



northern
beaches
council

AGENDA

NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING

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

TUESDAY 4 FEBRUARY 2025

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

A handwritten signature in blue ink, appearing to read 'Campbell Pfeiffer'.

Campbell Pfeiffer
Director Transport and Assets

Voting Members

Chair –Northern Beaches Council - Councillor	Mr Nicholas Beaugeard
Member for Pittwater MP Representative	Mr Matt Haran
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	Senior Constable Adam Castleden

Non Voting Members

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

Officers

Director Transport and Assets	Mr Campbell Pfeiffer
Executive Manager - Transport and Civil Infrastructure	Mr Craig Sawyer
Manager – Transport Network	Mr Phil Devon
Traffic Engineering Coordinator	Mr James Brocklebank
Traffic Engineer	Mr Ricky Kwok
Traffic Engineer	Ms Leila Kazemnezhad
Traffic Engineer	Ms Dolma Negi
Traffic Engineer	Ms Jackline Shahho
Traffic Officer	Mr Luke Nickson
Traffic Officer	Ms Gabriela Grano
Traffic Officer	Mr Linji Chen
Traffic Officer	Mr Nicholas Murace
Road Safety Officer	Ms Robynann Dixon
Road Safety Officer	Ms Pavica Kupcak
Acting Strategic Transport Coordinator	Mr Alex Yuen
Transport Project Officer	Mr Ned Stojanovic
Transport Project Officer	Ms Anna Moore
Manager - Rangers	Mr Roy Cottam
Coordinator - Rangers	Mr Michael Davey
Specialist Administration Officer	Ms Coral Appel

Visitor

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

to be held on Tuesday 4 February 2025

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10:00 AM

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NEXT MEETING Tuesday 4 March 2025

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 3 DECEMBER 2024

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee Meeting held on 3 December 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 DAVIDSON ELECTORATE AND WAKEHURST ELECTORATE -
FRENCHS FOREST WARD - FRENCHS FOREST ACTIVE
TRANSPORT NETWORK (STAGE 1) - CROSSING FACILITIES**

GEOCODES: Various

REPORT

BACKGROUND

The Pipeline Active Transport Corridor project, which received funding from the NSW Government, has been discontinued due to the original intended route being less suitable than anticipated, impacting the project's feasibility. Council developed a revised project route through the Frenchs Forest Active Transport Network to meet the original goal of enhancing active transport options in the area.

This new project will deliver a 7.7km shared-user path network extending from Beacon Hill to Davidson via Frenchs Forest. The network will feature new connections and upgrades to existing paths, significantly improving access to local schools, shopping centres, and recreational facilities.

As part of this project, Council will deliver a package of 26 new or upgraded priority crossing facilities and 2 stretches of quietways to improve walking and bike riding connections in Beacon Hill, Frenchs Forest and Davidson. This will enhance the overall safety and usability of the active transport network.

This report relates to stage 1 of the Frenchs Forest Active Transport Network which includes ____ new or upgraded priority crossings across sections 1a, 1b, 2 and 3 of the project.

The proposed works are in line with our Move Northern Beaches Transport Strategy and the Northern Beaches Bike Plan.

LOCATION

1. The streets listed below are where the crossing facilities are proposed. Further details can be found in the proposal section.

2.

- Prahra Avenue is a local road. Local residential street with a default 50km/h speed limit. It is approximately 11m in width. This street contains St Martin's Primary School. This street services public bus services.
- Kambora Avenue is a local road. local residential street with a default 50km/h speed limit. It is approximately 12.5m in width. This street directly connects to Blackbutts Road which contains Kambora High School, Mimosa Public School, and Davidson High School. This street services public bus services.
- Blackbutts Road is a local road. Local residential street with a default 50km/h speed limit. It is approximately 13m in width. Blackbutts Road contains Mimosa Public School and connects directly to Davidson High School, it also contains the Lionel Watts Precinct. This street services public bus services.
- Adams Street is a local road. Local residential street with a default 50km/h speed limit. It is approximately 12m in width. This street services public bus services.

- Forest Way is a state road. The road has commercial and residential land use with a default 70km/h speed limit. It is approximately 20m in width. Forest Way contains Forestway Shopping Centre. This street services public bus services.
- Hilmer Street is a local road. Local residential street with a default 50km/h speed limit. It is approximately 10.7m in width. This street directly connects to Warringah Road which is a State Road. This street services limited public bus services.
- Fitzpatrick Avenue East is a local road. Local residential street with a default 50km/h speed limit. It is approximately 9.5m in width. This street services school bus services.
- Bantry Road is a local road. Local residential street with a default 50km/h speed limit. It is approximately 7.5m in width. This street services limited public bus services.
- Aquatic Drive is a local road. Aquatic Drive has a 50km/h speed limit. It is approximately 20m in width. This street contains Warringah Aquatic Centre and Aquatic Reserve Baseball Park. This street services public bus services.
- Warringah Road is a state road. The road contains Northern Beaches Hospital, commercial and residential land uses with a default 70km/h speed limit. It is approximately 33m in width. This street services public bus services.
- Jones Street is a local road. Local residential street with a default 50km/h speed limit. It is approximately 9.8m in width. This street directly connects to Warringah Road.
- Ellis Road is a local road. Local residential street with a default 50km/h speed limit. It is approximately 9.5 m in width.

The streets listed below are where the quietways are proposed.

- Akora Street is a local road. Local residential street with a default 50km/h speed limit. It is approximately 7m in width.
- Dareen Street is a local road. Local residential street with a default 50km/h speed limit. It is approximately 9.5 m in width.

ISSUES

These locations have been selected to connect the shared-user path that will be built as part of sections 1a, 1b, 2 and 3 of the Frenchs Forest Active Transport Network. At these locations, there is a lack of safe crossing opportunities for people walking and bike riding, including school children. There is also a history of high average vehicle speeds at some of these locations.

PROPOSAL

Council has undertaken a review of the location and issues, and proposes the following to improve connectivity and safety of the shared-user path:

- New raised shared-user crossings at the following locations:
 - Sir Thomas Mitchell Drive near Prahran Avenue, Davidson (lighting design underway)
 - Kambora Avenue near Prahran Avenue, Davidson (lighting design underway)
 - Hakea Avenue near Kambora Avenue, Frenchs Forest (lighting design underway)

- Blackbutts Road near Kambora Avenue, Frenchs Forest (lighting design underway)
- Pound Avenue near Blackbutts Road, Frenchs Forest (lighting design underway)
- Athol Street near Blackbutts Road, Frenchs Forest (lighting design underway)
- Pringle Avenue near Blackbutts Road, Frenchs Forest (lighting design underway)
- Prince Charles Road near Adams Street, Frenchs Forest (lighting design underway)
- Upgrade of existing crossing facilities to raised shared-user crossings at the following locations:
 - Mid-Block on Kambora Avenue outside Kambora Public School, Davidson (lighting design underway)
 - Blackbutts Road near Mimosa Street, Frenchs Forest (lighting design underway)
 - Blackbutts Road near Athol Street, Frenchs Forest (existing streetlight -certification required)
 - Blackbutts Road near Pringle Avenue, Frenchs Forest (existing streetlight - certification required)
- New continuous footpath treatments (or shared environment intersections) at the following locations:
 - Maitland Street near Prahran Avenue, Davidson (lighting design underway)
 - Richter Crescent near Prahran Avenue, Davidson (lighting design underway)
 - Borgnis Street near Kambora Avenue, Davidson (lighting design underway)
 - Nianbilla Place near Blackbutts Road, Frenchs Forest (lighting design underway)
 - Dakara Drive near Blackbutts Road, Frenchs Forest (lighting design underway)
 - Nyorie Place near Blackbutts Road, Frenchs Forest (lighting design underway)

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will provide additional pedestrian facilities with pedestrian priority, in line with the Northern Beaches Walking Plan, significantly improving pedestrian amenity and safety in the area.
- The proposal will provide improved bike facilities, in line with the Northern Beaches Bike Plan, significantly improving bike rider amenity and safety in the area.

3.

STREET LIGHTING STATEMENT

4. The new and upgraded crossing points will be provided with street lighting complying with the PX5 requirement under AS 1158.3.

5.

6. Street lighting designs are currently under development with Councils ASP3 contractor for Ausgrid to install as part of this project. Where crossing facilities are completed prior to the street lighting being completed, temporary lighting will be provided at each location.

7.

PARKING IMPACT STATEMENT

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

- To ensure safer intersections and adequate sight lines, there will be some localised reductions in on-street parking immediately around the new pedestrian crossings as per statutory requirements.

CONSULTATION

The proposed Frenchs Forest Active Transport Network project was exhibited to the community between 20 September and 20 October 2024. During consultation we received 202 unique contributions.

The feedback collected during consultation indicated a high level of support for active transport in the area with comments citing the anticipated benefits for residents by making walking and bike riding in the local neighbourhood an easier and safer transport option. Most responses also supported the 26 new crossing facilities, citing safety benefits from better access to key destinations and traffic calming effects.

Feedback also suggested that Council should consider the dynamic between people walking and bike riding when designing the shared-user paths, particularly with the growing use of e-bikes, to ensure that everyone feels safe.

Respondents who were not supportive of the proposal felt that there were other priorities that Council could focus on, including road maintenance and new footpaths. Some respondents were also concerned about potential environmental impacts including tree removal and the urban heat island effect.

More information can be found in the attached Community and Stakeholder Engagement Report.

FINANCIAL CONSIDERATIONS

If approved, this proposal will be funded by NSW Government grant funding.

ENVIRONMENTAL CONSIDERATIONS

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

TIMING

The proposal will be installed within 6 months of approval.

RECOMMENDATION

That the Traffic Committee supports the:

1. Installation of a raised shared-user crossing and associated statutory restrictions at the following locations:
 - a. Sir Thomas Mitchell Drive near Prahran Avenue, Davidson
 - b. Kambora Avenue near Prahran Avenue, Davidson (including bus zone adjustment)
 - c. Hakea Avenue near Kambora Avenue, Frenchs Forest (including removal of the slip lane)

- d. Pound Avenue near Blackbutts Road, Frenchs Forest
 - e. Pringle Avenue near Blackbutts Road, Frenchs Forest
 - f. Prince Charles Road near Adams Street, Frenchs Forest
2. Upgrade of an existing crossing to a raised shared-user crossing including associated statutory restrictions at the following locations:
- a. Mid-Block on Kambora Avenue outside Kambora Public School, Davidson
 - b. Blackbutts Road near Mimosa Street, Frenchs Forest
 - c. Blackbutts Road near Pringle Avenue, Frenchs Forest
3. Upgrade of an existing pedestrian refuge to a raised shared-user crossing including associated statutory restrictions at the following locations:
- a. Blackbutts Road near Athol Street, Frenchs Forest
4. Installation of a continuous footpath treatment (or shared environment intersections) and associated statutory restrictions at the following locations:
- a. Maitland Street near Prahran Avenue, Davidson
 - b. Richter Crescent near Prahran Avenue, Davidson
 - c. Borgnis Street near Kambora Avenue, Davidson
 - d. Blackbutts Road near Kambora Avenue, Frenchs Forest
 - e. Athol Street near Blackbutts Road, Frenchs Forest
 - f. Nianbilla Place near Blackbutts Road, Frenchs Forest
 - g. Dakara Drive near Blackbutts Road, Frenchs Forest
 - h. Nyorie Place near Blackbutts Road, Frenchs Forest

Reporting officer	Strategic Transport Coordinator
TRIM file ref	2024/847125
Attachments	1 Frenchs Forest Active Transport Network - Community Stakeholder Engagement Report 2 Frenchs Forest Active Transport Network - Layout Plans for Crossing Facilities



Community and Stakeholder Engagement Report

Frenchs Forest Active Transport Network

Consultation period: 20 September to 20 October 2024

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1. Summary



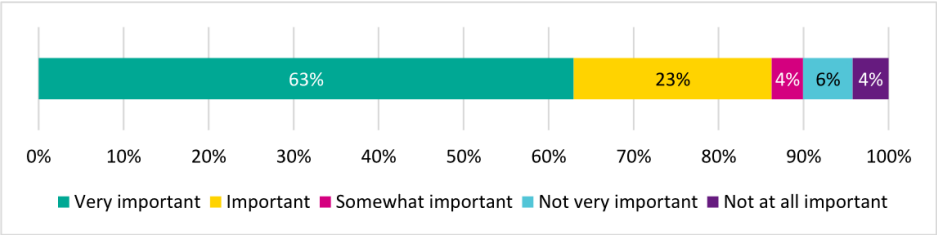
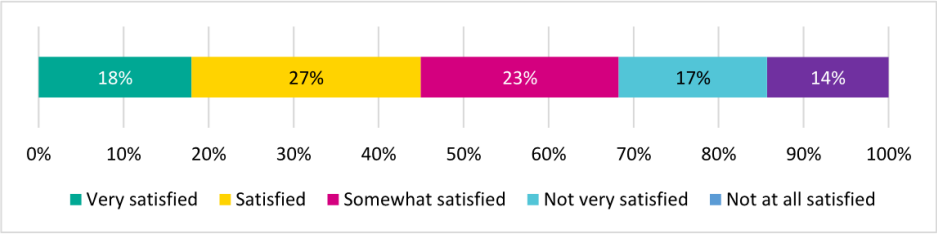
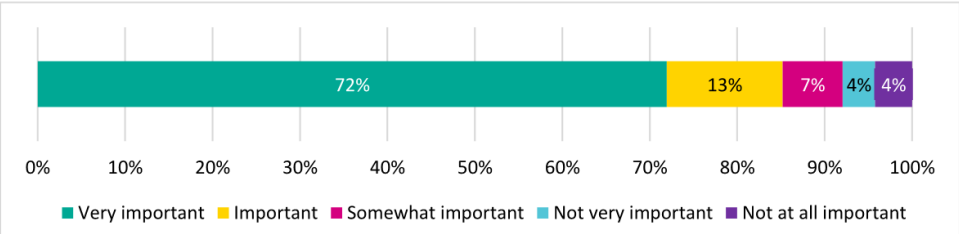
This report outlines the outcomes of community and stakeholder engagement as part of the exhibition of the proposed Frenchs Forest Active Transport Network project conducted between 20 September to 20 October 2024.

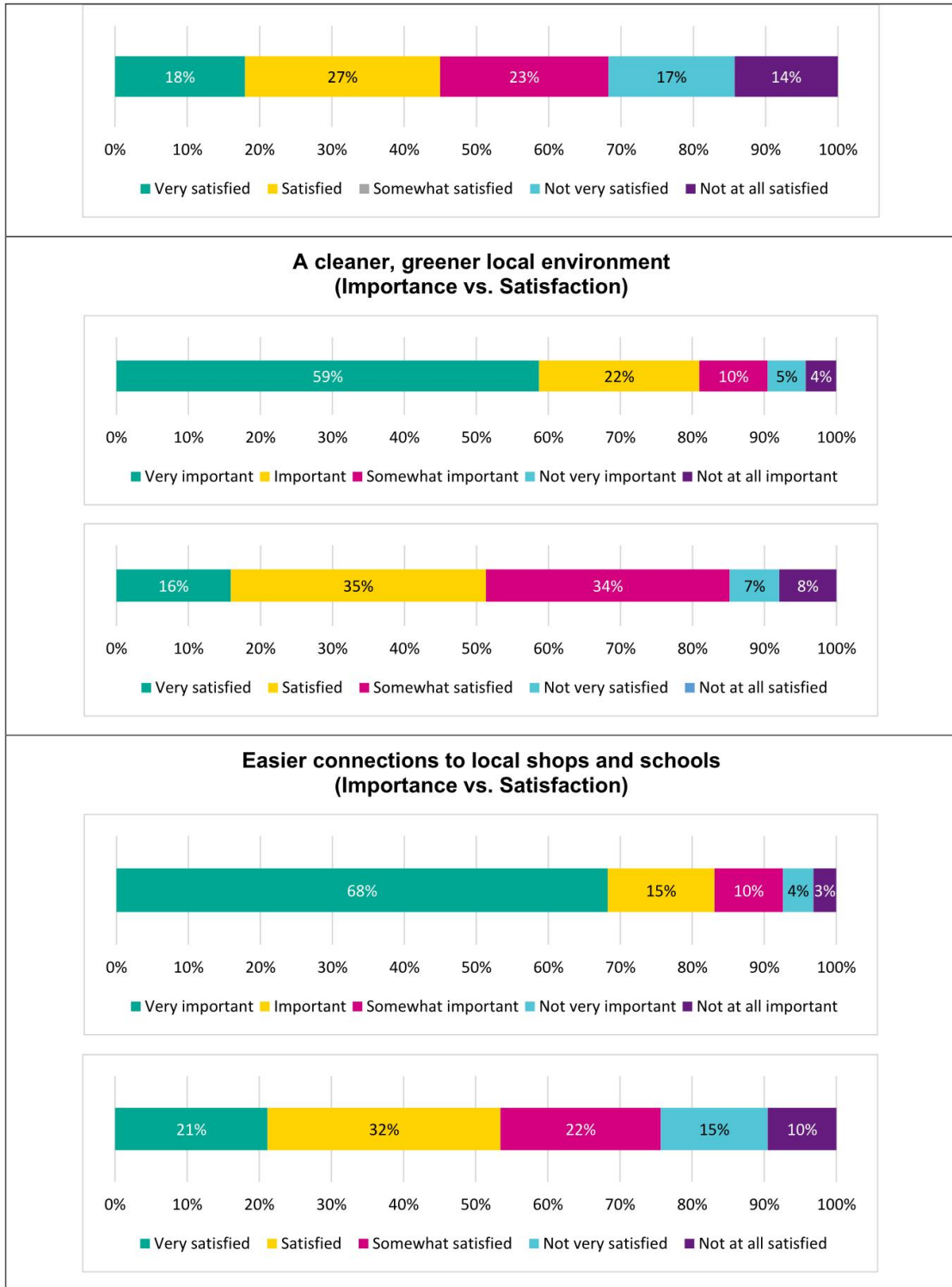
The feedback collected during consultation indicated a high level of support for active transport in the area with comments citing the anticipated benefits for residents by making walking and bike riding in the local neighbourhood an easier and safer transport option.

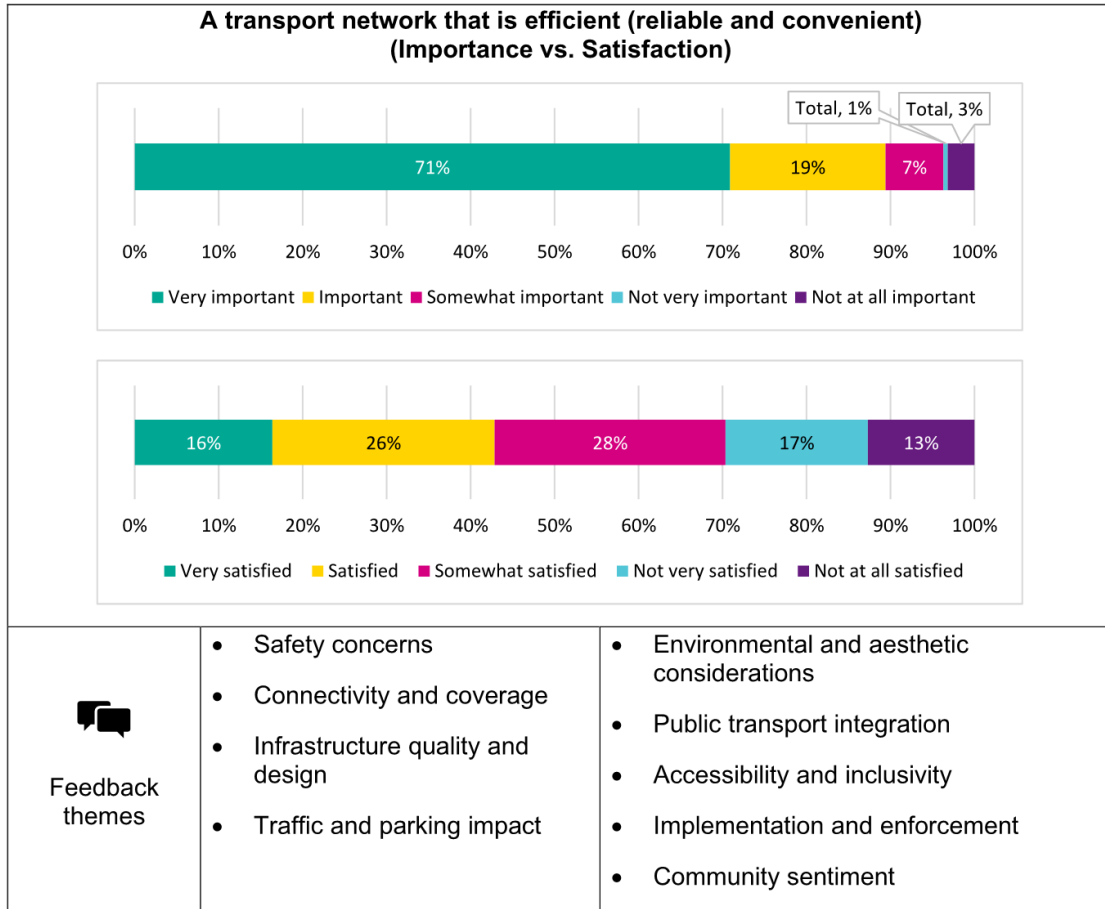
Feedback also suggested that Council should consider the dynamic between people walking and bike riding when designing the shared-user paths, particularly with the growing use of e-bikes, to ensure that everyone feels safe.

Respondents who were not supportive of the proposal felt that there were other priorities that Council could focus on, including road maintenance and new footpaths. Some respondents were also concerned about potential environmental impacts including tree removal and the urban heat island effect.

