or pick up students.

PROPOSAL

Council has undertaken a review of the location and proposes to amend the existing unrestricted parking to a fifteen-minute timed parking restriction (1/4P) applying between 8am-9:30am / 2:30pm-4pm MON-FRI. The timed parking restrictions will be installed on the western side between No.38 to 40A Carcoola Road and between No.15 Carcoola Road and No.32 Dorothy Street, on the eastern side.

These restrictions will provide additional short term parking during school drop off and pick up periods, prevent long term parking of boats and trailers and will free up parking for residents and their visitors at other times of the day and on weekends.

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

PARKING IMPACT STATEMENT

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

- Will provide additional short term parking during school drop off and pick up periods.
- Prevent long term parking of boats and trailers and will free up parking for residents and their visitors at other times of the day and on weekends.

CONSULTATION

Consultation letters have been distributed to 30 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

FINANCIAL CONSIDERATIONS (select options below)

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

ENVIRONMENTAL CONSIDERATIONS

Will improve dumped and vegetation waste surrounding existing trailer parking.

TIMING (select options below)

1. The proposal will be installed within 3 months of approval.

RECOMMENDATION

That the Traffic Committee supports the:

1. Installation of a fifteen-minute timed parking restriction (1/4P) applying between 8am-9:30am / 2:30pm-4pm MON-FRI. The timed parking restrictions will be installed on the western side between No.38 to 40A Carcoola Road, Cromer.
2. Installation of a fifteen-minute timed parking restriction (1/4P) applying between 8am-9:30am / 2:30pm-4pm MON-FRI. The timed parking restrictions will be installed between No.15 Carcoola Road and No.32 Dorothy Street, on the eastern side of Carcoola Road, Cromer.
3. Monitor the location and provide a report back to the Committee in 6 months on the performance of the solution, both in term of the pick up and drop off and the management of trailers at the location.

Reporting officer Traffic Officer

TRIM file ref	2024/707147
Attachments	1 Caroola Road, Cromer - Plan 2 Caroola Road, Cromer - Table Of Consultation

PROPOSED WORK

- i. Install Fifteen Minute (1/4P) 8am-9:30am / 2:30pm-4pm MON-FRI Timed parking restrictions on the western side between No.38 to 40A Carcoola Road, Cromer.
- ii. Install Fifteen Minute (1/4P) 8am-9:30am / 2:30pm-4pm MON-FRI Timed parking restrictions on the eastern side between No.15 to No.32 Dorothy Street, on Carcoola Road, Cromer





	PROPOSAL		 northern beaches council
	Carcoola Road, Cromer Timed Parking		
	Drawn 	Approved 	

Table of Consultation

Address	Carcoola Road, Cromer
Proposal	Timed Parking

Properties Consulted	30
Responses Received	38
Support	19
Do Not Support	19

Issue	Resident Comment	Council Response
Loss of parking	<p>I live on Pinta Place, and as much as parking during school hours is a challenge, the trailers and vehicles that get abandoned on the bridge is bothersome, however, 15 minute parking is unrealistic.</p> <p>Makes parking difficult when attending school events. I do agree that something needs to happen as the boats and trailers take a lot of parking. Rather than 15 minutes, I believe, two hour parking would be better.</p> <p>I agree there is a problem with box and trailers boats, etc parking there, but, I don't think 15 minute parking is the solution. Parents need to park there if attending the school for something more than a drop off/pickup. I would propose a longer parking time 2 hours or maybe 4 to 8 hours.</p>	<p>The proposal aims to improve road safety concerns which include reduced road width and poor visibility, therefore, enhancing sightlines, in particular, adjacent to the school zone area.</p> <p>Council may consider an amendment to the proposed timed parking restrictions at the Northern Beaches Council Local Traffic Committee meeting. If the current proposal is approved, Council will continue to monitor the location and review if an extension of timed parking hours is required.</p>

**ATTACHMENT 2 : CARCOOLA ROAD, CROMER - TABLE OF CONSULTATION - ITEM 4.6 - NORTHERN BEACHES
COUNCIL LOCAL TRAFFIC COMMITTEE - 6 NOVEMBER 2024**