1.1. Key outcomes

 Total unique responses	202																									
 How responses were received	Your Say – Survey Email	Completions: 189 Completions: 13																								
<p style="text-align: center;">Having the choice to walk, ride a bike or drive for local trips (Importance vs. Satisfaction)</p> <div style="display: flex; flex-direction: column; align-items: center;">  <table border="1" style="margin-top: 10px;"> <caption>Importance Levels Data</caption> <thead> <tr> <th>Importance Level</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Very important</td> <td>63%</td> </tr> <tr> <td>Important</td> <td>23%</td> </tr> <tr> <td>Somewhat important</td> <td>4%</td> </tr> <tr> <td>Not very important</td> <td>6%</td> </tr> <tr> <td>Not at all important</td> <td>4%</td> </tr> </tbody> </table>  <table border="1" style="margin-top: 10px;"> <caption>Satisfaction Levels Data</caption> <thead> <tr> <th>Satisfaction Level</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Very satisfied</td> <td>18%</td> </tr> <tr> <td>Satisfied</td> <td>27%</td> </tr> <tr> <td>Somewhat satisfied</td> <td>23%</td> </tr> <tr> <td>Not very satisfied</td> <td>17%</td> </tr> <tr> <td>Not at all satisfied</td> <td>14%</td> </tr> </tbody> </table> </div>			Importance Level	Percentage	Very important	63%	Important	23%	Somewhat important	4%	Not very important	6%	Not at all important	4%	Satisfaction Level	Percentage	Very satisfied	18%	Satisfied	27%	Somewhat satisfied	23%	Not very satisfied	17%	Not at all satisfied	14%
Importance Level	Percentage																									
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<p style="text-align: center;">Safer routes for walking and bike riding (Importance vs. Satisfaction)</p> <div style="display: flex; flex-direction: column; align-items: center;">  <table border="1" style="margin-top: 10px;"> <caption>Importance Levels Data</caption> <thead> <tr> <th>Importance Level</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Very important</td> <td>72%</td> </tr> <tr> <td>Important</td> <td>13%</td> </tr> <tr> <td>Somewhat important</td> <td>7%</td> </tr> <tr> <td>Not very important</td> <td>4%</td> </tr> <tr> <td>Not at all important</td> <td>4%</td> </tr> </tbody> </table> </div>			Importance Level	Percentage	Very important	72%	Important	13%	Somewhat important	7%	Not very important	4%	Not at all important	4%												
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1.2. How we engaged

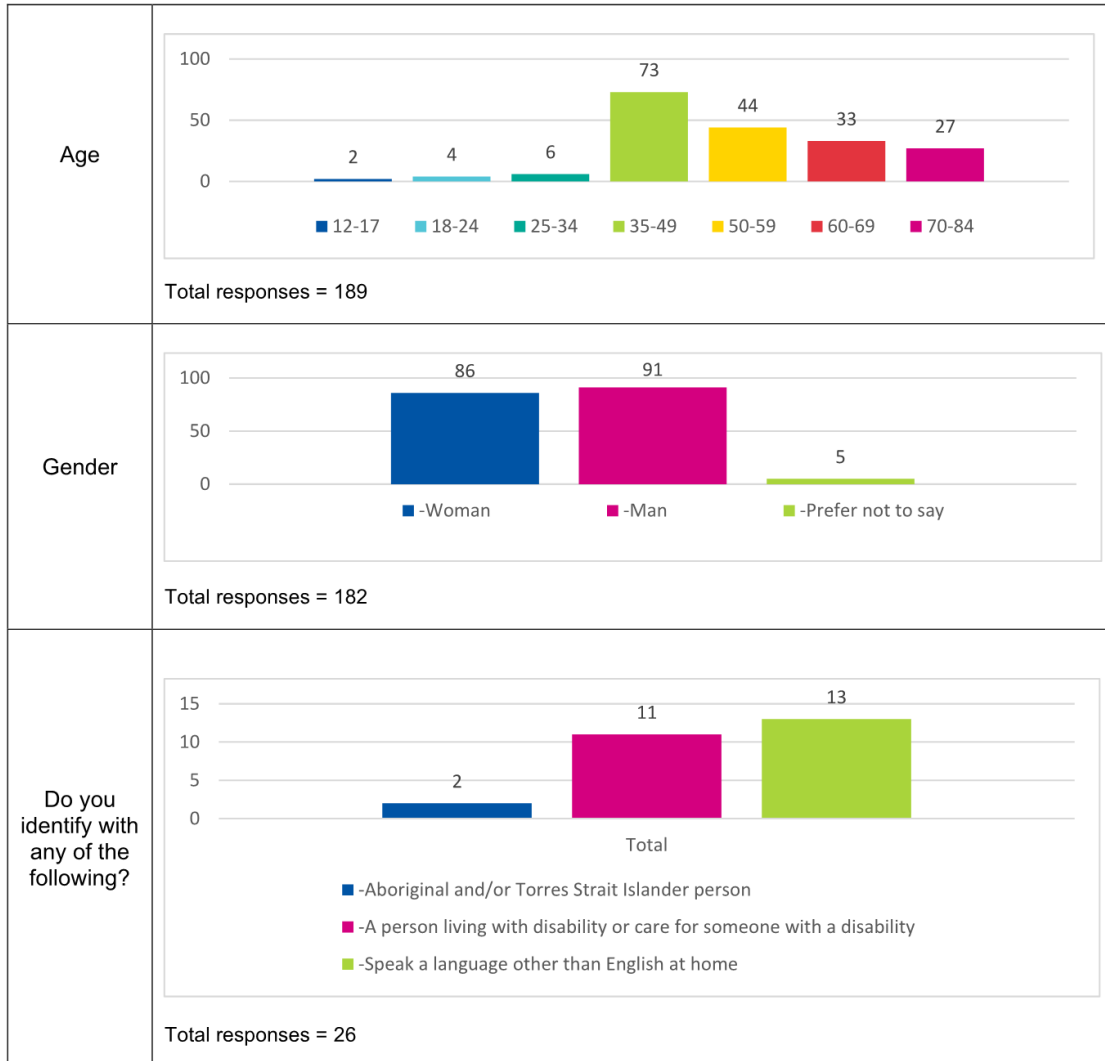
<p>Have Your Say: visitation stats</p>	<p>Visitors: 2,606</p>	<p>Visits: 3,434</p>	<p>Average time onsite: 1 minute 50 seconds</p>
<p>Print media and collateral</p>	<p>Letterbox drop: 2100, 2085, 2086</p> <p>Site signs used: 16</p> <p>VMS boards: 4</p>		<p>Distribution: 780</p>
<p>Electronic direct mail (EDM)</p>	<p>Community Engagement (fortnightly) newsletter: 3 editions</p> <p>Council (weekly) e-News: 2 editions</p> <p>The WAVE disability Newsletter: 1 edition</p>		<p>Distribution: 21,900</p> <p>Distribution: 58,100</p> <p>Distribution: 1,386</p>

1.3. Who responded¹

<p>Help us better understand our community</p>	<p>Total responses = 228²</p>
<p>Do you live or work along the shared-user path route?</p>	<p>Total responses = 189</p>
<p>How often do you drive, walk or bike ride through this area?</p>	<p>Total responses = 51</p>
<p>Postcode</p>	<p>Total responses = 189</p>

¹ Demographic data was gathered by request only. The data represented only includes those respondents who provided this detail. No demographic data was captured for respondents who contributed feedback in writing.

² Respondents could select all that apply. Respondents who selected "Other" included comments such as visiting the area and using similar facilities in nearby locations.



2. Background

The Pipeline Active Transport Corridor project, which received funding from the NSW Government, has been discontinued due to the original intended route being less suitable than anticipated, impacting the project’s feasibility. Council developed a revised project route through the Frenchs Forest Active Transport Network to meet the original goal of enhancing active transport options in the area.

This new project aims to establish a 7.7km shared-user path network extending from Beacon Hill to Davidson, covering the areas of Beacon Hill, Frenchs Forest, and Davidson. The network will feature new connections and upgrades to existing paths, significantly improving access to local schools, shopping centres, and recreational facilities. Our focus is on creating routes that are primarily off-road or situated on quieter streets, prioritising safety for families, children, and all users.

Key features of the project include shared-user crossing facilities and proposed speed limit reductions in select areas. These elements are designed to enhance the overall safety and usability

of the network. Our primary objectives are to improve connectivity for pedestrians and cyclists, prioritise safety, and enhance community access to key local destinations.

3. Engagement objectives

Community and stakeholder engagement aimed to:

- build community and stakeholder awareness of participation activities (inform)
- provide accessible information so community and stakeholders can participate in a meaningful way (inform)
- identify community and stakeholder concerns, local knowledge and values (consult)
- communicate to community and stakeholders how their input was incorporated into the planning and decision-making process (inform)
- provide vulnerable and marginalised groups access to the engagement process (equity).

4. Engagement approach

Community and stakeholder engagement for the Frenchs Forest Active Transport Network project was conducted between 20 September and 20 October 2024 and employed a variety of methods to ensure broad community participation.

The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Strategy](#) (2022).

A Your Say project page³ was established which provided comprehensive information about the proposed plan in an accessible and easy to read format.

Direct outreach efforts included notification letters sent to key stakeholders along the route, such as schools, community facilities, businesses, churches, childcare centres, resident groups, and local residents. Schools received targeted information to share with their wider communities.

The project team utilised multiple channels to promote engagement opportunities. These included the Council's regular email newsletter, local media channels, and strategically placed signage along the proposed route and at key destinations. A geotargeted social media campaign focused on the Frenchs Forest Ward, inviting residents to attend a pop-up event and learn about the project.

To gather feedback, an online comment form was embedded on the Have Your Say project page. The form included a unipolar rating scale which asked respondents to rate specific values in order of importance and followed by another question asking for their satisfaction on whether the plan delivers each of these values. We also asked respondents to provide any suggestions on how we could improve the plan. Additionally, a Saturday morning pop-up event was held at a key location along the shared-user path network, allowing face-to-face interactions between the project team and community members.

³ <https://yoursay.northernbeaches.nsw.gov.au/frenchs-forest-active-transport-network>

Ensuring inclusivity, project information was distributed through The WAVE disability newsletter and KALOF newsletter to reach a diverse audience. The engagement process also welcomed comments via email and in writing, providing multiple avenues for community input.

This comprehensive engagement approach aimed to maximise community involvement and gather a wide range of perspectives, reflecting the diverse needs and opinions of the local community regarding the Active Transport Network project.

4.1. Reaching diverse audiences

A thorough stakeholder mapping exercise was completed to identify and understand the needs of the whole community.

We encouraged community participation and sought feedback on the project through several other activities to attract all the potentially affected people including:

- information was provided on Council's Have Your Say project page
- a community pop-up event with the project team held on a Saturday morning
- direct key stakeholder notification
- direct school notifications
- direct contact with specific local business directly along the proposed route
- letterbox drops to residents residing along the route
- displays of onsite notification posters
- VMS boards at key locations to reach those travelling through the area by vehicle
- Inclusion in the WAVE disability and KALOF newsletters
- Geotargeted social media post targeting community members in Frenchs Forest Ward
- News article
- Mayor's weekly e-news.

5. Findings

During consultation we received 202 unique contributions. The majority of respondents significantly value:

- Having the choice to walk, ride a bike or drive for local trips
- Safer routes for walking and bike riding
- A cleaner, greener local environment
- Easier connections to local shops and schools
- A transport network that is efficient (reliable and convenient)

Overall, there was strong support for initiatives to improve walking and cycling infrastructure to provide better travel options for local trips in the neighbourhood. Many people stated that this project would make it easier to walk and bike ride to local destinations, and to achieve modal shift

particularly for short trips. Most responses also supported the 26 new crossing facilities, citing safety benefits from better access to key destinations and traffic calming effects.

Many comments cited the relevancy of this project given the recent uptake of e-bikes throughout the LGA as well as upcoming developments such as the Frenchs Forest Town Centre. The community identified a range of potential users including school children, families and commuters.

There were a range of suggestions to improve the proposal which included a wider path, consideration of path obstacles (e.g. power poles and bus shelters), end of trip facilities (e.g. bike parking) and better integration with public transport services. There were also suggestions to expand the network to provide improved connectivity to Glenrose Village, Belrose and Oxford Falls as well as regional connections to Chatswood.

However, a major concern was for people walking and bike riding sharing the same space, especially with the growing use of e-bikes. Feedback from the community has indicated a desire for separated bike paths and footpaths where possible.

The community also expressed a desire to maintain the local character of streets by minimising any loss of trees or green space, citing environmental concerns.

Some residents questioned whether this project is a priority, and whether it would generate sufficient usage.

Table 1: Issues, change requests and other considerations.

Theme	Issues, change requests and other considerations raised	Council's response
Shared-User Path Concerns	Many respondents cited concerns for people walking and bike riding sharing the same space, especially with the growing use of e-bikes. Some community members raised the importance for all path users to feel safe including those with mobility issues.	We recognise the increasing popularity of e-bikes which is making cycling a more accessible option for a wider range of trips and people of all ages and abilities. This has been considered in the design by ensuring a sufficient width of 3m where possible along the route. This is wider than the majority of existing shared-user paths in the LGA. Furthermore, Council's Road Safety team continue to deliver community education campaigns around safe use of shared-user paths.
	There were requests for separated bike paths and footpaths where possible.	In the detailed design phase, we will look to incorporate sections of separate bike paths and footpaths where possible, subject to funding constraints and constructability considerations.

Theme	Issues, change requests and other considerations raised	Council's response
		Beyond this project, we will continue to actively plan and deliver new separated bike paths across our key regional routes in the Northern Beaches.
Infrastructure Quality and Bike Facilities	There was a high level of support for improved walking and cycling facilities. Some respondents requested wider paths and consideration of obstacles such as power poles, trees, bus shelters and driveways.	In the detailed design phase, we will consider the shared-user path alignment in relation to potential obstacles to ensure a high-quality design.
	There was some desire for more bike facilities to be included as part of the project including bike parking and other end of trip facilities.	Bike wayfinding, bike parking and other end of trip facilities will be considered to complement the implementation of this project.
Network Connectivity	There was a high level of support for providing better walking and cycling links to key local destinations. Some community members requested better connections to some local destinations such as Glenrose Village, as well as requests for the network to be extended to areas such as Belrose and Oxford Falls.	We will investigate a link to Glen Street Theatre and Glenrose Village as part of this project. Other extensions to the bike network will be considered in a future works program in line with the routes identified in the Northern Beaches Bike Plan.
	Some feedback indicated the need for adjoining streets to have new footpaths to connect to the proposed shared-user path network.	New footpaths in surrounding streets will be considered when we next review the walking network as part of the New Footpath Program.
	There was also a high level of support for the proposed crossing facilities, with many commenting on the need for safer crossing points and traffic calming. There were some requests for additional crossings, particularly near schools and the Lionel Watts precinct. However, a small number of respondents were concerned by the large number of crossings proposed, citing	We agree that the proposed crossing facilities are an important part of the project to make it safer for people to access local destinations and to make our streets calmer. Whilst they can generate some additional noise, there is a net positive benefit for the community. Additional crossing facilities will be considered as part of

Theme	Issues, change requests and other considerations raised	Council's response
	potential noise and traffic flow impacts.	the Belrose Central Safer Neighbourhoods Program which is currently scheduled for the 2025/26 Financial Year.
Public Transport	Whilst supportive of the project, some feedback expressed a desire for improved public transport services in the area.	Whilst Council fully advocates for improved public transport services and connections to, from and within the Northern Beaches through our adopted 'Move' Transport Strategy; the provision of public transport services is a State Government responsibility.
	There were suggestions from the community for better integration of this project with public transport services through providing interchange facilities (e.g. secure bike parking) at key bus stops such as Forestway Shopping Centre.	We will consider opportunities to improve the interchange of people walking and bike riding with public transport services at key bus stops along the route to complement the project.
Environment and Trees	<p>There was a strong desire to preserve the local character and minimise tree removal across the project route. Many respondents stressed the importance of trees, greenery and open space, with some respondents requesting more trees and shade along the project route.</p> <p>Some community members raised concerns about the potential urban heat island effects from the proposed shared-user path.</p>	<p>We recognise the importance of street trees as part of our local environment and in providing green, leafy and shady places. Tree canopy was one of the considerations in planning the route alignment, with preference for the side of the street that will maximise retention of valuable and mature trees. Where possible, we will work around existing trees with pinch points to minimise impacts on trees. As per our adopted Tree Canopy Plan, a minimum of two trees will be planted for any one tree removed from public land. We intend for any replanting to occur directly along the project route to provide a shady path for people walking and bike riding. This will include consideration of tree pits in the shared-user path or intermittent tree planting in the</p>

Theme	Issues, change requests and other considerations raised	Council's response
		parking lane where space allows.
Traffic and Parking	Community feedback indicated mixed opinions on the proposed Quietway. Some respondents whilst supportive of the concept believe more needs to be done to make these streets more comfortable for people walking and bike riding. Other respondents are not in favour of the proposed safer speed limit.	A Quietway is a high-quality low-speed mixed traffic environment where bicycle riders travel with vehicular traffic in the centre of the traffic lane. Dareen Street and Akora Road were selected because they are low-volume local residential streets where a Quietway will improve safety and network connectivity.
	Some feedback raised concerns about potential reduction in on-street parking.	There will be minimal impact to on-street parking as the shared-user path will be built along the road reserve. However, to ensure safer intersections and adequate sight lines, there will be some localised reductions in on-street parking immediately around the new pedestrian crossings as per statutory requirements.
	There were some suggestions raised by community members for additional traffic-calming measures throughout the project route.	Additional traffic-calming measures will be considered as part of the Belrose Central Safer Neighbourhoods Program which is currently scheduled for the 2025/26 Financial Year.
Project Implementation	Some questions were raised about the implementation timeline, with some requests for the delivery to be accelerated.	Given the high level of support for this project, Council intends to commence construction in early 2025 and anticipates the project will be open to traffic by the end of the current financial year.
	Some respondents questioned the need for risk analysis to be conducted prior to delivery.	Council will follow its standard project management practices including risk management as required.
	There was a sentiment of disappointment that the original Pipeline Active Transport Corridor	Whilst the Pipeline Active Transport Corridor is currently not feasible, if conditions change, it will be reconsidered

Theme	Issues, change requests and other considerations raised	Council's response
	proposal is not feasible at this time.	in the future as per the Northern Beaches Bike Plan.
Education and Enforcement	There were some requests for bike riding education programs, particularly aimed at primary school students.	Council's Road Safety team regularly run bike rider safety initiatives and community education campaigns including the recent 'e-bike code' campaign.
	There were also suggestions for more enforcement of shared-user path and bike rider related rules.	Enforcement is a matter for Council Rangers and NSW Police.
Funding and Usage	Whilst supportive of the concept, some feedback indicated that this project is not required, and that funding would be better spent on road maintenance or new footpaths.	As part of the Northern Beaches Move Transport Strategy and Northern Beaches Bike Plan, it is important to cater for and provide the community with easy and safe transport options. This includes walking and bike riding, particularly for short trips, which can lead to economic, environmental, and social benefits. Council runs separate programs for new footpaths and road maintenance.



6. Appendix 1 Verbatim community and stakeholder responses⁴

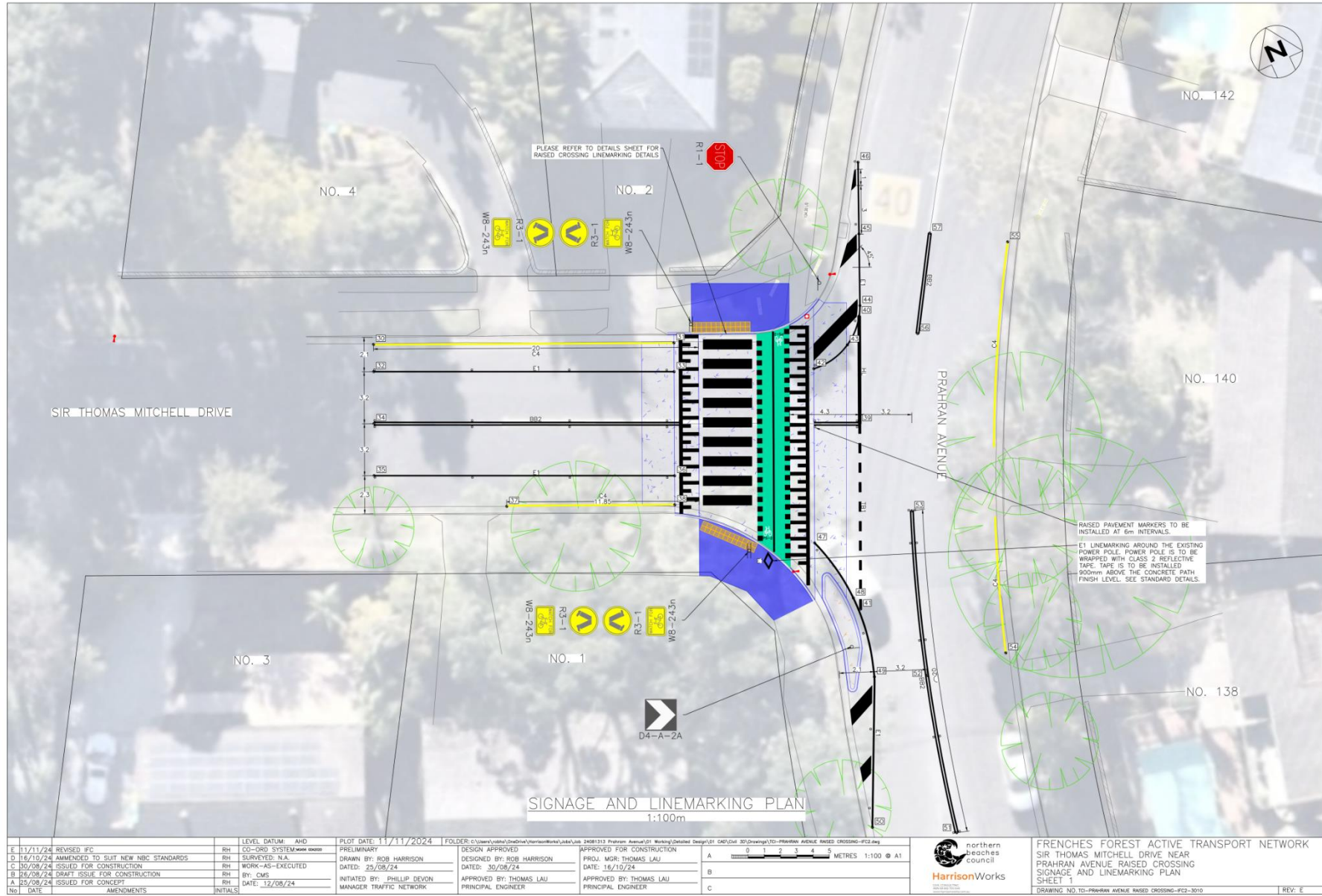
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<https://eservices.northernbeaches.nsw.gov.au/ePlanning/live/Common/Output/Document.aspx?t=webdoc&id=opq3BNFyhEV0A60ki4OEg==>

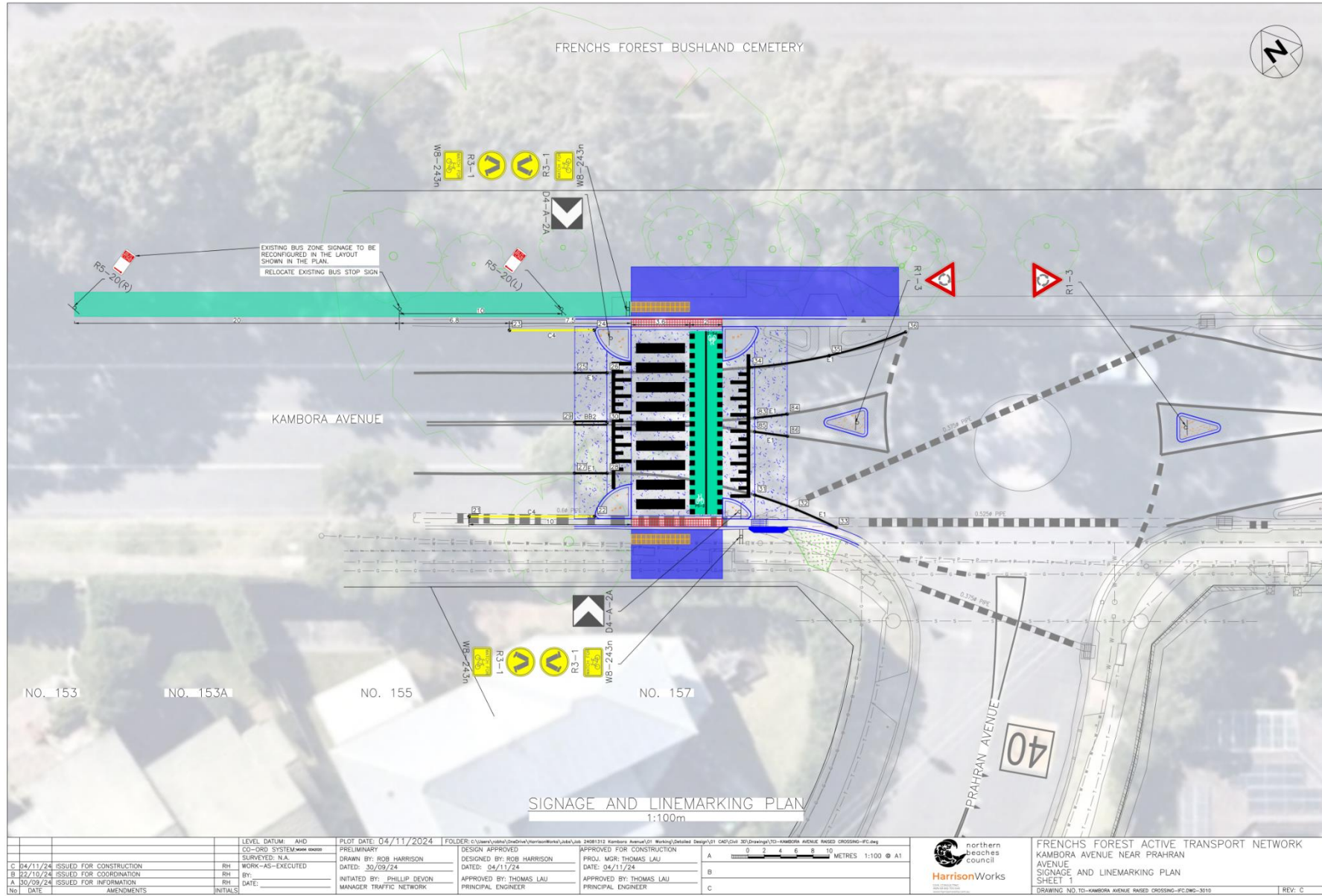
⁴ Personal details and inappropriate language have been redacted where possible. Spelling and grammatical errors have been amended only where misinterpretation or offence may be caused.



Document administration	
Version	1.0
Date	20 November 2024
Approval	Content provided and approved by Transport Network Team Responsible manager: Philip Devon
Status	Final
Related Projects	N/A
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.

ATTACHMENT 2 : FRENCHS FOREST ACTIVE TRANSPORT NETWORK - LAYOUT PLANS FOR CROSSING FACILITIES - ITEM 4.1 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 4 FEBRUARY 2025

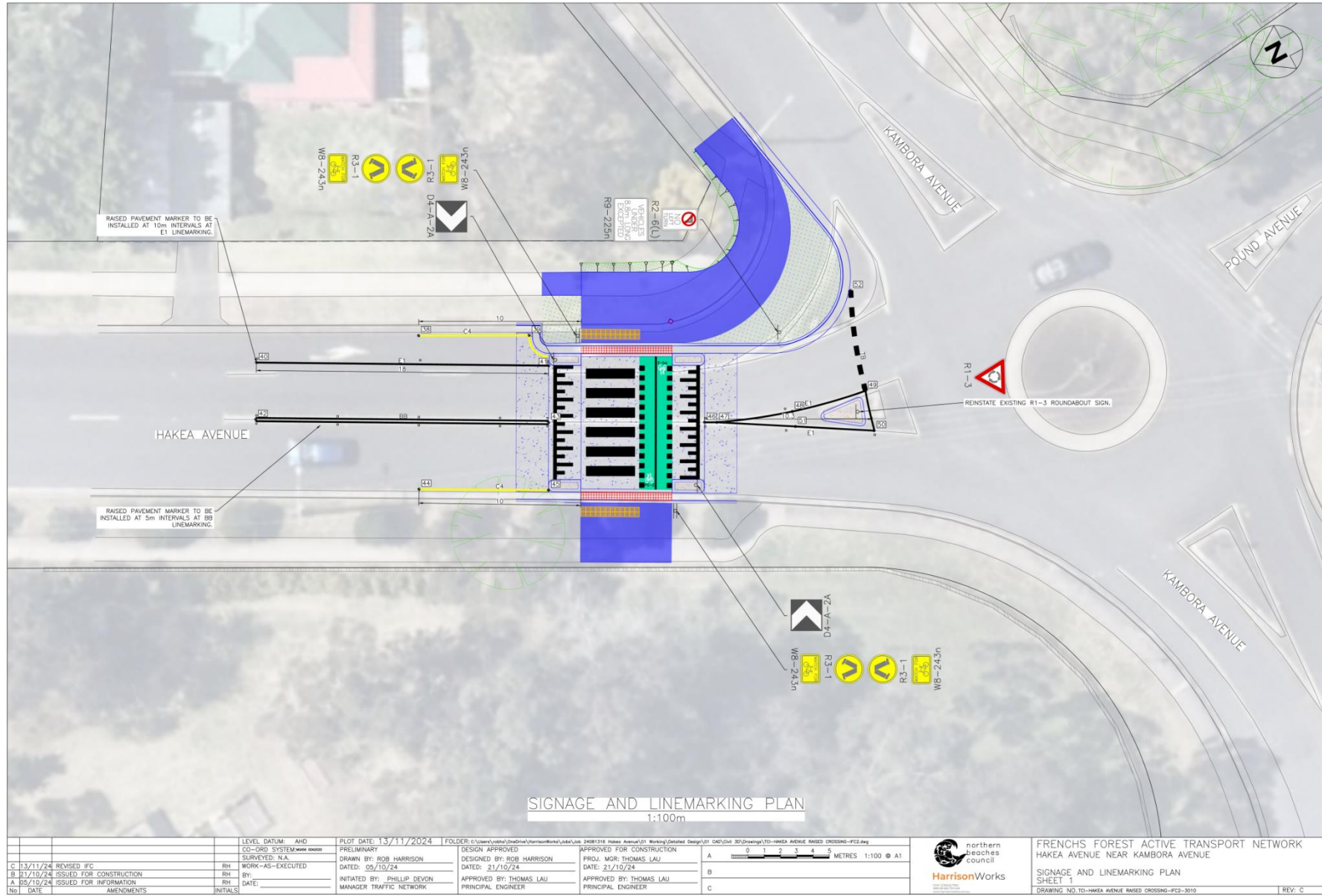




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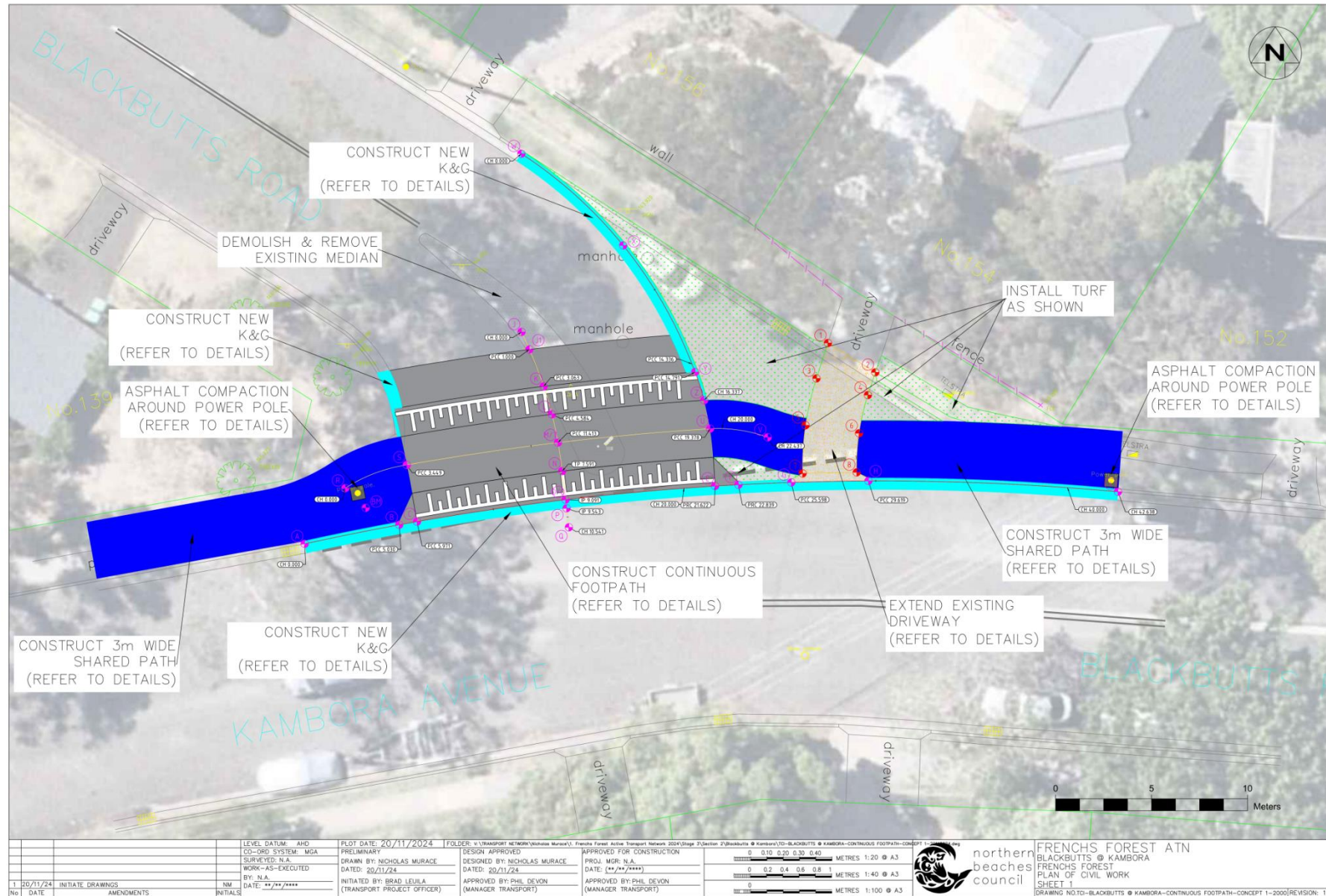
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		RH				PRINCIPAL ENGINEER		REV: C	

ATTACHMENT 2 : FRENCHS FOREST ACTIVE TRANSPORT NETWORK - LAYOUT PLANS FOR CROSSING FACILITIES - ITEM 4.1 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 4 FEBRUARY 2025

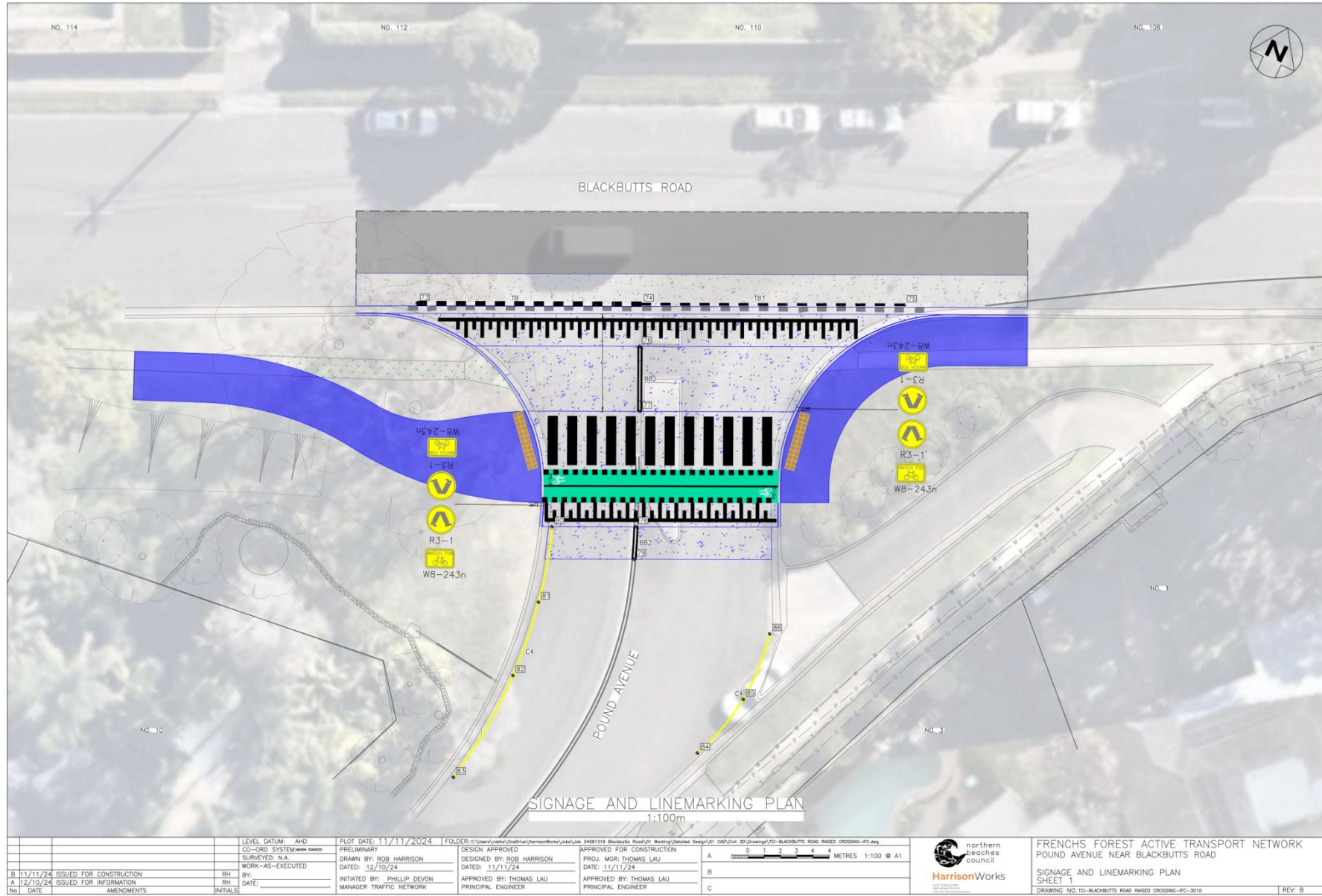





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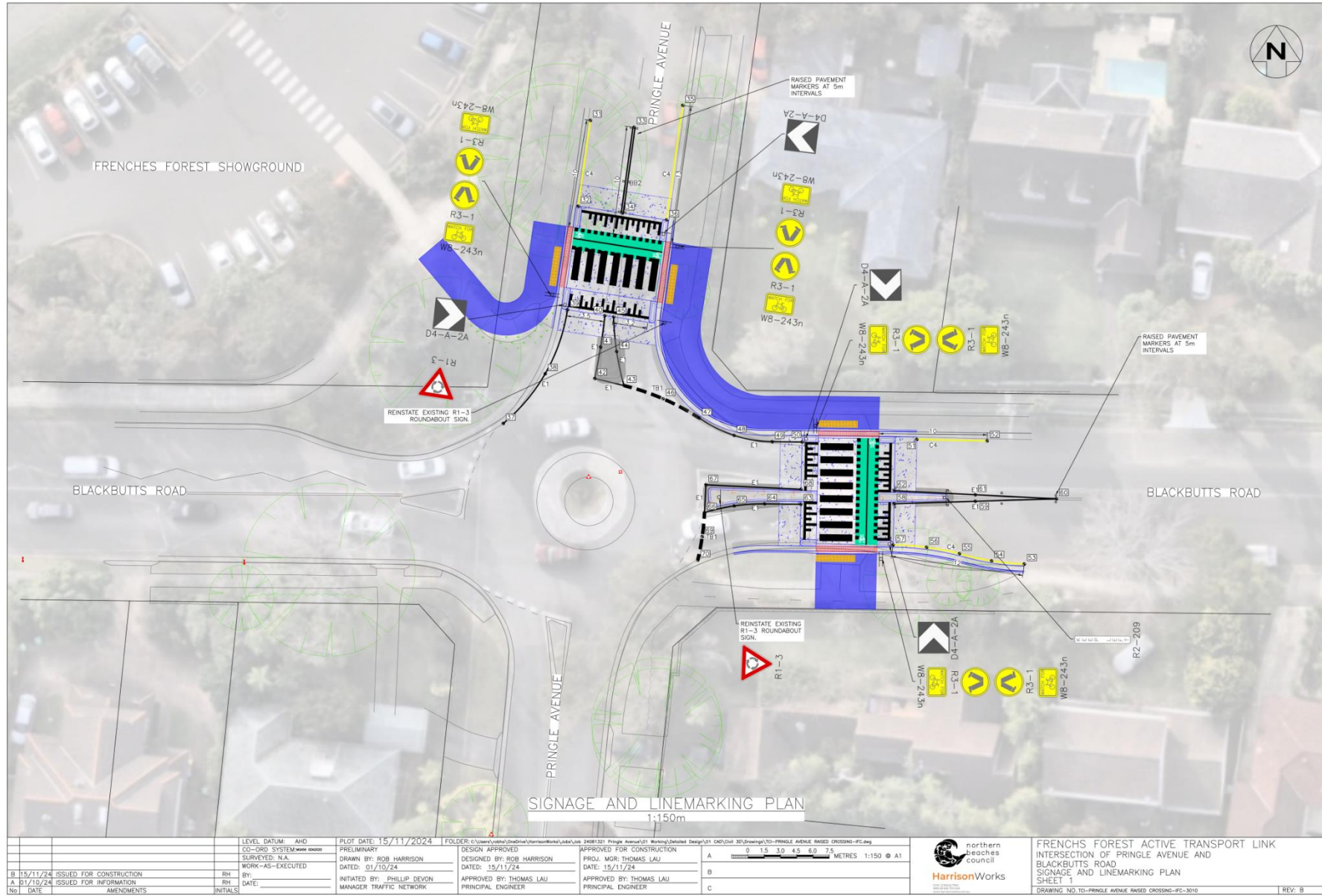


ATTACHMENT 2 : FRENCHS FOREST ACTIVE TRANSPORT NETWORK - LAYOUT PLANS FOR CROSSING FACILITIES - ITEM 4.1 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 4 FEBRUARY 2025



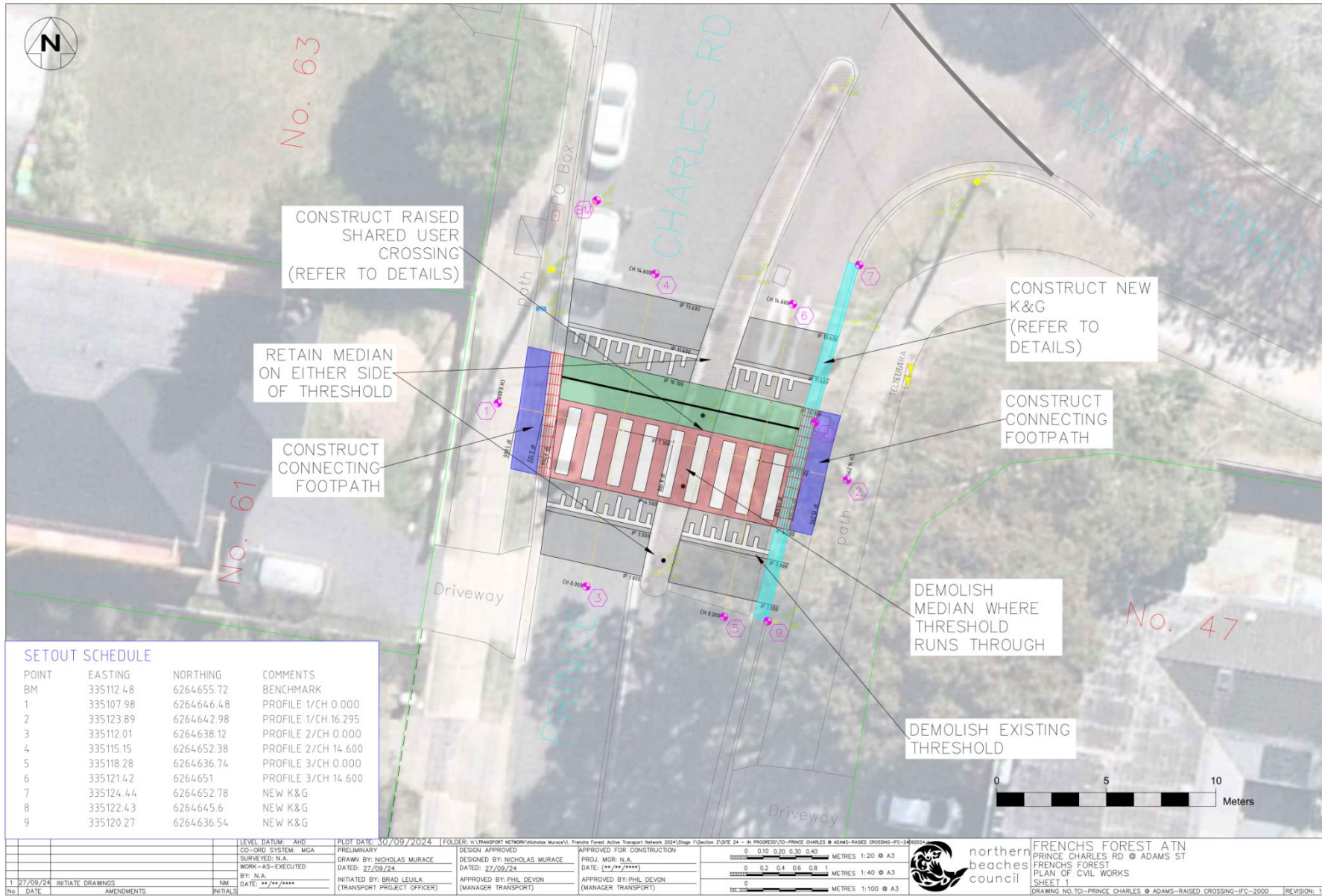
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AMENDMENTS		INITIALS							