<p>Affects residents & visitors</p>	<p>I am a resident in this section of Carcoola Rd. I will be directly affected by these proposed changes. I strongly agree that trailers and boat trailers should not be allowed to be parked long term and I have contacted the council about this in the past.</p> <p>The proposed restricted timing will unfortunately penalise school families not the owners of the boat trailers and trailers etc. A better suggestion would be to erect signage that states the area is No Parking Motor Vehicles Excepted and limit it to 2 hours not 15 minutes.</p> <p>The other issue is that the immediate residents that are affected should be provided with exemption stickers for their cars so they are not penalised for parking outside their properties. The trailers and boats that are parked in Carcoola Road are not owned by the residents of Carcoola Road. The local and immediate residents should not be penalised for the for the actions of the owners of these box and boat trailers that do not live in the street.</p>	<p>Carcoola 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.</p> <p>The proposal intends to improve on street parking availability and turnover, removing the limited parking caused by abandoned vehicles, boat and box trailers.</p> <p>Carcoola Road has several off street parking options available, therefore, would not meet Transport for NSW Permit Parking Guidelines.</p> <p>Residents can contact their Local Member regarding possible amendments to the existing Boat & Box Trailer, Caravan & Campervan parking legislation known as the Public Spaces (Unattended Property) Act 2021.</p>
<p>Additional Comments</p>	<p>So, we have to pay for the Council to ensure this is enforced. It's ridiculous. Let the boats park there. .It isn't necessary to stop parking in that area. There is plenty of parking and heaps of space to pick up or drop off out the front of the school.</p> <p>There are several boat trailers and box trailers that remain parked at the location for extended periods of time (i.e. they rarely are moved). In my opinion they potentially restrict parking for school pickup and represent a risk to safety.</p> <p>Good decision. Thank you!</p> <p>Fabulous idea. Residents can get their street parking back for themselves and visitors. Also makes a safer area for school children, and other children playing in the area or walking to St Matthews Farm. Thanks!</p> <p>Excellent proposal. Carcoola Road has become a dumping ground for box and boat trailers. How will compliance and removal of long term trailers be actioned?</p>	<p>The Timed Parking restriction provides residents and visitors to pickup and drop off in accordance with NSW Road Rules.</p> <p>Council Rangers can investigate any illegal parking consistent with NSW Road Rules, including vehicles that present a risk to public safety. Rangers can investigate in accordance with relevant legislation.</p>

ITEM 4.7 PITTWATER WARD - SURF ROAD, PALM BEACH - NO STOPPING

GEOCODES: -33.611257, 151.327171

REPORT

BACKGROUND

1. Council has received concerns from local residents regarding restricted road width and obstructed sightlines of oncoming traffic on the bends of Surf Road, Palm Beach. Council consulted on this matter in December 2020 after investigating the site and proposed to install No Stopping Restrictions on the inner curves of the street to maximise sightlines on the winding road. The matter was not progressed at the time due to a low response rate. Following renewed requests from residents, the proposal is reconsulted.

LOCATION

- Surf Road is a local connector road joining Barrenjoey Road at the western side and Whale Beach Road on the eastern side. The surrounding land use is low-density residential.
- Surf Road is a winding road at a steep slope. The road width is relatively narrow at around 5.5m to 6m without any footpath or kerb. There are sections with unsealed road shoulders where the effective road width is wider, but generally vehicles cannot park on both sides while maintaining sufficient width and sightline for through traffic.
- Surf Road and the adjacent Bynya Road have posted speed limits of 40km/h. They meet at the southern end, forming a T-intersection with acute turning angles. Surf Road is subject to STOP control at the T-intersection due to visibility constraint on Bynya Road.
- Surf Road is located within the proposed 30km/h area for Palm Beach / Whale Beach.

ISSUES

There are several reports from residents about obstructed visibility due to parked vehicles, leading to traffic safety hazards.