ATTACHMENT 2 : FRENCHS FOREST ACTIVE TRANSPORT NETWORK - LAYOUT PLANS FOR CROSSING FACILITIES - ITEM 4.1 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 4 FEBRUARY 2025



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ATTACHMENT 2 : FRENCHS FOREST ACTIVE TRANSPORT NETWORK - LAYOUT PLANS FOR CROSSING FACILITIES - ITEM 4.1 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 4 FEBRUARY 2025



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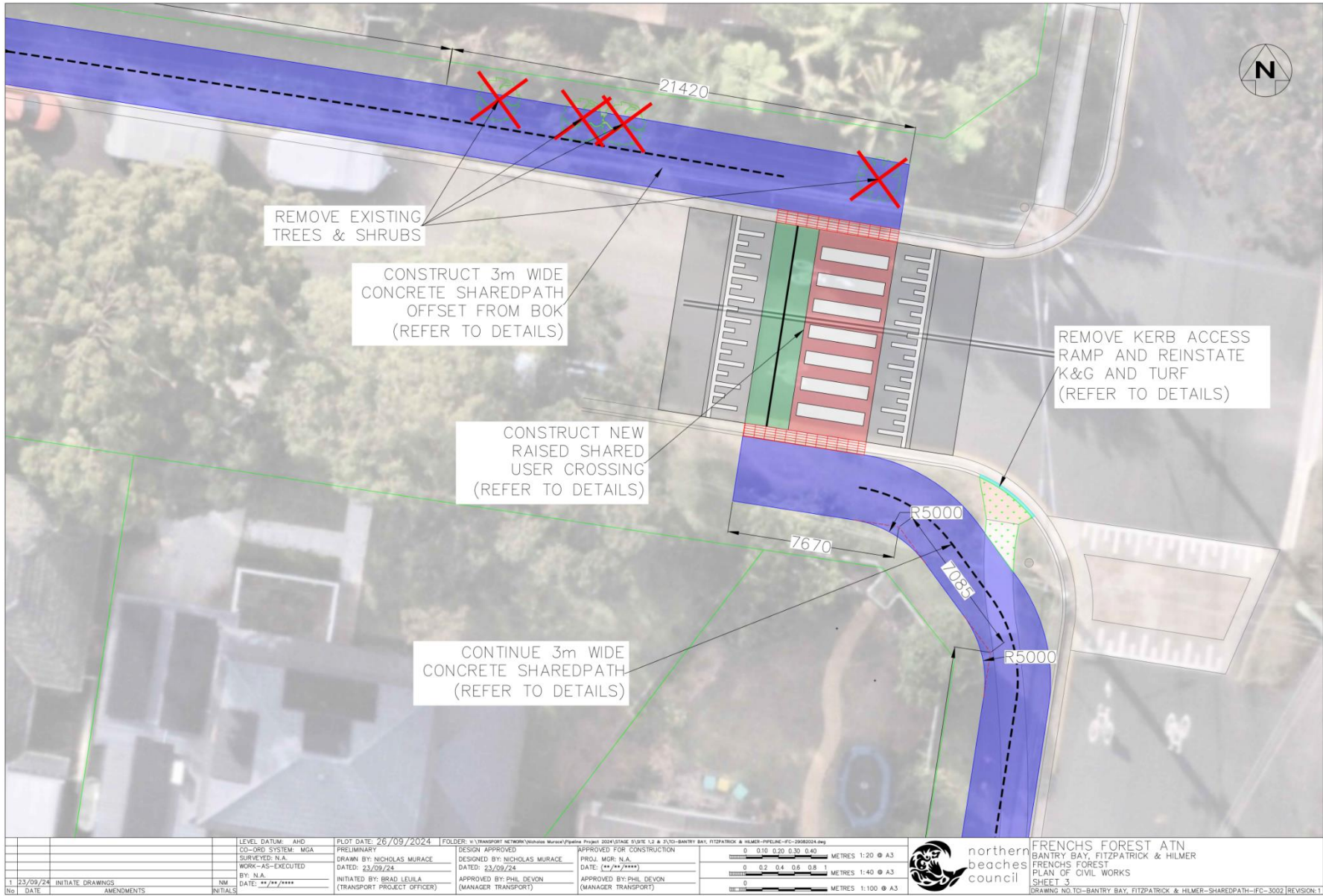
northern beaches council

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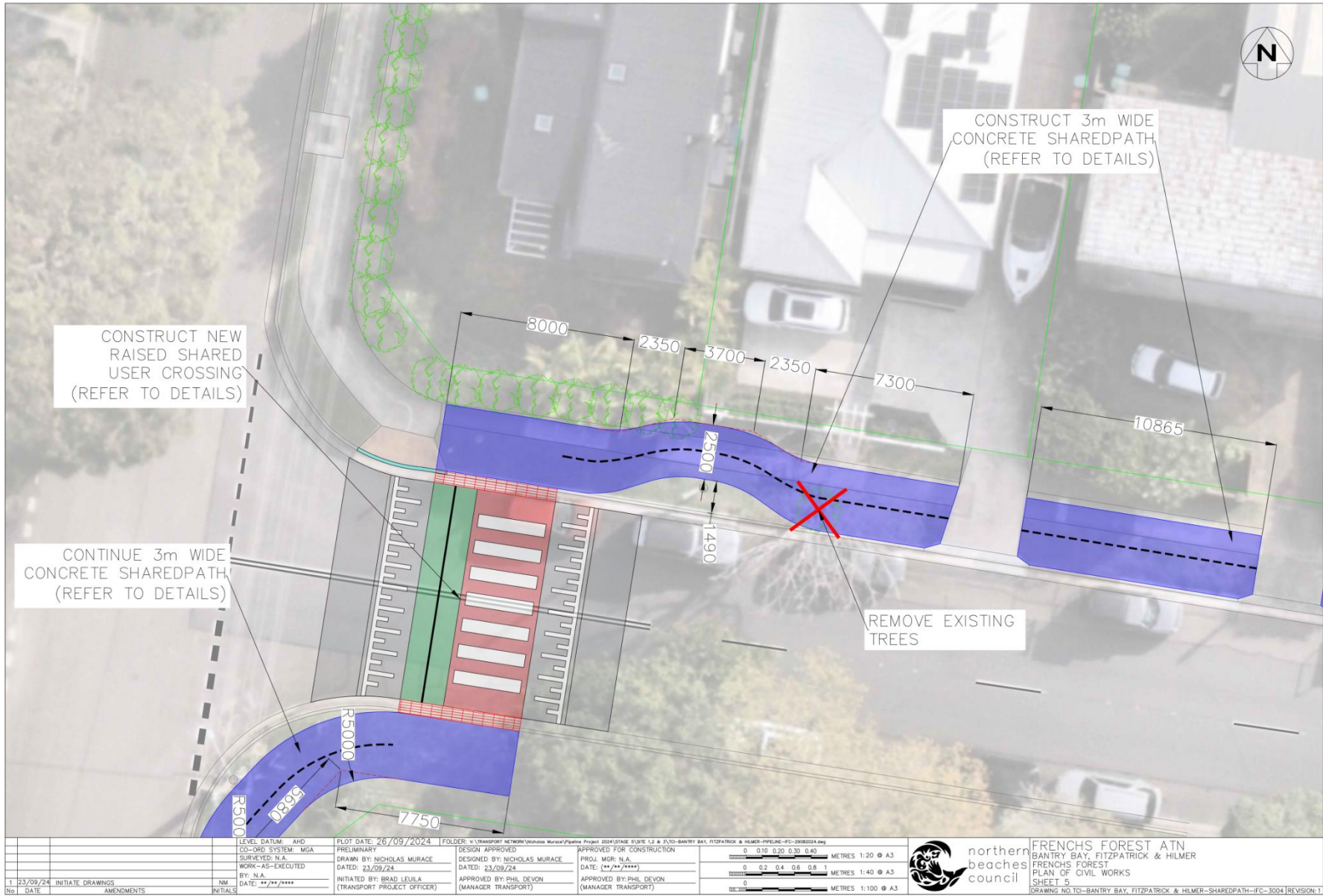
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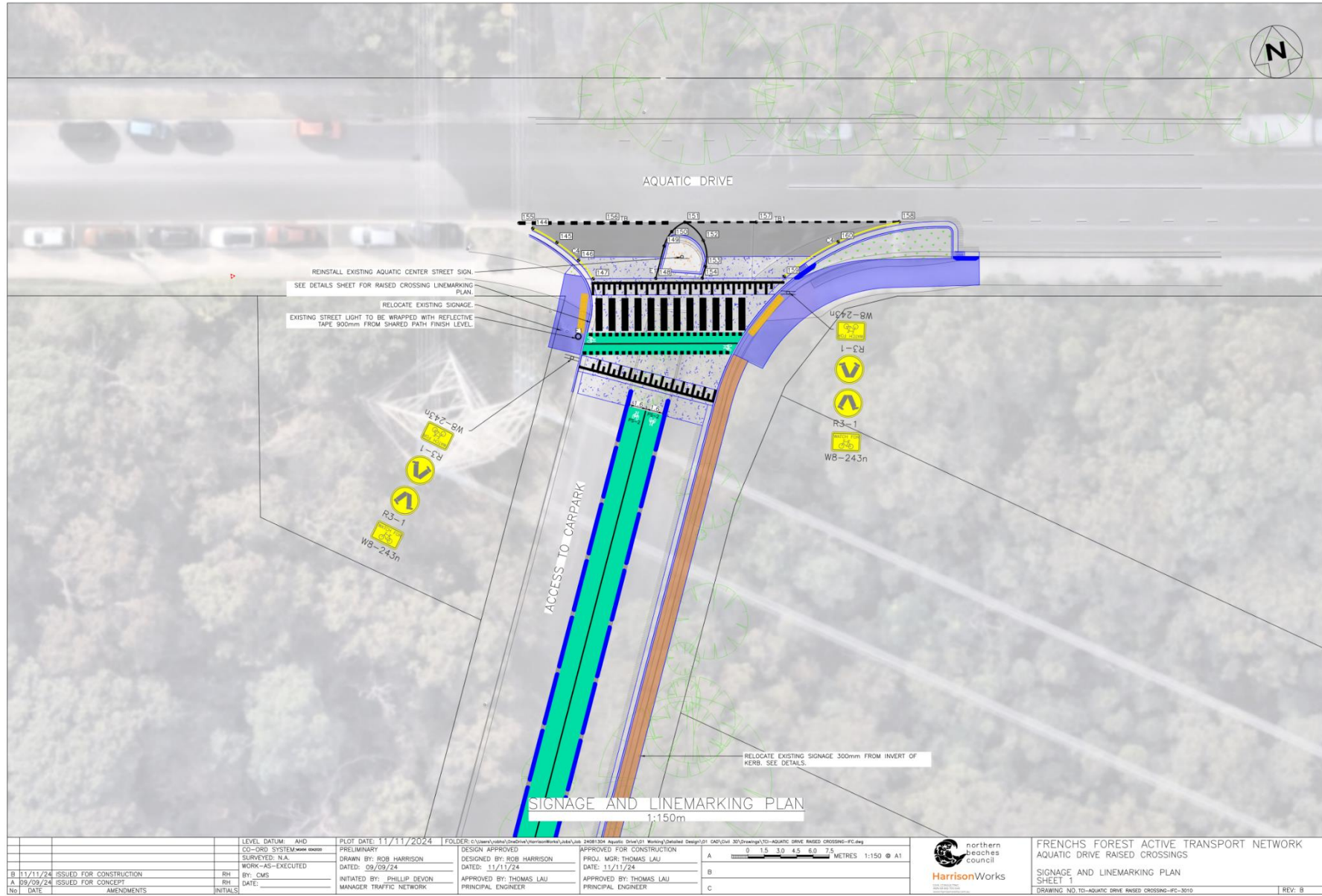
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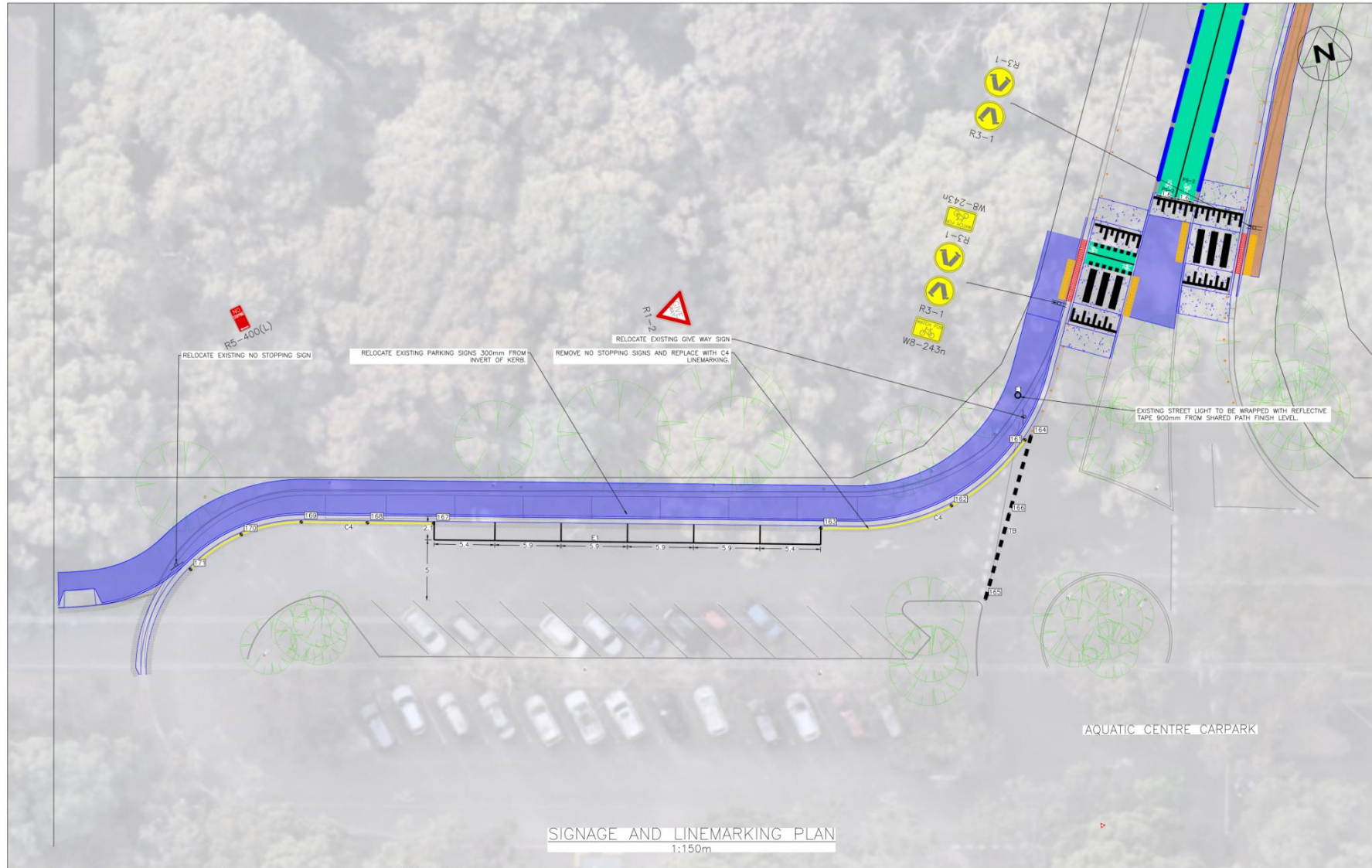


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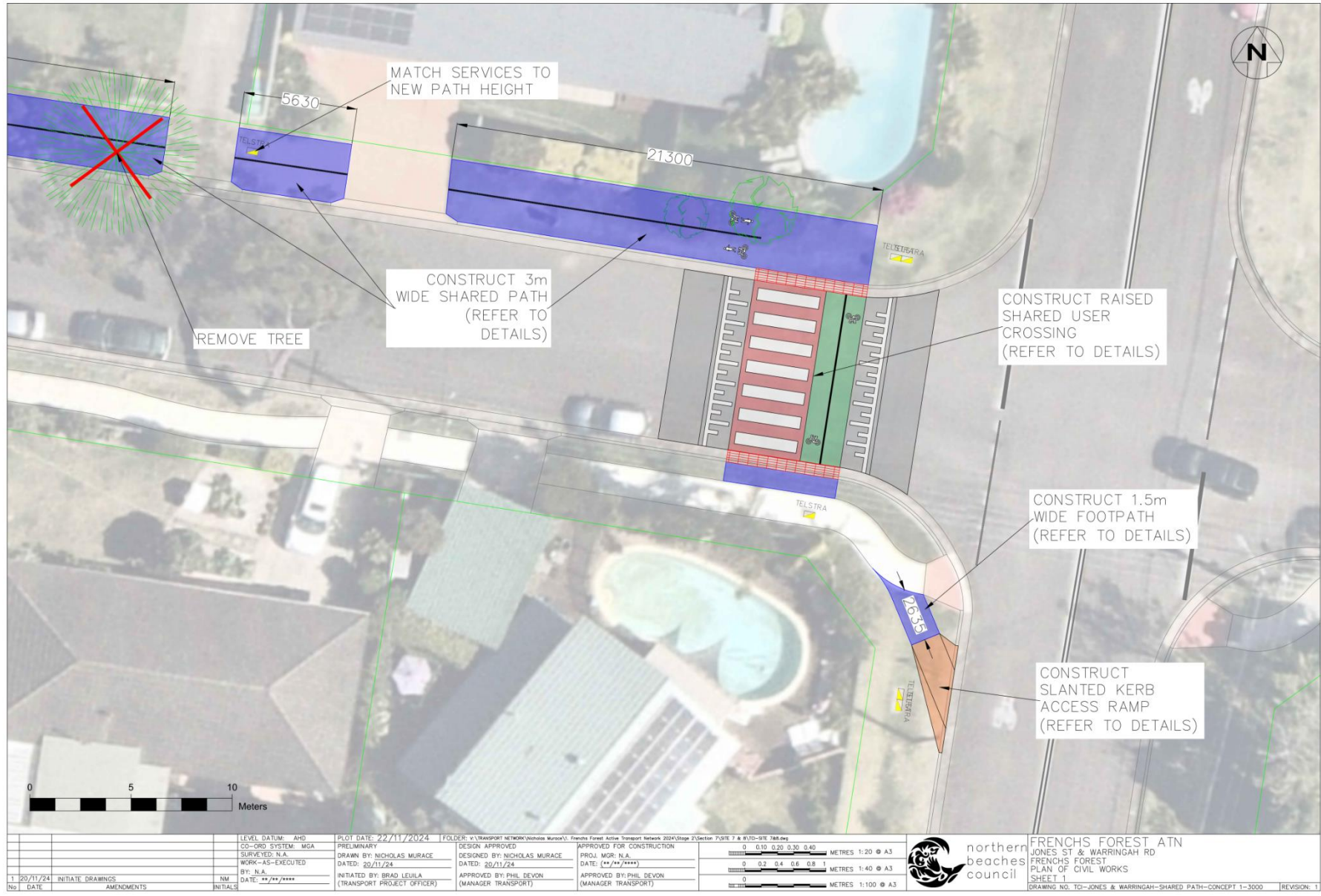
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ATTACHMENT 2 : FRENCHS FOREST ACTIVE TRANSPORT NETWORK - LAYOUT PLANS FOR CROSSING FACILITIES - ITEM 4.1 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 4 FEBRUARY 2025

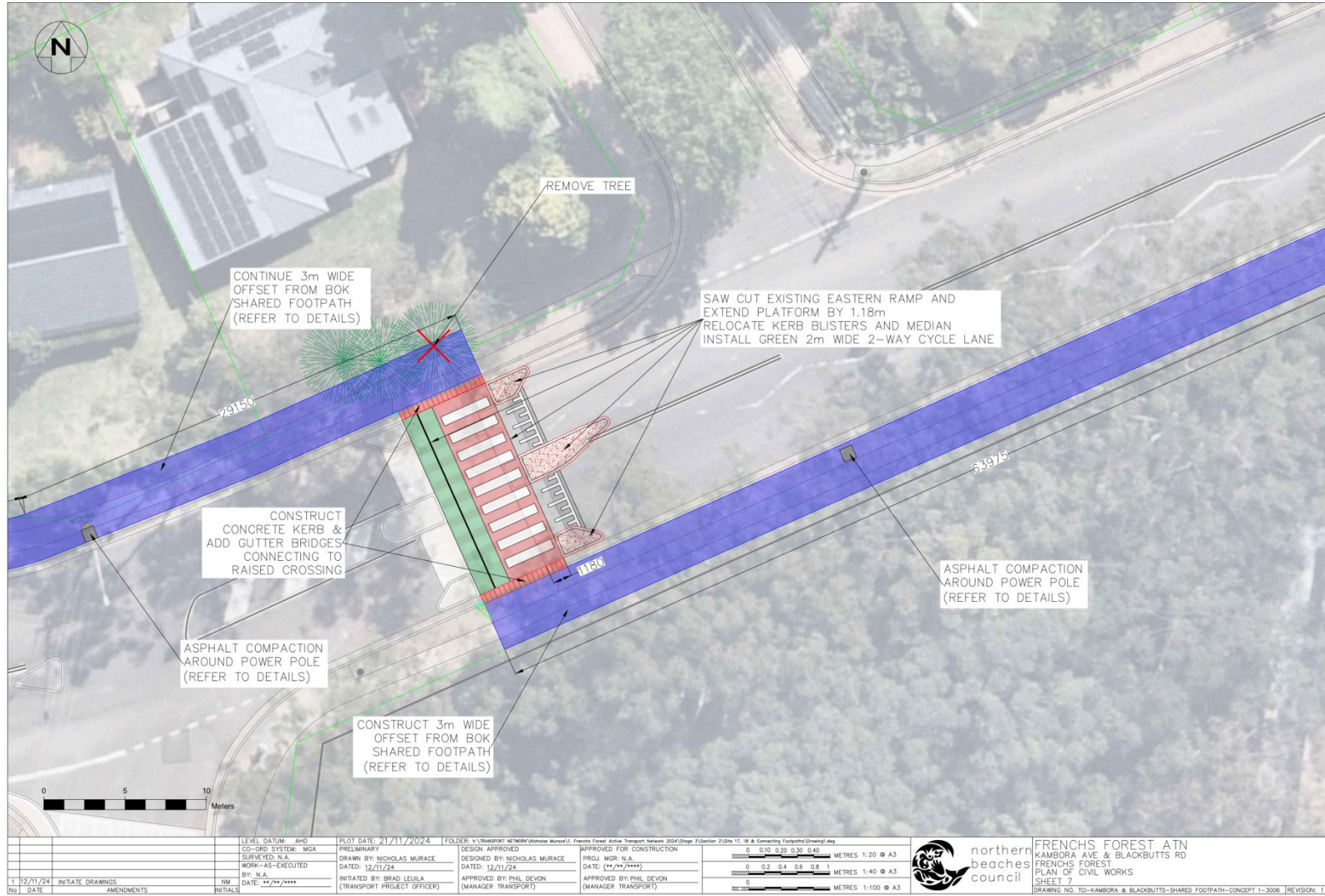


ATTACHMENT 2 : FRENCHS FOREST ACTIVE TRANSPORT NETWORK - LAYOUT PLANS FOR CROSSING FACILITIES - ITEM 4.1 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 4 FEBRUARY 2025

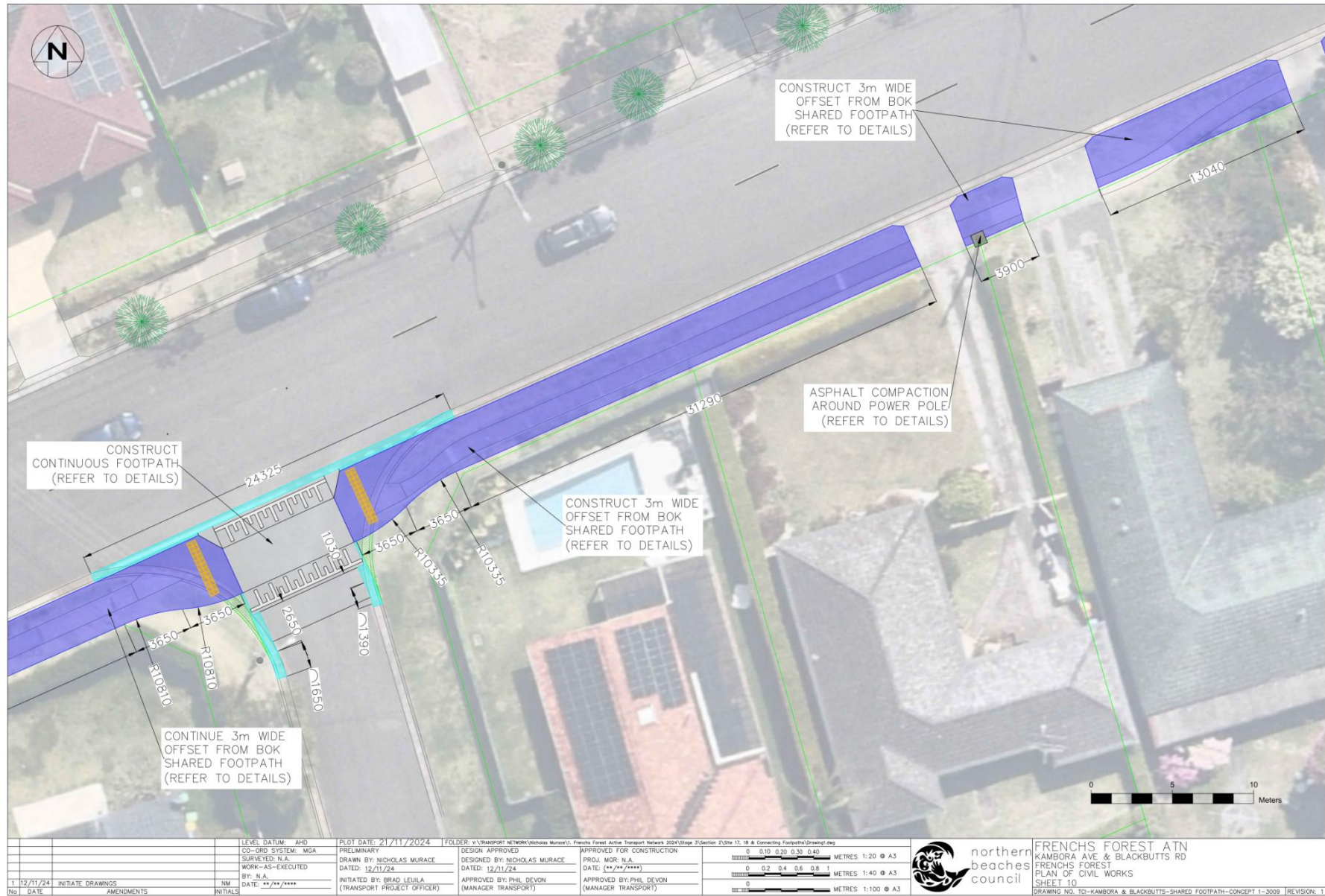


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ATTACHMENT 2 : FRENCHS FOREST ACTIVE TRANSPORT NETWORK - LAYOUT PLANS FOR CROSSING FACILITIES - ITEM 4.1 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 4 FEBRUARY 2025



ATTACHMENT 2 : FRENCHS FOREST ACTIVE TRANSPORT NETWORK - LAYOUT PLANS FOR CROSSING FACILITIES - ITEM 4.1 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 4 FEBRUARY 2025



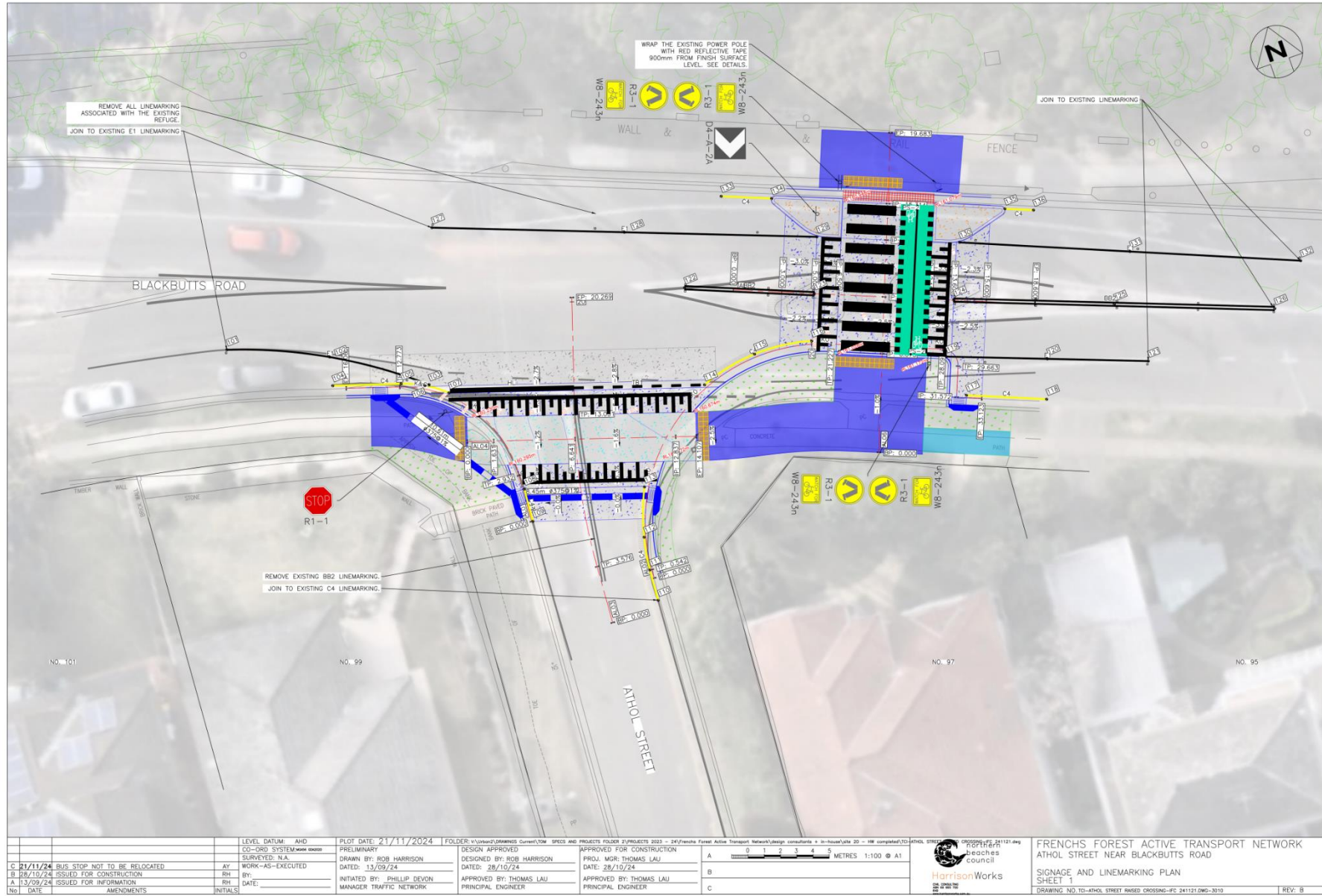
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DATE: **/**/****		(TRANSPORT PROJECT OFFICER)		(MANAGER TRANSPORT)	
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(TRANSPORT PROJECT OFFICER)		(MANAGER TRANSPORT)		(MANAGER TRANSPORT)	

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 northern beaches council	FRENCHS FOREST ATN KAMBORA AVE & BLACKBUTTS RD FRENCHS FOREST PLAN OF CIVIL WORKS SHEET 10 DRAWING NO. TC-KAMBORA & BLACKBUTTS-SHARED FOOTPATH-CONCEPT 1-3009 REVISION: 1
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ATTACHMENT 2 : FRENCHS FOREST ACTIVE TRANSPORT NETWORK - LAYOUT PLANS FOR CROSSING FACILITIES - ITEM 4.1 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 4 FEBRUARY 2025



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SURVEYED: N/A		DRAWN BY: ROB HARRISON		DESIGNED BY: ROB HARRISON	
AY: WORK-AS-EXECUTED		DATED: 13/09/24		DATED: 28/10/24	
RH: BY:		INITIATED BY: PHILLIP DEVON		APPROVED BY: THOMAS LAU	
A: 13/09/24 ISSUED FOR INFORMATION		RH: DATE:		APPROVED BY: THOMAS LAU	
No: DATE: AMENDMENTS		INITIALS		PRINCIPAL ENGINEER	

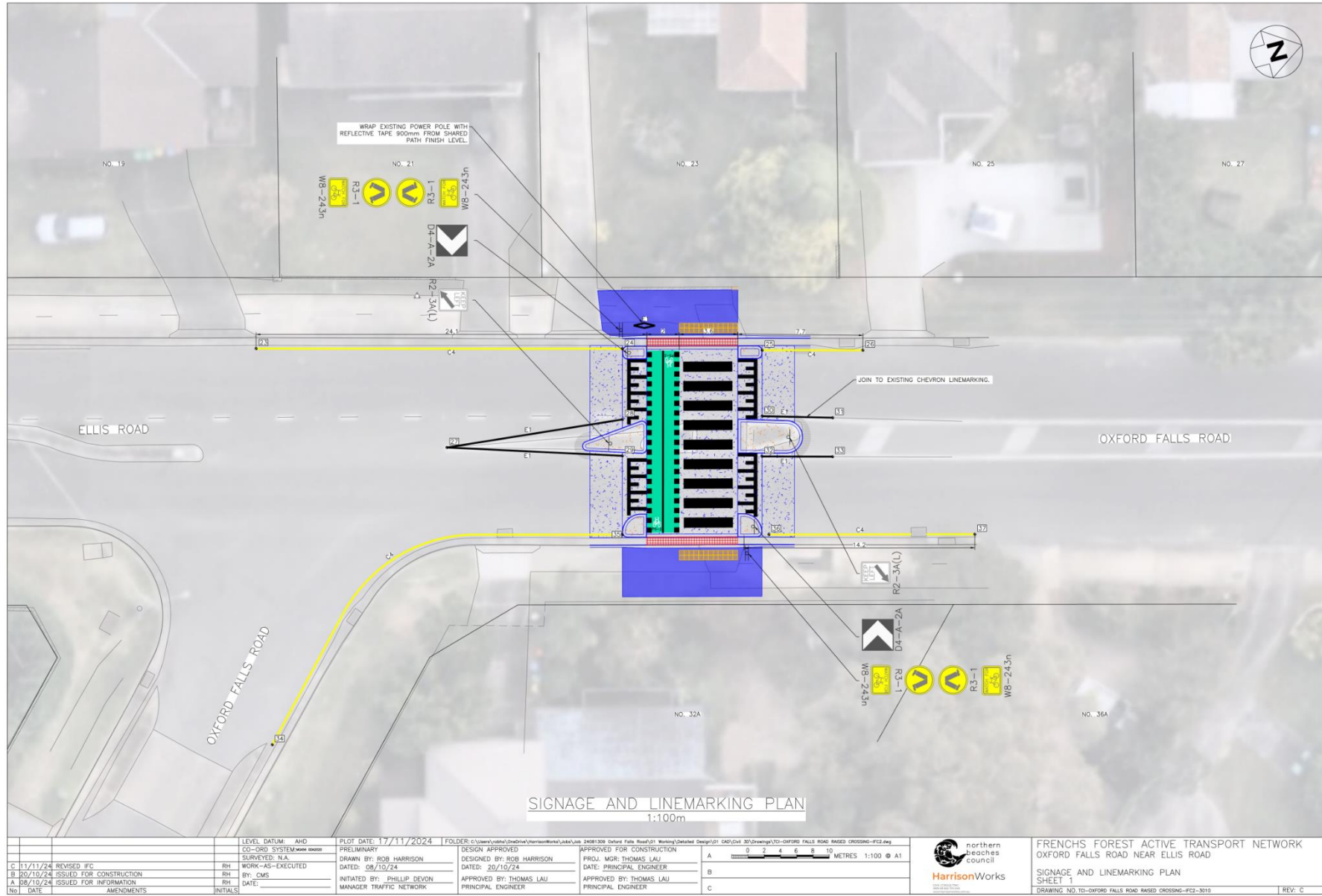
FRENCHS FOREST ACTIVE TRANSPORT NETWORK
ATHOL STREET NEAR BLACKBUTTS ROAD
SIGNAGE AND LINEMARKING PLAN
SHEET 1

HarrisonWorks
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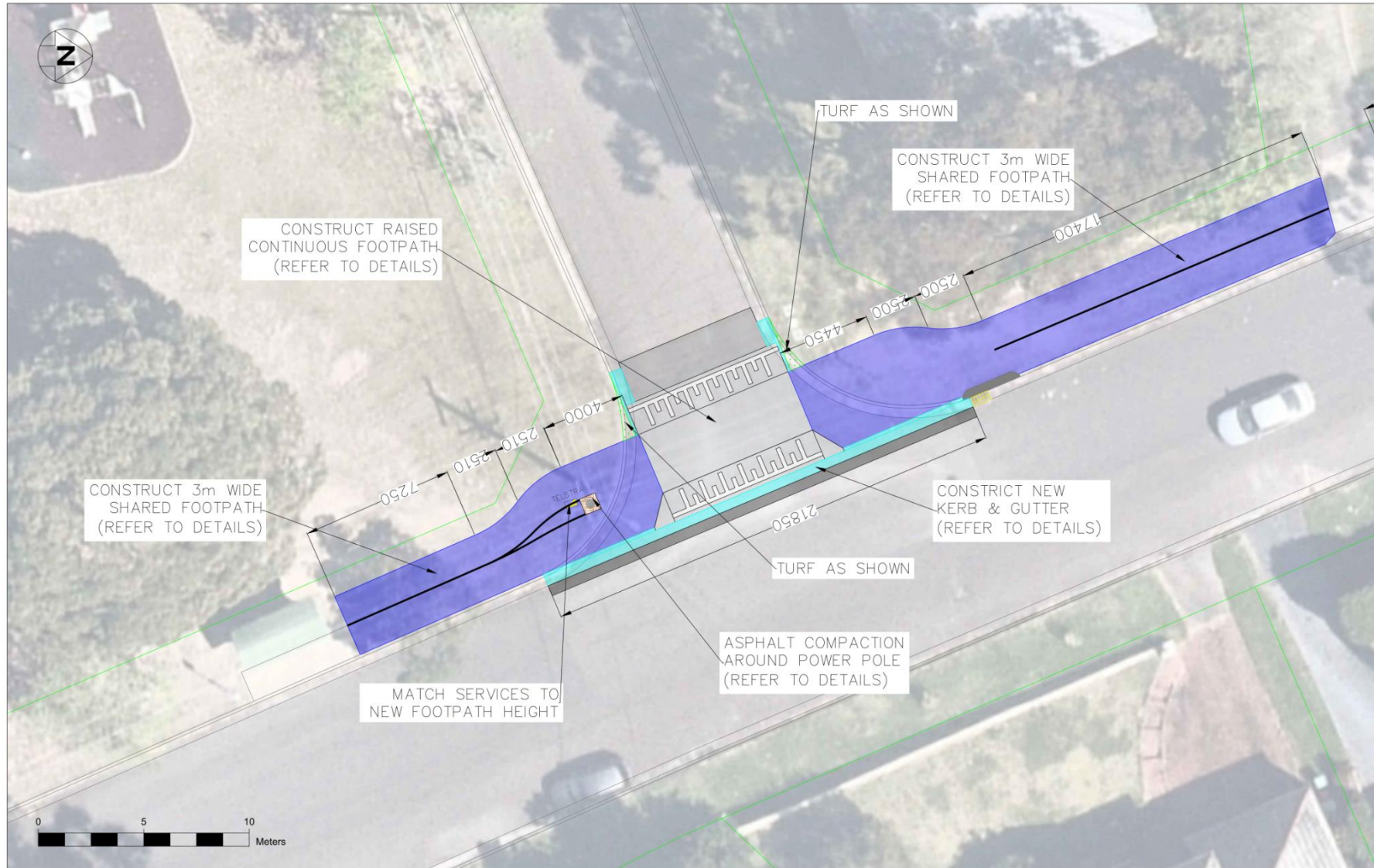
DRAWING NO. 103-ATHOL STREET RANGED CROSSING-FC_241121.DWG-3010 REV: B

ATTACHMENT 2 : FRENCHS FOREST ACTIVE TRANSPORT NETWORK - LAYOUT PLANS FOR CROSSING FACILITIES - ITEM 4.1 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 4 FEBRUARY 2025





ATTACHMENT 2 : FRENCHS FOREST ACTIVE TRANSPORT NETWORK - LAYOUT PLANS FOR CROSSING FACILITIES - ITEM 4.1 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 4 FEBRUARY 2025



LEVEL DATUM: AHD		PLOT DATE: 12/11/2024		FOLDER: \\S:\TRANSPORT NETWORK\Nicholas Murace\ - Frenchs Forest Active Transport Network 2024\Stage 3\Section 1A\SITE 18 - NEED TO START\TO-MAITLAND ST-CONTINUOUS FOOTPATH-CONCEPT-19102024	
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SURVEYED: N.A.		DRAWN BY: NICHOLAS MURACE		DESIGNED BY: NICHOLAS MURACE	
WORK-AS-EXECUTED		DATED: 16/10/24		DATED: 16/10/24	
BY: N.A.		INITIATED BY: BRAD LEULA		APPROVED BY: PHIL DEVON	
DATE: **/**/****		(TRANSPORT PROJECT OFFICER)		(MANAGER TRANSPORT)	
INITIATE DRAWINGS		NM DATE: **/**/****		APPROVED FOR CONSTRUCTION	
AMENDMENTS		INITIALS		PROJ. MGR: N.A.	
				DATE: **/**/****	
				APPROVED BY: PHIL DEVON	
				(MANAGER TRANSPORT)	



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METRES 1:40 @ A3



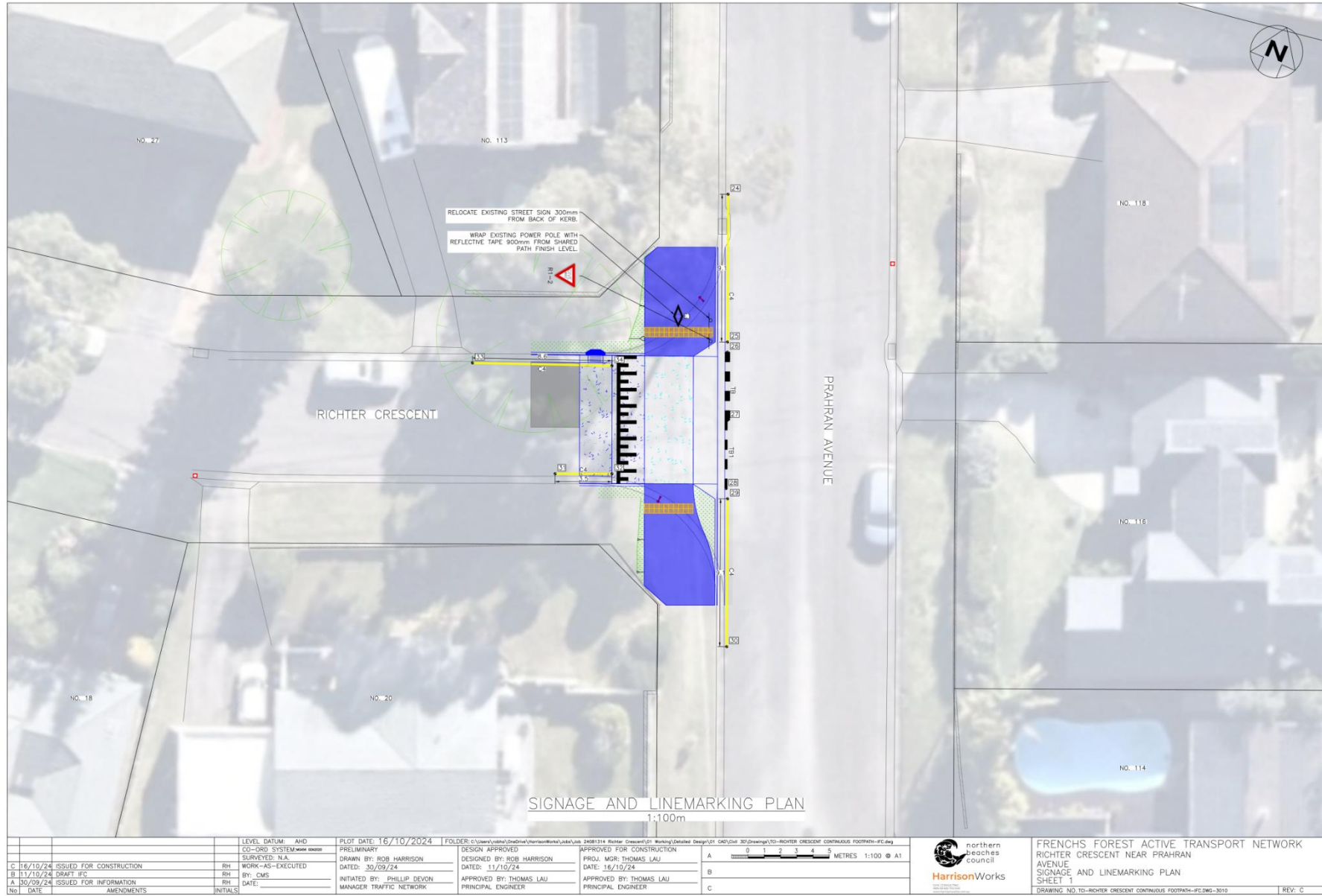
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northern beaches council