PROPOSAL

Council has undertaken a review of the location and issues. Based on the consultation feedback about potential confusion at some gaps between No Stopping Yellow Kerb lines, an amended plan is proposed to extend some of the original lines, such that the No Stopping applies:

- On the northern side of Surf Road, starting from the Two-way Barrier Lines at the intersection with Barrenjoey Road to the driveway at No. 3 Surf Road.
- Switch onto the southern side, starting from the power pole opposite No. 3 Surf Road to the carport of No. 848 Barrenjoey Road.
- Switch again onto the northern side, starting from the carport to the Stop Line at the intersection with Bynya 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

PARKING IMPACT STATEMENT

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

- Improved safety by preventing vehicles from parking on the more dangerous side of the road.
- The total number of parking spaces is generally unchanged since vehicles can only legally park on one side of the road given the limited road width.

CONSULTATION

Consultation letters have been distributed to 40 properties within the immediate vicinity of the location providing notification of the proposed changes. 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

The proposal will be installed within 3 months of approval.

RECOMMENDATION

That the Traffic Committee supports the:

1. Installation of No Stopping Yellow Kerb Line on the northern side of Surf Road, starting from the Two-way Barrier Lines at the intersection with Barrenjoey Road to the driveway at No. 3 Surf Road.
2. Switch the line onto the southern side, starting from the power pole opposite No. 3 Surf Road to the carport of No. 848 Barrenjoey Road.
3. Switch the line again onto the northern side, starting from the carport to the Stop Line at the intersection with Bynya Road.

Reporting officer	Traffic Officer
TRIM file ref	2024/711933
Attachments	1 Plan (amended) 2 Table of Consultation





	PROPOSAL					
	Surf Road, Palm Beach No Stopping					
	DRAWN	LC	APPROVED	JB		
	LAYOUT	1 OF 1	REVISION NO.	B	DATE	

Table of Consultation

Address	Surf Road, Palm Beach
Proposal	No Stopping

Properties Consulted	40
Responses Received	25
Support	22
Do Not Support	3 (2 with changes)

Issue	Resident Comment	Council Response
Affects parking spaces	<p>I support the proposal in principle, however there are two spots in the proposal where you could potentially have parking on both sides of the road, this should be avoided.</p> <p>I actually do support this proposal, BUT i request that a spot for 1-2 cars be allocated outside the property marked as 852. We do not have a number on our Surf Road entrane but the property is a secondary dwelling and we have an approved staircase up to surf road. If the no stopping area could start half way down the 852 boundary. Say 8 metres from the 850 boundary that would allow us to park by our house. I hope this is clear. I have put a red line indicating where. If not please call. this would still allow a clear line of site, you can see to the corner and it would still allow cars to pass easily and safely.</p>	<p>Although there are spots where the unsealed road shoulder can be used to increase the effective road width, it is still less than 7.3m which is generally needed to maintain at least 3m trafficable width for through traffic with parking on both sides.</p> <p>The No Stopping restriction aims to improve sightlines for safety considerations, drivers may not expect parked vehicles at these locations. Parking should be limited to one side throughout the road, switching sides to allow parking in both directions while reduceing blind spots on the inner side of road bends.</p>
Increased vehicle speed	<p>It will make it more dangerous for children pedestrians going to the beach by allowing vehicles to go faster. I responded last time with no feedback from council.</p>	<p>The area currently has 40km/h speed limit and is proposed to become 30km/h in the Safer Neighbourhoods Program. Speeding issues can be investigated further under the new program.</p> <p>The proposed restriction maximises the sightline distance and reduces blind spots around bends for safer road conditions.</p>