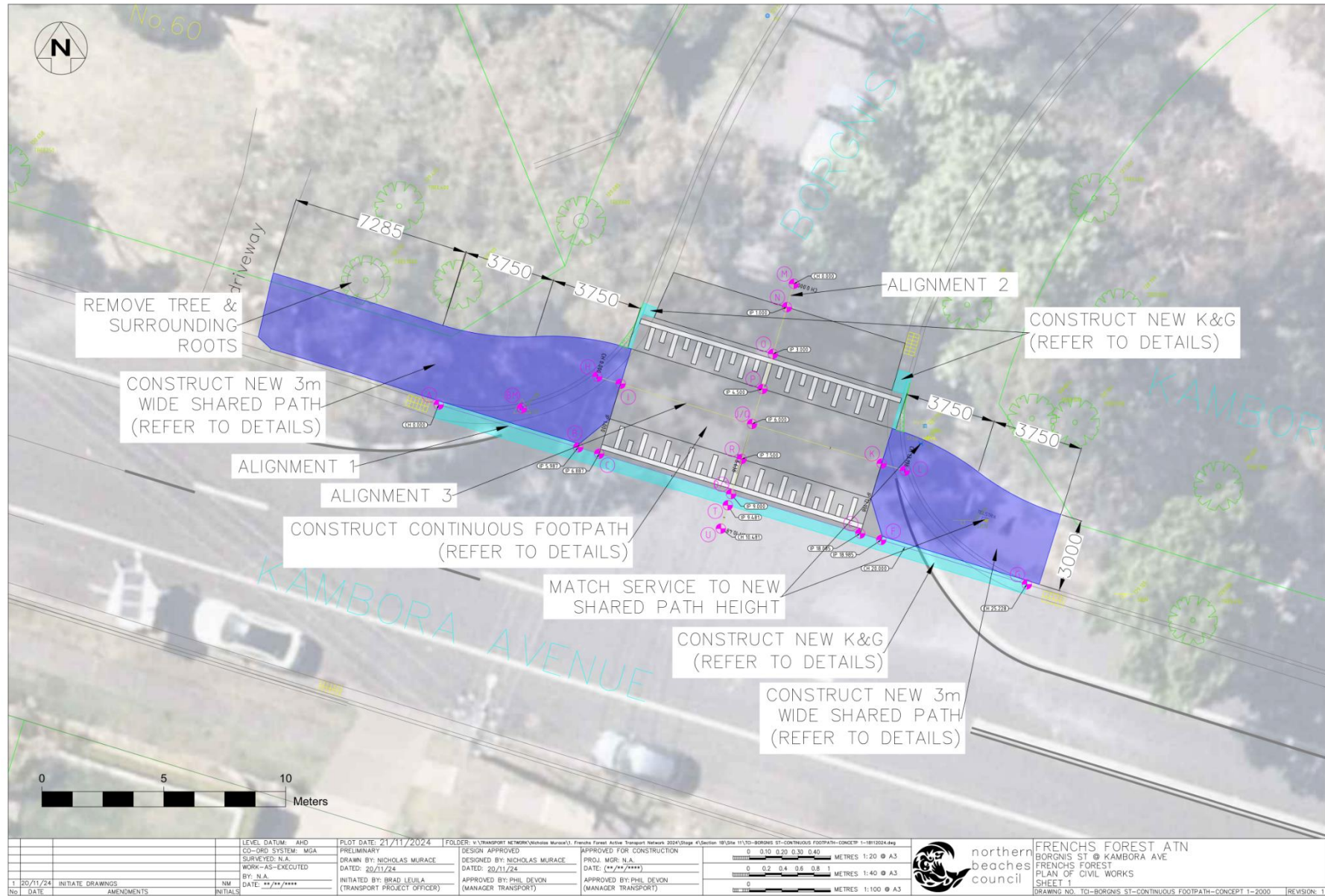
FRENCHS FOREST ATN
 PRAHRAN AVENUE @ MAITLAND STREET
 FRENCHS FOREST
 PLAN OF CIVIL WORKS
 SHEET 1
 DRAWING NO. TO-MAITLAND ST-CONTINUOUS FOOTPATH-CONCEPT 1-3000 REVISION: 1

ATTACHMENT 2 : FRENCHS FOREST ACTIVE TRANSPORT NETWORK - LAYOUT PLANS FOR CROSSING FACILITIES - ITEM 4.1 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 4 FEBRUARY 2025

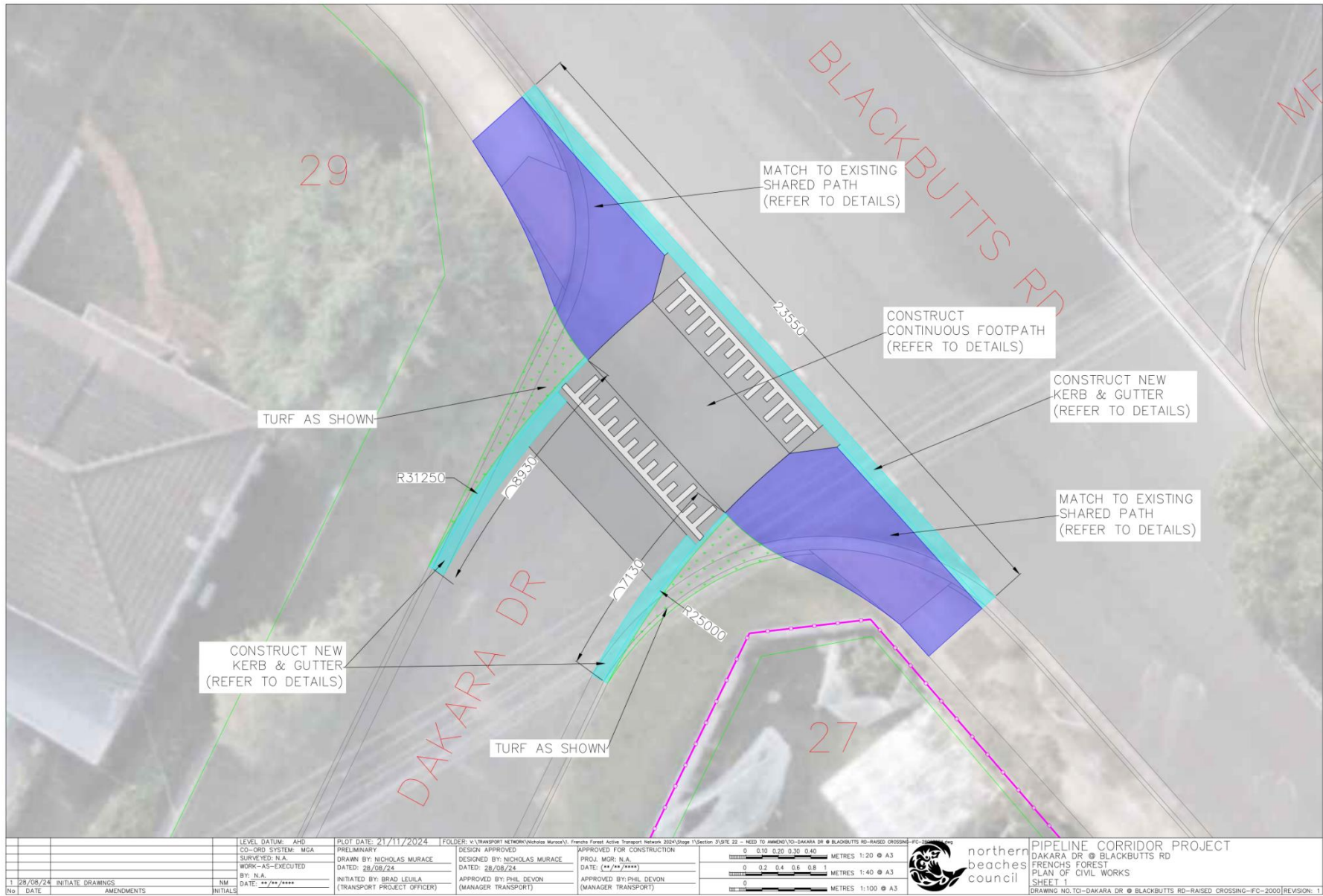


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SURVEYED: N/A		DRAWN BY: ROB HARRISON		DESIGNED BY: ROB HARRISON		PROJ. MGR: THOMAS LAU		PROJ. MGR: THOMAS LAU DATE: 16/10/24	
C 16/10/24 ISSUED FOR CONSTRUCTION		RH WORK-AS-EXECUTED		DATED: 30/09/24		DATED: 11/10/24		DATE: 16/10/24	
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No	DATE	AMENDMENTS	INITIALS						

ATTACHMENT 2 : FRENCHS FOREST ACTIVE TRANSPORT NETWORK - LAYOUT PLANS FOR CROSSING FACILITIES - ITEM 4.1 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 4 FEBRUARY 2025

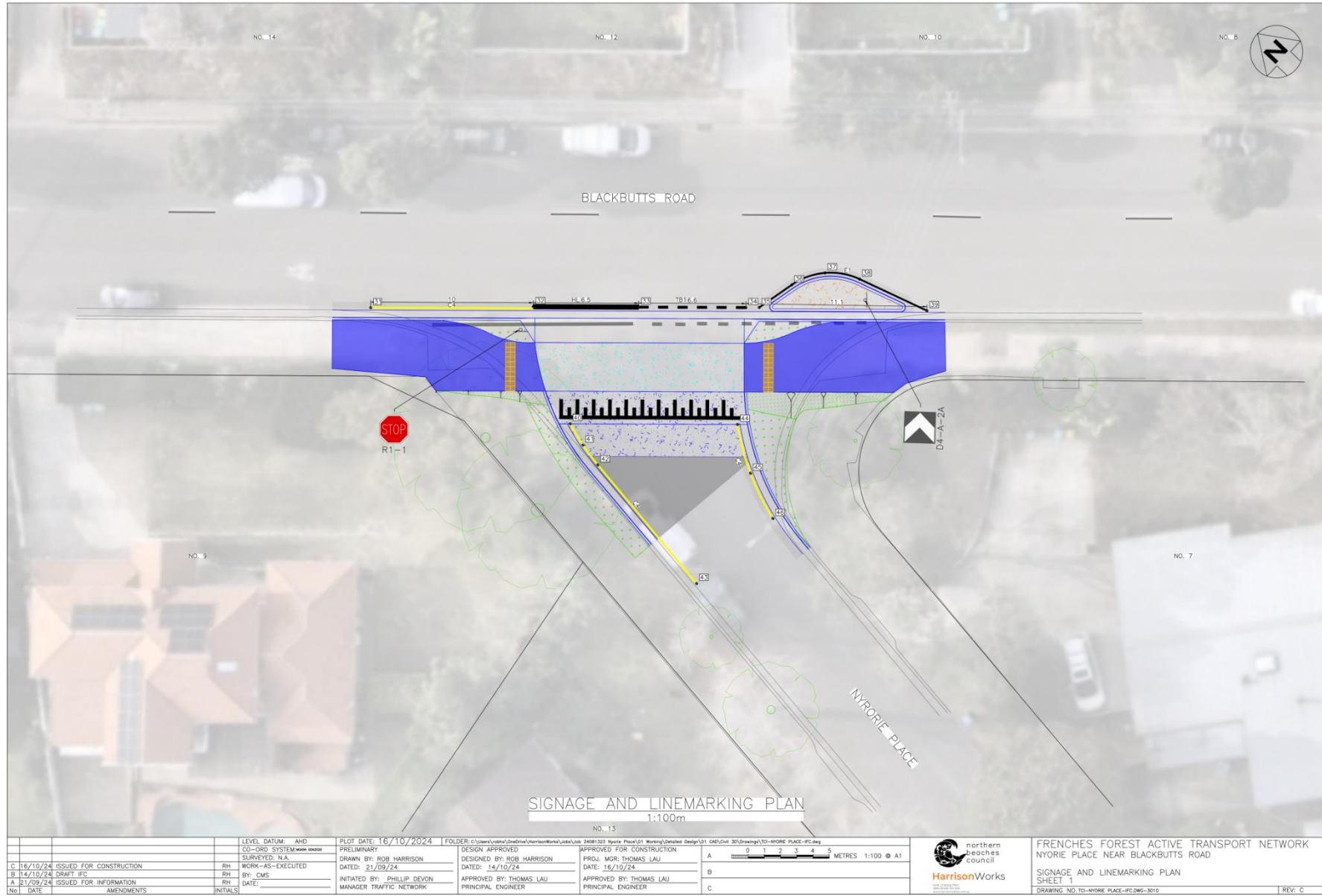


ATTACHMENT 2 : FRENCHS FOREST ACTIVE TRANSPORT NETWORK - LAYOUT PLANS FOR CROSSING FACILITIES - ITEM 4.1 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 4 FEBRUARY 2025



LEVEL DATUM: AHD		PLOT DATE: 21/11/2024		FOLDER: V:\TRANSPORT NETWORK\Nicholas Murae\1. Frenchs Forest Active Transport Network 2024\Stage 1\Section 3\SITE 22 - NEED TO AMEND\TO-DAKARA DR @ BLACKBUTTS RD-RAISED CROSSING-FC-2000.dwg		APPROVED FOR CONSTRUCTION		0 0.10 0.20 0.30 0.40		METRES 1:20 @ A3		 PIPELINE CORRIDOR PROJECT DAKARA DR @ BLACKBUTTS RD FRENCHS FOREST PLAN OF CIVIL WORKS SHEET 1
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WORK-AS-EXECUTED		DATED: 28/08/24		DATED: 28/08/24		APPROVED BY: PHIL DEVON		0				
BY: N.A.		INITIATED BY: BRAD LEUILA		APPROVED BY: PHIL DEVON		(MANAGER TRANSPORT)						
INITIATE DRAWINGS		(TRANSPORT PROJECT OFFICER)		(MANAGER TRANSPORT)		(MANAGER TRANSPORT)						
AMENDMENTS												
No. DATE		INITIALS		DATE: (**/**/****)								

ATTACHMENT 2 : FRENCHS FOREST ACTIVE TRANSPORT NETWORK - LAYOUT PLANS FOR CROSSING FACILITIES - ITEM 4.1 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 4 FEBRUARY 2025



	LEVEL DATUM: AHD	PLOT DATE: 16/10/2024	FOLDER: C:\Users\josh@northernbeaches.local\Documents\Projects\24081223 Nyrorie Place\01 Working\Detailed Design\01 CAD\Cad 2D\Drawings\10-NYRORIE PLACE-IFC.dwg
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C 16/10/24	SURVEYED: N/A	DRAWN BY: ROB HARRISON	DESIGNED BY: ROB HARRISON
B 14/10/24	RH WORK-AS-EXECUTED	DATED: 21/09/24	DATED: 14/10/24
A 21/09/24	RH BY: CMS	INITIATED BY: PHILLIP DEVON	APPROVED BY: THOMAS LAU
	RH DATE:	MANAGER TRAFFIC NETWORK	PRINCIPAL ENGINEER
NO	DATE	AMENDMENTS	INITIALS

APPROVED FOR CONSTRUCTION
 PROJ. MGR: THOMAS LAU
 DATE: 16/10/24
 APPROVED BY: THOMAS LAU
 PRINCIPAL ENGINEER

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northern beaches council
HarrisonWorks

FRENCHS FOREST ACTIVE TRANSPORT NETWORK
 NYRORIE PLACE NEAR BLACKBUTTS ROAD
 SIGNAGE AND LINEMARKING PLAN
 SHEET 1
 DRAWING NO. 10-NYRORIE PLACE-IFC.DWG-2016 REV: C

ITEM 4.2 MANLY ELECTORATE - MANLY WARD - KENNETH ROAD, MANLY - 6P TIMED PARKING

GEOCODES: -33.787789, 151.275334

REPORT

BACKGROUND

Council has reviewed the parking conditions and discussed options with Councils Rangers regarding long term parking by long and heavy vehicles on the northern side of Kenneth Road east of Addiscombe Road. Existing 10P timed parking restrictions are difficult to enforce effectively.

LOCATION

- Kenneth Road is a Regional Road of 13m in width, catering for two-way medium traffic with a speed limit of 50km/h.
- It runs east-west between Balgowlah Road and Condamine Street.
- On-street parking is restricted on both sides of Kenneth Road, between Addiscombe Road and Balgowlah Road with a range of different restrictions to cater for adjacent land uses.
- The Manly Swim Centre is located at its eastern end on the southern side of Kenneth Road, opposite Manly Golf Course.

ISSUES

- Drivers of long and heavy vehicles park their vehicles overnight on Kenneth Road and also during the day with Rangers unable to effectively manage the issue through enforcement due to the length and range of hours covered by the existing 10P restriction.
- The land use of the northern side of Kenneth Road consists of low and medium-density residential.
- The drivers of the long and heavy vehicles appear to live locally.
- Parking restrictions on the northern side of Kenneth Road in front of the golf course comprises of mixed parking restrictions of 2P, 4P and 10P with durations extending as you move further west of the swim centre. The 2P and 4P can be effectively enforced but the 10P cannot.
- At peak times during summer high parking demands associated with swim centre use put a strain on parking. Long term occupancy of spaces on Kenneth Road near Addiscombe Road at such times is undesirable

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce the following on the northern side of Kenneth Road in place of the existing 10P restrictions to minimise the impact on demand for on-street parking for local residents and users of the swim centre.

- Replace the existing 10P (6am to 8pm Everyday) parking restrictions with 6P parking restrictions applying 6am - 8pm Everyday on the northern side of Kenneth Road between Addiscombe Road and the existing 4P timed parking.

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 prevent parking of any vehicles for multiple days
- Will increase parking turnover during business hours
- Will manage parking of boats, trailers and heavy vehicles
- Will allow residents to park overnight
- Vehicles over 4.5T and longer than 7.5m are not permitted to park on street in a built up area for more than 1 hour so overnight parking of such vehicles is not permissible

CONSULTATION

Consultation letters have been distributed to 71 properties within the immediate vicinity of the location providing notification of the proposed changes. One response was received in support of the proposal.

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

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

RECOMMENDATION




That the Traffic Committee supports the:

1. Replacement of existing 10P timed parking restrictions on the North side of Kenneth Road east of Addiscombe Road with 6P timed parking restrictions applying 6am to 8pm Everyday.

Reporting officer	Traffic Engineering Coordinator
TRIM file ref	2024/920218
Attachments	1 Kenneth Road, Manly - Plan



SCALE

	PROPOSAL					 northern beaches council
	Kenneth Road, Manly – 6P timed parking					
	DRAWN	JB	APPROVED			
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	

ITEM 4.3 PITTWATER ELECTORATE - PITTWATER WARD - RIVERVIEW ROAD, AVALON BEACH - NO STOPPING AND PARKING RESTRICTIONS
--

GEOCODES: -33.619036, 151.317033

REPORT

BACKGROUND

Council has reviewed safety concerns regarding limited road width for access by large vehicles and busses using Riverview Road, Avalon Beach. Based on the consultation feedback, residents also raised safety hazards caused by long-term parking boats and trailers at the bend near No. 167 Riverview Road.

LOCATION

- Riverview Road is approximately 7.0m to 7.5m wide south of the bend near No. 167 and gradually narrows to about 6m north of the bend.
- Shore Brace is roughly 6m to 6.5m wide and joins Riverview Road as the stem of a T-intersection from the east, directly opposite No. 177 Riverview Road.
- Riverview Road becomes slightly narrower past (to the north of) Shore Brace, with a width of roughly 5.5m. Currently, vehicles are restricted to park only on one side between 7am to 5pm to ensure sufficient room for bus services during daytime.
- Bus 192 (Avalon Beach to Stokes Point) services this section of Riverview Road
- There is a 20m bus zone on the western side of Riverview Road immediately before (to the south of) the intersection with Shore Brace. Currently, there are no signs or lines on the eastern side of Riverview Road before Shore Brace.
- There is no footpath on either side of the road, so that pedestrians often need to use the road or the narrow nature strip to reach the bus stops.

ISSUES

- Unsafe access for large vehicles, busses and emergency vehicles due to parked cars near the intersection of Riverview Road and Shore Brace.
- Hazardous traffic condition at the bend near No. 167 Riverview Road due to long-term parking boats and trailers, narrowing the effective road width. The passing space may be insufficient at this location.

PROPOSAL

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

- Reduce the 40m No Stopping line in the original proposal in the first consultation to 20m near Shore Brace, which provides sufficient clearance for large vehicles and busses
- Install 20m Two-way Barrier Lines at the bend to improve visibility and safety, similar to the other bends along Riverview Road
- Install 52m of No Parking Motor Vehicle Excepted on the eastern side to improve visibility and traffic safety at the bend

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

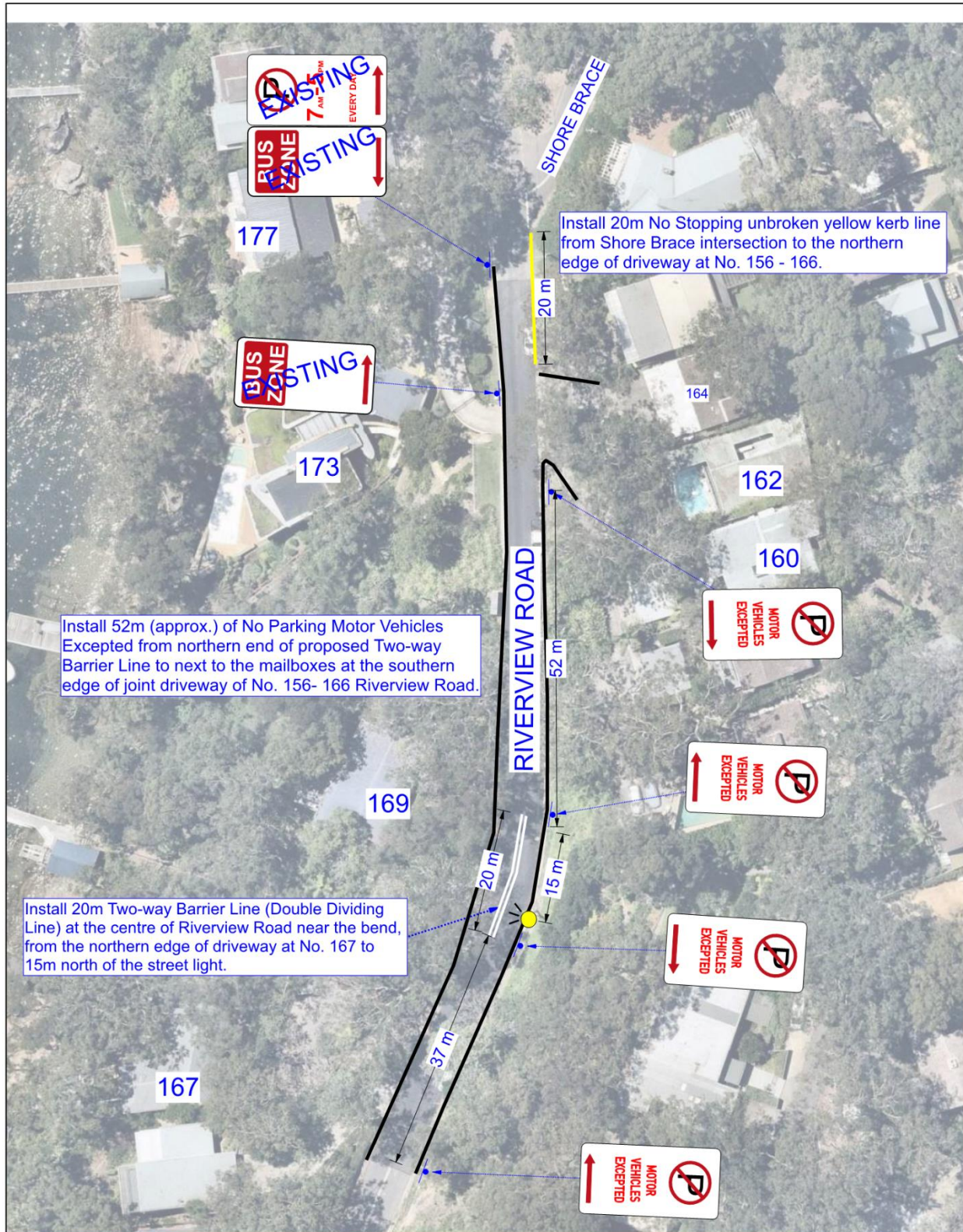
Consultation letters have been distributed to 38 properties within the immediate vicinity of the location providing notification of the proposed changes. Out of the 21 responses received, 16 supported the proposal (and an additional one who stated to be supportive of the amendments) The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION

That the Traffic Committee supports the:

1. Installation of 20m No Stopping Yellow Kerb Line from Shore Brace to the northern edge of the shared driveway at No. 156 – 166.
2. Installation of 20m Two-way Barrier Line (Double Dividing Line) at the bend from the driveway of No. 167 until 15m north of the streetlight pole on the easter side.
3. Installation of 52m of No Parking Motor Vehicle Excepted from the end of the proposed Two-way Barrier Line to the southern edge of shared driveway at No. 156 – 166.
4. Installation of 37m of No Parking Motor Vehicles Excepted from the driveway of No. 167 south to the existing Two-way Barrier line.

Reporting officer	Manager, Transport Network
TRIM file ref	2024/469300
Attachments	1 Riverview Road, Avalon Beach - Plan 2 Table of Consultation



	PROPOSAL					 northern beaches council
	Riverview Road, Avalon Beach No Stopping and Parking Restrictions					
	DRAWN	DN	APPROVED	JB		
	LAYOUT	1 OF 1	REVISION NO.	B	DATE	

Table of Consultation

Address	Riverview Road, Avalon Beach
Proposal	No Stopping and Parking Restrictions

Properties Consulted	38
Responses Received	21
Support	16 (17)
Do Not Support	5 (4)

Issue	Resident Comment	Council Response
On-street Parking Availabilities	<p>This proposal will remove 40m of car parking from Riverview Road north of the common driveway to Shorebrace. As our house has off street parking for 2 cars that is fully utilised, any visitors need to park in Riverview Road, most often in the zone now proposed to be a yellow No Stopping zone.</p> <p>Without parking will make it very difficult for our families who live with us and visiting friends. With all the trailers currently taking the parking to the south of your proposed no parking area it leave little or no casual parking for 100s of metres up the street. As the resident living here I don't often see issues to warrant this happening.</p>	<p>Council has amended the original proposal to reduce the 40m No Stopping to 20m after reviewing the location. This is an extra 10m on top of the statutory 10m restriction at an intersection, resulting in a loss of at most 2 parking spaces to improve visibility and vehicle queuing space.</p> <p>While Council appreciates the high parking demand in this area, residents should try to their vehicles off-street and share available public parking spaces with other road users for any remaining vehicles in a safe manner. The proposed No Parking Motor Vehicle Excepted restriction might help allocate more spaces for visitor cars.</p>
Long-term Boat and Trailer Parking	<p>No stopping in that area will only shift the problem to another location further along the road. Riverview Road is a road of "significant beauty" according to council, but it is cluttered up with trailers which hardly move.</p> <p>In order to ensure that the remaining car spaces on this part of the road remain available to residents and their guests, Council needs to put up a sign that completely prohibits boat trailers from parking on this part of the street. In fact, I believe it would be beneficial to improve the safety and movement of buses and other large vehicles for the whole length of Riverview Road if the trailer restriction was extended for all of Riverview Road.</p>	<p>The updated proposal includes No Parking Motor Vehicle Excepted on the eastern side of Riverview Road to address the safety hazards caused by long-term parking boat and trailers.</p>

ATTACHMENT 2 : TABLE OF CONSULTATION - ITEM 4.3 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 4 FEBRUARY 2025

<p>Extension of Parking Restriction</p>	<p>I represent the Avalon Preservation Association. APA supports this initiative but is of the view that much of Riverview Rd (and adjoining Cabarita Rd) has the same issue but in many cases, worse. NBC should consider restricting parking to one side of these roads as it has done with Central Rd.</p> <p>Suggest all Riverview and Cabarita Rd should have parking on one side only</p> <p>As both Riverview Rd and Cabarita Rd are narrow and windy with large trucks buses and tradespersons using them. One side of these roads should permanently be No Parking.</p>	<p>An expansion of current parking restrictions (between 7am to 5pm) requires further investigation and can be raised as a separate issue. Note that unnecessary removal of parking spaces can sometimes have negative safety impacts as vehicle speed increases, leading to more difficulties for driveway access and increased collision severity.</p>
<p>Suggestion of Alternative No Stopping Location</p>	<p>Wondering if the No Stopping zone could be on the other side of the road, extending back from the bus stop, thereby affecting less residents</p>	<p>Locating a No Stopping on the western side of the road would not achieve the same effect in terms of improved visibility at the intersection and bus manoeuvring capacity.</p>
<p>Suggestion of No Parking Motor Vehicle Excepted</p>	<p>On the other hand, if this proposal were to be amended by erecting "No Parking, cars excepted" signs along the East side of Riverview Road from the common drive kerb inlet pit south to the southern curve, more on street parking could be facilitated by exclusion of such trailers, and the amended proposal could be supported.</p>	<p>The original proposal has been reviewed and updated to include No Parking Motor Vehicle Excepted, following several resident feedback and site inspections.</p> <p>A reconsultation was done to reflect the change of project scope.</p>

ITEM 4.4 PITTWATER ELECTORATE - NARRABEEN WARD - 18 THE ESPLANADE, NARRABEEN - PAINTED TRAFFIC ISLANDS
--

GEOCODES: -33.719859, 151.289835

REPORT

BACKGROUND

Council has reviewed driveway access due to obstructed visibility associated with parked vehicles. An additional 4 parking spaces between No. 16 and 18 The Esplanade, Narrabeen became available following the installation of No Stopping yellow kerb lines and centreline realignment as approved in the July 2022 LTC meeting.

LOCATION

- The Esplanade is a local road of roughly 9.5m width, carrying high volumes of two-way traffic. It connects with Nioka Road at the western end (sharp curve) and Mactier Street at its eastern end (roundabout).
- There are a dozen of residence driveways located on the southern side of The Esplanade and Nioka Road.
- There is no bus route on this road. There are multiple 3T Load Limit signs restricting heavy vehicles from the steep ascend/descend at Veterans Parade / Nioka Road.
- There is a hedge tree near the driveway exit at (within property boundaries of) No. 18 The Esplanade that may further reduce visibility and requires regular maintenance.

ISSUES

Residents have reported difficulties when exiting their driveway due to parked vehicles near their driveway, which were previously prohibited before the centreline realignment. Although the westbound traffic can be observed from a further distance (about 50m) as they pass through the bend near No. 12, it can be challenging to locate them accurately as they approach the sharp bend at Nioka Road. However, removal of all parking spaces is not recommended due to concerns for increased vehicle speeds.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install painted traffic islands at the sharp curve with Nioka Road. One traffic island will extend for 6m east of No. 18's driveway and remove one parking space for better visibility, while providing guidance for the traffic to stay further from the kerb and adjust their angles for the sharp turn ahead. The islands will leave 4m spacing from the centreline, reducing collision risks with the concrete median or traffics in the opposite direction.

Staff have discussed the localised issue with the hedge on the boundary of 18 The Esplanade adjoining the driveway with the property owner and agreement was reached regarding some pruning to address part of the line of sight concerns raised in the initial request.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

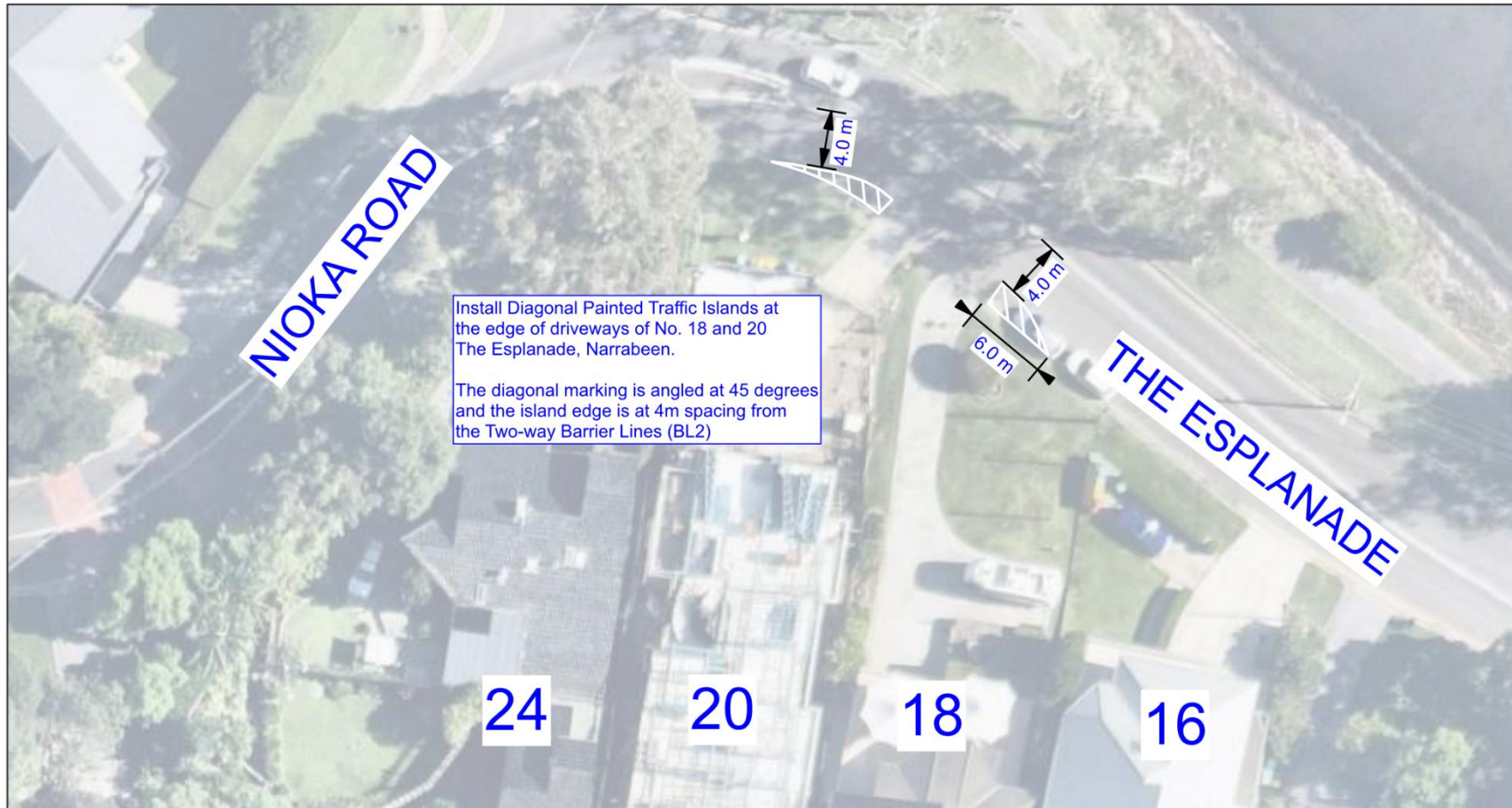
Consultation letters have been distributed to 13 properties within the immediate vicinity of the location providing notification of the proposed changes. 4 out of the 6 responses were in support of the proposal, 3 of which specifically supported the removal of parking near No. 18's driveway. The responses are noted in Attachment 2 – Table of Consultation.



RECOMMENDATION

That the Traffic Committee supports the:

1. Installation of Painted Traffic Islands on the eastern side of No. 18's driveway (6m long) and on the western side of No. 20's driveway. The islands will be 4m from the Two-way Barrier Lines at the centre.

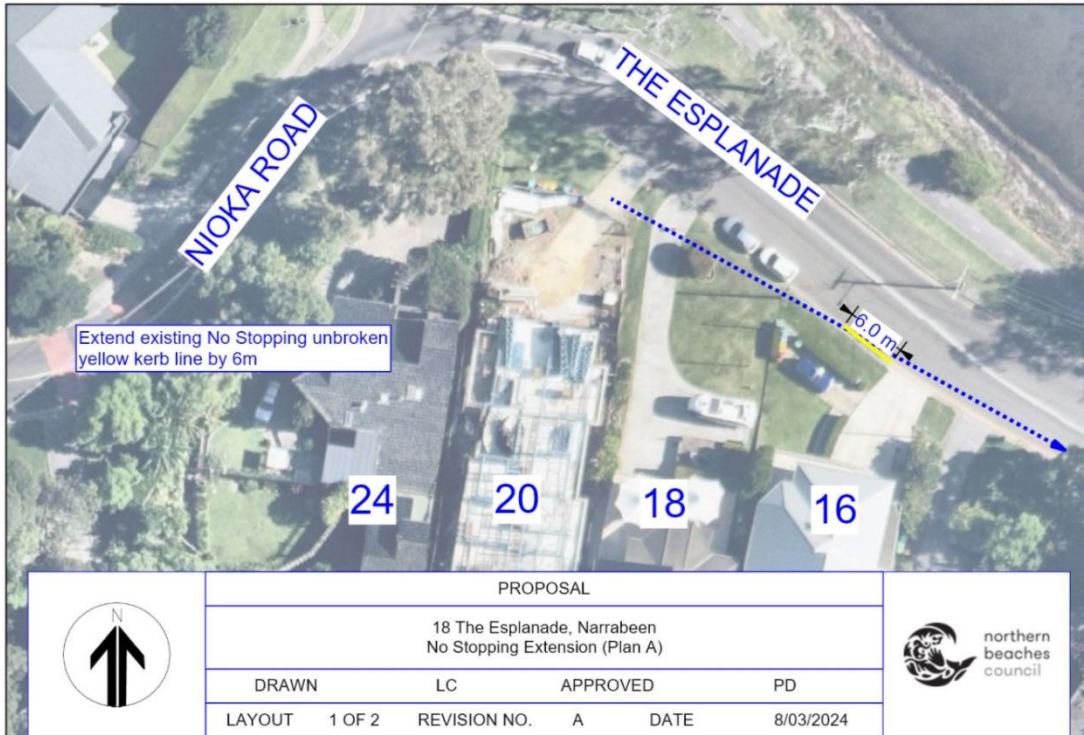
Reporting officer	Traffic Engineering Coordinator
TRIM file ref	2024/510804
Attachments	1 The Esplanade, Narrabeen - Plan (Proposed) 2 The Esplanade, Narrabeen - Plan (Original) 3 Table of Consultation



	PROPOSAL					
	18 The Esplanade, Narrabeen Proposed Painted Traffic Islands					
	DRAWN	LC	APPROVED	PD		
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	

ATTACHMENT 2 : THE ESPLANADE, NARRABEEN - PLAN (ORIGINAL) - ITEM 4.4 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 4 FEBRUARY 2025

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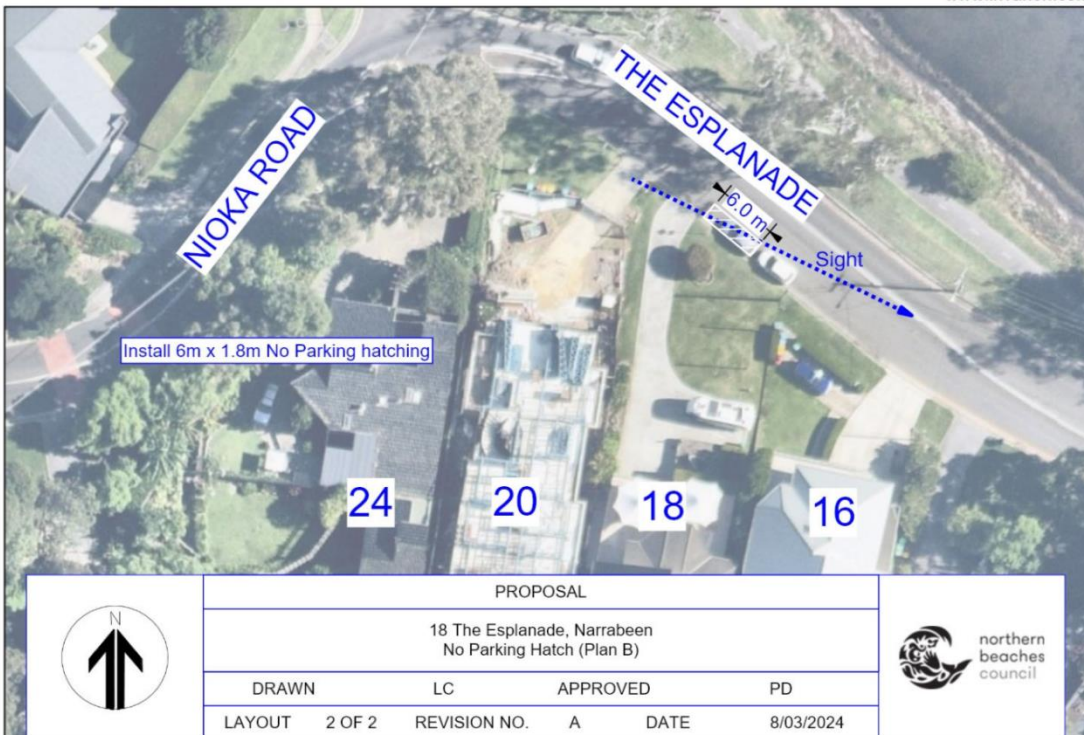


Table of Consultation

Address	18 The Esplanade, Narrabeen
Proposal	Painted Traffic Islands

Properties Consulted	13
Responses Received	6
Support	4 (3 for Plan B)
Do Not Support	2

Issue	Resident Comment	Council Response
Unsafe Turning Angle at Bends	The concern I have is that this is just a band aid solution. The issue is that Nioka & The Esplanade is used as thoroughfare to avoid the traffic & traffic lights on Pittwater Road. As the road is both windy & steep with numerous blind driveways its only a matter of time before a major incident occurs. A full review of this S bend road needs to be undertaken to reduce traffic flow & slow traffic down. I'm surprised the recent changes were even permitted as a thorough analysis would have identified this issue before the new lines & parking signs were installed.	Council has amended the original plan and propose to install painted traffic islands near the sharp descending curve connecting to Nioka Road. The new plan removes parking next to No. 18's driveway for better visibility and provides guidance for vehicles to adjust their steering angle to better align with the curve angle.

ITEM 4.5 PITTWATER ELECTORATE - PITTWATER WARD - WICKHAM LANE, AVALON BEACH - UPDATE IN TIMED PARKING RESTRICTIONS
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GEOCODES: -33.637225, 151.328007

REPORT

BACKGROUND

Council has reviewed parking restrictions based on concerns received regarding difficulties for garbage bins collection and waste truck access on Mondays along Wickham Lane, Avalon Beach due to parked vehicles limiting the narrow road width. The existing No Parking restrictions at the two indented parking bays apply between 8:00pm Sunday to 6:00pm Monday, following LTC approval in October 2021 and were extended in length again in early 2023.

Residents from 17-19 Old Barrenjoey Road have raised concerns about the inability to put bins at the indented parking bays for collection because they fail to find any contractor to put their bins out at late hours on Sundays. However, it should be noted that the residents have the obligation to put their bins out the night before collection day at appropriate locations without causing obstructions. Although Wickham Lane is a narrow road, there are still kerb and gutter along the eastern side and other alternative spots where parking is prohibited for bin placement.

LOCATION

- Wickham Lane is a two-way road that connects Sanders Lane (one-way westbound) and Avalon Parade.
- Wickham Lane is approximately 5m wide at the northern end and narrows to about 4m at the southern end.
- There are two parking bays in the narrower section with 5.2m and 5.4m widths respectively to facilitate residential parking (2 and 3 spaces respectively).
- There are low-density residential properties along the western side of Wickham Lane, and medium-density residential/business mixture along the eastern side. Businesses usually have their own off-street parking facilities.