ATTACHMENT 2 : TABLE OF CONSULTATION - ITEM 4.7 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 6 NOVEMBER 2024

Request for speed humps	<p>This is also a 40km zone which know one adheres to! I suggest a few speed bumps to enforce drivers coming off Bunyan road to slow them down. Thanks</p> <p>I think Surf Road also needs speed bumps as people speed up and down this road. There are many pedestrians who walk up and down and it has become extremely dangerous.</p>	<p>There is STOP control at the intersection with Bynya Road which has the right-of-way. That being said, the current Safer Neighbourhoods Program proposed to further reduce speed limit to 30km/h with an additional speed hump on Bynya Road. Additional safety issues and treatments can be investigated under the new program.</p>
Supportive comments	<p>This proposal is very timely. In the past week we walked up and down Surf Road, as we have done since the 1980s. It is now a relatively heavily trafficked route to Whale Beach, Bynya Road and beyond. This week we noticed how much trickier walking has become with all the building work being done on Surf Road properties. Delivery and tradies' vehicles abound.</p> <p>The proposed middle west side no stopping section is most needed. A truck parked here this week made it an unsafe blind spot for people walking, riding or driving up or down the road. We support all three no stopping sections as if you only do the middle section people will park on the other sections being considered, creating another hazard.</p>	<p>Noted and the proposal aims to reduce blind spots so that both vehicles and pedestrians may travel along the side with better sightline conditions.</p>
Request for pedestrian facilities	<p>Currently there is far greater danger to pedestrians, who are nearly invisible as cars round the bends. I strongly recommend Council consider putting stairs up the bare hillside on the southern side of the road at the Barrenjoey Rd intersection, leading to a proper, safe footpath for pedestrians to migrate along Surf Rd to the Bynya Rd intersection. Night or day this road is always a safety concern.</p>	<p>Given the existing road width and road geometry, stairways may not be feasible at this location without major infrastructure work. There is no existing proposal for a stairway, but the Safer Neighbourhoods Program proposes to further reduce the speed limit to 30km/h, which should improve pedestrian safety in the area.</p>

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>		
	<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>	TfNSW	<p>6/8/24</p> <p>Pending</p>
<p>March 2024</p> <p>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>3/9/24: Samantha Morley advised she has received correspondence and that she has requested this be sent to the correct Department.</p> <p>Ongoing</p>	TfNSW	<p>6/8/24</p> <p>Pending</p>
<p>June 2024</p> <p>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>	TfNSW	<p>6/8/24</p> <p>Pending</p>

	<p>Ongoing</p>		
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NORTHERN BEACHES COUNCIL CONTROLLED ROAD NETWORK

<p>General Business Agenda Item</p>	<p>Brief Description of Action</p>	<p>Responsible Officer/ Authority</p>	<p>Latest Update</p>
<p>November 2023 Item 6.2</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>Council Adele Heasman/ Phill Devon</p>	<p>6/8/24 Pending</p>

<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	Customer Service Officer
TRIM file ref	2024/750588
Attachments	Nil

ITEM 5.2 APPROVED WORKS ZONES

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
DJ Thompson Pty Ltd	24 Darley Street, Mona Vale NSW 2103	Length: 24 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	1 October 2024 to 2 December 2024
Kane Constructions	52 Eurobin Avenue, Manly NSW 2095	Length: 12 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	15 October 2024 to 13 December 2024
Sapna Sidhu	6 Neale Avenue, Forestville NSW 2087	Length: 12 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	28 October 2024 to 4 August 2025
Newport Homes Pty Ltd	30 Griffin Road, North Curl Curl NSW 2099	Length: 9 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	11 October 2024 to 10 January 2024
Madaffim Pty Ltd	29 Battle Boulevard, Seaforth NSW 2092	Length: 8 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	15 October 2024 to 15 March 2025
KCL Sports	Newport Bowling Club, 2-8 Palm Road, Newport NSW 2106	Length: 16 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	21 October 2024 to 8 December 2024
Landmark Group Australia Pty Ltd	4 Delmar Parade & Stony Range Carpark, Dee Why NSW 2099	Length: 47 metres & 35 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	14 October 2024 to 1 April 2025
Beebo Constructions	32 Bower Street, Manly NSW 2095	Length: 16 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	13 January 2025 to 19 December 2025
James Conrad Martin	94 Fisher Road, Dee Why NSW 2099	Length: 5 metres	22 October 2024 to 20 December 2024

		Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	
All Things Building	2 Pacific Parade, Manly NSW 2095	Length: 10 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	21 October 2024 to 21 April 2025

RECOMMENDATION

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

Reporting officer	Traffic Officer
TRIM file ref	2024/764931
Attachments	Nil