ISSUES

Residents reported inadequate time window on existing Timed No Parking restriction for waste contractor to put out bins on Sunday afternoons at the indented parking bays.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to extend the Timed No Parking restriction to start at 12pm Sunday instead of 8pm Sunday to allow more bin placement time on Sunday nights.

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:

- A total of 5 parking spaces are impacted by reduced time on Sunday evenings.

CONSULTATION

Consultation letters have been distributed to 116 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. Extension in duration for existing Timed No Parking restrictions to apply from 12:00pm (originally 8:00pm) Sunday to 6:00pm Monday.

Reporting officer	Manager, Transport Network
TRIM file ref	2024/759419
Attachments	1 Wickham Lane, Avalon Beach - Plan 2 Table of Consultation

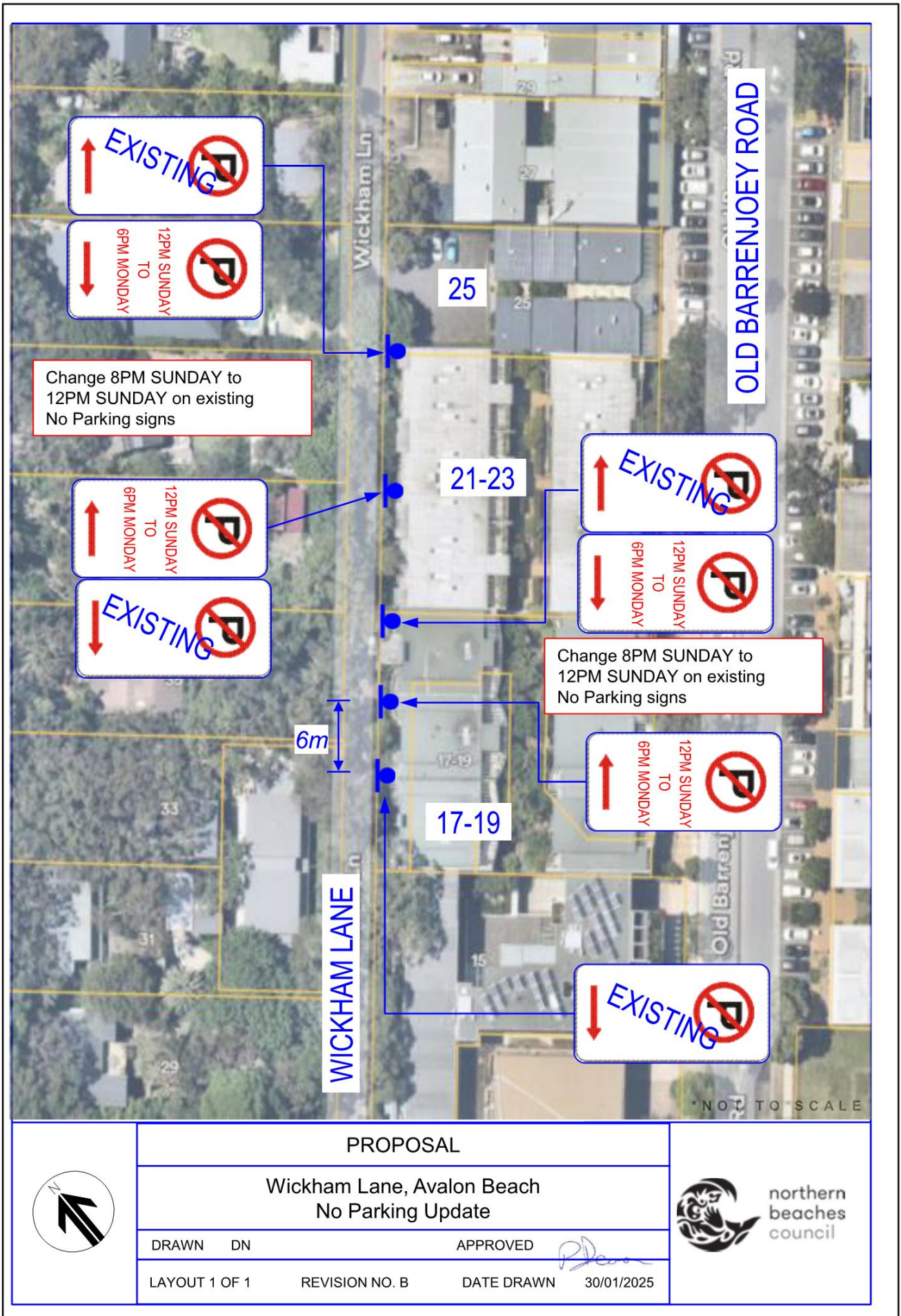


Table of Consultation

Address	Wickham Lane, Avalon Beach
Proposal	Updated Timed Parking Restrictions

Properties Consulted	116
Responses Received	5
Support	2
Do Not Support	3

Issue	Resident Comment	Council Response
Request for restriction to begin midday Sunday	Nothing is achieved by changing the street signs from 8 pm Sunday to 6 pm Sunday. This is frustrating because the reasons have been shared with the Council on multiple occasions over several years. We have over 30 bins to be placed on the road for 17-19 Old Barrenjoey Road and we cannot engage a contractor to put out the bins on a Sunday evening. The contractor puts our bins out generally between 12 noon and 3 pm on Sunday afternoon. If the street signs do not indicate 'no parking' from 12 noon on a Sunday, they serve no purpose and may as well not be there.	Essentially it is a waste collection issue that should not be resolved by traffic measures. The existing and proposed Timed No Parking restriction is implemented to ensure road access for garbage trucks on Monday due to limited road width. Residents are responsible for placing the bins at appropriate locations on the road for collection, and waste collection should empty the bins regardless of parked vehicles.
	The times are incorrect. They do not help with keeping room for putting our bins out. We need from 12:00pm Sunday to 8:00am Monday	
	The bins are put out early Sunday afternoon so 6.00pm is too late. There will be cars where the bins are meant to go and this causes chaos. Please make the sign midday Sunday to midday Monday or something like that. The bins are brought in on Monday morning.	

ITEM 4.6 PITTWATER ELECTORATE - NARRABEEN WARD - WOORARRA AVENUE, NORTH NARRABEEN - NO STOPPING YELLOW LINE

GEOCODES: -33.709630, 151.290565

REPORT

BACKGROUND

In 2023, Council received concerns from residents regarding difficulties turning out of Carefree Road and a lack of passing room for two vehicles on Woorarra Ave at its intersection with Carefree Road. This was due to vehicles parking on northern side of Woorarra Avenue opposite the intersection. As a result, Council undertook investigations and proposed the installation of a 15m length of unbroken No Stopping yellow line along the northern side of Woorarra Avenue to remove parking and provide more road space for turns out of Carefree Road and greater space for passing of opposing vehicles. The proposal was presented to and approved by Northern Beaches Local Traffic Committee Meeting on 4 July 2023, Item no. 4.11 and the yellow line was installed on 4 September 2024.

In approving the yellow line, the traffic committee also resolved that the matter be reviewed in 6 months or after completion of works associated the 2 Development Applications at 50 Woorarra Avenue (DA2022/0309) and at 48 Woorarra Avenue (DA2022/0307). Works have not yet commenced on the development however the following report is presented for the committee's consideration to review the impact of the yellow lines.

LOCATION

- Woorarra Avenue is a local road performing a collector road function. The subject section of Woorarra Ave carries peak hour volumes of 95 to 110 vehicles per hour although west of Elanora Road it carries higher peak hour volumes of 250 to 330 vehicles per hour and is well used as a local access route by residents of Elanora Heights.
- Both Woorarra Avenue and Carefree Road have a 50km/hr speed limit.
- There is no footpath on either side of Woorarra Avenue or Carefree Road in the location of concern with pedestrians generally walking on the road.
- Woorarra Avenue has a carriageway width ranging from 5.5 metres to 6.5 metres. This restricts the ability for on-street parking. As there are no kerbs on either side of the road, vehicles tend to park partly on the road and partly on the verge.

ISSUES

- Most of the parking activity near the intersection including that which was occurring opposite Carefree Road is illegal as parked vehicles are parking partly or fully on the nature strip contrary to Road Rule 197. The introduction of the yellow No Stopping line has therefore reinforced the Road Rules and has ensured that adequate space is available for vehicles to turn into/out of Carefree Road.
- Parking legally i.e. not on the nature strip opposite Carefree Road would leave only one lane of traffic on the road and would prevent left turns out of Carefree Road.
- A complaint has been received following the introduction of the yellow No Stopping line that with the removal of parking near the intersection, vehicles are travelling at a higher speed which has increased safety issues at the intersection.

- A compliant has been received following the introduction of the yellow No Stopping line that pedestrian safety has been compromised as parked vehicles near the intersection created a protected zone where pedestrians could walk safely in the gap between parked cars and adjacent land. Now, with the yellow lines in place and parking removed, pedestrians are exposed to passing traffic.

PROPOSAL

Council is proposing to permanently retain the existing 15m No Stopping yellow line installed previously on 4 September 2024, followed by the LTC meeting of 4 July 2023. The supporting documents for this proposal include recent traffic counts, swept path analysis, crash analysis and compass data. Although, the data or results from traffic counts, crash analysis and compass are neutral (neither supportive nor against) of this proposal, the existing no stopping yellow line should be retained because the introduction of the yellow No Stopping lines has not resulted in any evidence of adverse safety implications at the intersection however swept path analysis does demonstrate that the removal of parking activity is of benefit as a B99 vehicle cannot turn left from Carefree Road with vehicles parked along the northern side of Woorarra Avenue opposite carefree Road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will assist cyclists as there is increased road width for cyclists near the intersection to move to the side rather than being squeezed by passing traffic.
- The proposal makes it safer for pedestrians to walk past the intersection with carefree Road as they can now walk on the shoulder rather than having to walk on the road around parked cars.

PARKING IMPACT STATEMENT

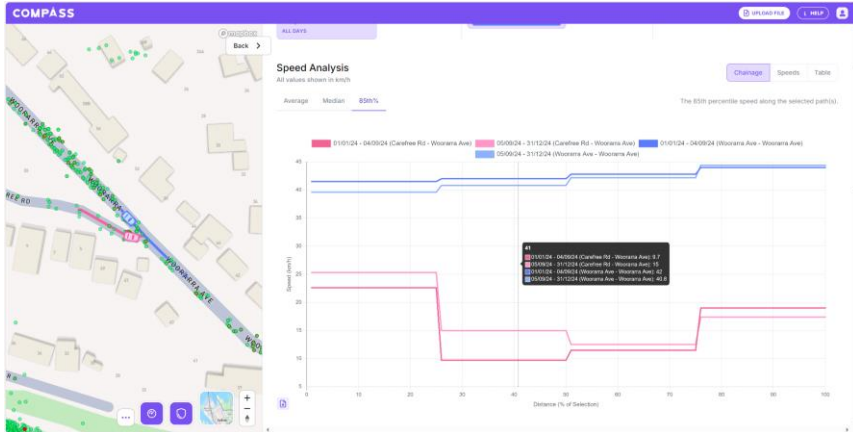
This proposal will not result in any changes to the parking as it is proposed to retain the existing No Stopping yellow lines and make no adjustment to their extent.

SUPPORTING DOCUMENTS

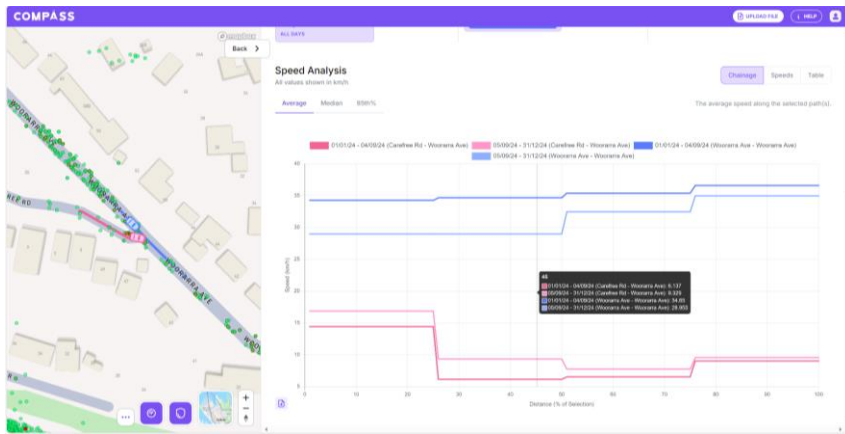
Council has looked at swept path analysis, speed data, vehicle and pedestrian movement count on Woorarra Avenue and Carefree Road intersection, crash history before and after the installation of no stopping yellow line and compass and G-force data. The results from these sources are described below and attached in appendices.

1. **Swept path analysis:** Council has undertaken a series of swept path analysis for a regular B99 vehicle and a small rigid vehicle (SRV), turning out of Carefree Road with and without vehicles parked along Woorarra Avenue. The swept path analysis shows that the left turn out of Carefree Road into Woorarra Avenue with vehicles parked along the north side of Woorarra Avenue is not possible for the B99 vehicle. The swept path analysis also shows that a SRV cannot turn left from Carefree Road with or without vehicles parked along Woorarra Avenue. Swept paths have also been tested for two B99 passing each other with vehicles parked along Woorarra Avenue, which shows that there is no opportunity for two vehicles to pass each other.
2. **Compass IoT:** Compass IoT is an Australian road intelligence company that analyses anonymised connected vehicle data from 64 car brands through embedded sensors via onboard SIMs, or via retro-fitted telematics on older vehicles. Those sensors or telematics can record information on braking, swerving, pitch, roll and yaw at scale, allowing traffic engineers to identify transport pinch points or potential blackspots – before they become blackspots. Council staff have analysed Compass IoT data for the intersection of Woorarra Avenue and Carefree Road. The data has been compared for before and after the installation of the No Stopping yellow lines for an average speed, 85th percentile speed and G-force associated with vehicle movements i.e. steering, braking and acceleration. Although there are no extreme G-

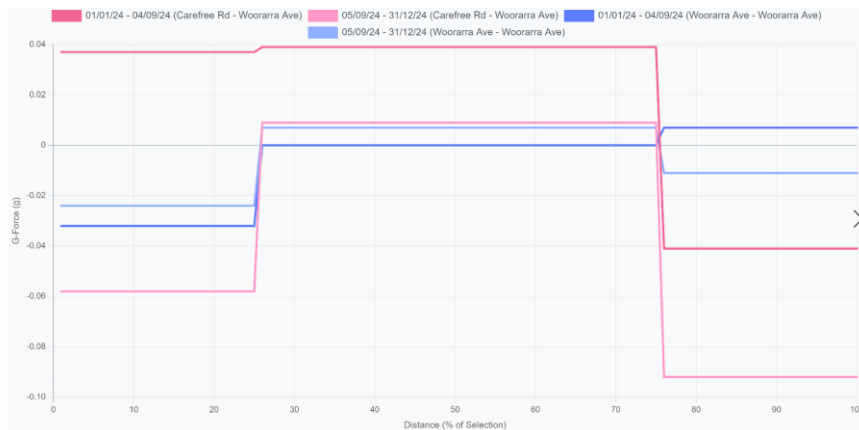
forces before or after the installation of no stopping yellow line, a speed analysis shows that speed of vehicles in Woorarra Avenue while approaching the intersection has slightly decreased, whereas speed of vehicles on Carefree Road while approaching the intersection has slightly increased. Results of the compass analysis are shown in the images below:



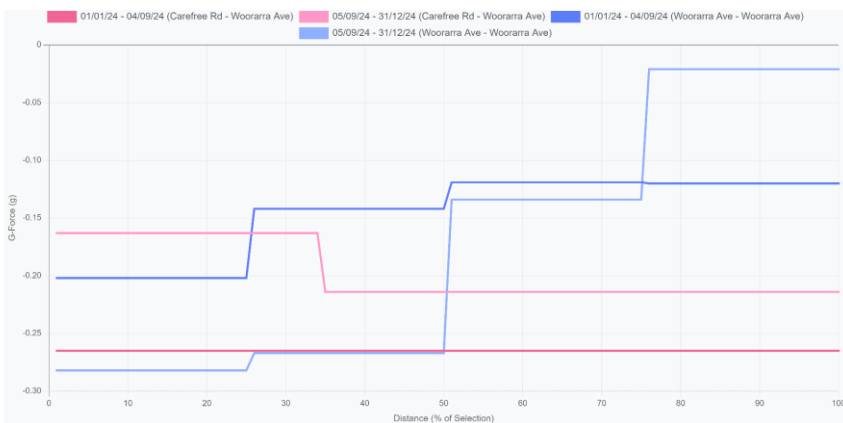
8. *Figure 1: Speed analysis for cars before and after installation of no stopping yellow lines - 85th percentile speed*



9. *Figure 2: Speed analysis for cars before and after installation of no stopping yellow lines - average speed*



10. *Figure 3: G-Force – acceleration (harsh acceleration when G-force value is >0.4)*



11. *Figure 4: G-Force – braking (harsh acceleration when G-force value is >0.6)*



12. *Figure 5: G-Force – swerving (harsh acceleration when G-force value is >0.47)*

3. **Traffic counts:** Council has undertaken tube traffic counts on Woorarra Avenue (outside house no. 50 Woorarra Avenue) and Carefree Road (outside house no. 5) in December 2024. These counts were undertaken after the installation of the yellow No Stopping Yellow lines. There are no older counts in the exact or nearest locations before the installation of the yellow No Stopping lines. However, there are several speed counts along Woorarra Avenue at other locations, obtained before the installation of No Stopping Yellow line. Of these counts, the most relevant data for comparison purposes is a count undertaken at house number 31 in 2022 (at the bend, east of Carefree Road and Woorarra Avenue intersection). A comparison between the traffic counts of 2024 and 2022 are provided as below. It should however be noted that the count undertaken at No.31 is not really useful for comparison purposes in regard to speed as that count, undertaken on tight bend is dissimilar from the count undertaken in 2024 which is on a straight section of road. The Compass data which shows a slight reduction in speed, but little change is a more relevant comparison for speeds:

Year	2024	2022
85 th percentile speed	Woorarra Avenue: 52km/hr Carefree Road: 36km/hr	Woorarra Avenue (eastern bend): 34km/hr Carefree Road: none
Five Day AADT	Woorarra Avenue: 1018 Carefree Road: 345	Woorarra Avenue: 1060
Seven Day AADT	Woorarra Avenue: 962 Carefree Road: 329	Woorarra Avenue: 1053
% of heavy vehicles	Woorarra Avenue: 6.2% Carefree Road: 6.7%	Woorarra Avenue: 3.9%

4. **Vehicle and pedestrian turning movement counts at intersection:** Council has undertaken turning movement counts for vehicles and pedestrians at the intersection of Woorarra Avenue and Carefree Road on 10 December 2024 (during school term). The counts were undertaken in the morning peak period between 7am-9:30am and in the evening peak period between 3pm-6pm on a weekday. The result of the pedestrian turning movement count shows that during the

AM peak (7am to 9:30am) there were 4 pedestrians traversing the northern side of Woorarra Avenue and 14 pedestrians on the southern side of Woorarra Avenue. During the evening peak (3pm to 6pm), there were 8 pedestrians on the northern side of Woorarra Avenue and 12 pedestrians on the southern side of Woorarra Avenue. This represents low levels of pedestrian activity however shows that there is enough pedestrian activity along both sides of Woorarra Avenue to require that their safety be taken into consideration. In addition, the vehicle turning movement count shows that during the AM peak only 12 movements (5% of traffic) turn left and during the PM peak period only 10 movements (3% of traffic) turn left out of Carefree Road into Woorarra Avenue. Although this represents low numbers making the turn it never-the-less demonstrates enough demand for the movement to warrant measures being in place to ensure the turn can be undertaken safely. The count also showed very low numbers of bicycles using the intersection however these have not been reported. Complete results of the vehicle turning movement counts are shown in the diagrams below:



13. Figure 6: Vehicles Turning Movement Count during AM peak



14. Figure 7: Vehicles Turning Movement Count during PM peak

- Crash history:** There are no crashes recorded in the most recent 10 years of available crash data (including before and after the installation of no stopping yellow line). However, there is one crash recorded in 2013 with a rum code of 73 i.e. right off carriageway into object/parked vehicle. It was a non-casualty or towaway crash.

ENVIRONMENTAL CONSIDERATIONS

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

RECOMMENDATION

That the Traffic Committee supports the:

1. The retention of the existing unbroken No Stopping yellow line, approximately 15 metres in length, on the northern side of Woorarra Avenue at the intersection of Woorarra Avenue and Carefree Road (frontage of house no. 50 Woorarra Avenue).

Reporting officer	Manager, Transport Network
TRIM file ref	2024/912452
Attachments	1 Woorarra Avenue, North Narrabeen - Swept path analysis









LEVEL DATUM: AHD		PLOT DATE: 28/11/2024		FOLDER: Y:\TRANSPORT NETWORK\Nicholas Murrace\North Narrabeen - Carefree Rd - Vehicle Tracking\10-CAREFREE RD, NTH NARRABEEN-VEHICLE TRACKING-27112024.dwg	
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SURVEYED: N.A.		DRAWN BY: NICHOLAS MURACE		APPROVED FOR CONSTRUCTION	
WORK-AS-EXECUTED		DATED: 28/11/24		PROJ. MGR: N.A.	
BY: N.A.		INITIATED BY: DOLMA NEGI		DATE: (**/**/****)	
DATE: **/**/****		(TRAFFIC ENGINEER)		APPROVED BY: PHIL DEVON	
INITIALS				(MANAGER TRANSPORT)	
1 28/11/24		INITIATE DRAWINGS		0 0.2 0.4 0.6 0.8 1	
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northern beaches council
 SWEPT PATH ANALYSIS
 CAREFREE RD @ WOORARRA AVE
 NORTH NARRABEEN
 VEHICLE TRACKING
 SHEET 4
 DRAWING NO. TC-CAREFREE RD, NTH NARRABEEN-VEHICLE TRACKING-1003 | REVISION: 1



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SURVEYED: N.A.		DRAWN BY: NICHOLAS MURACE		APPROVED FOR CONSTRUCTION	
WORK-AS-EXECUTED		DATED: 28/11/24		DATE: (**/**/****)	
BY: N.A.		INITIATED BY: DOLMA NEGI		APPROVED BY: PHIL DEVON	
DATE: **/**/****		(TRAFFIC ENGINEER)		(MANAGER TRANSPORT)	
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northern beaches council	SWEPT PATH ANALYSIS
	CAREFREE RD @ WOORARRA AVE
	NORTH NARRABEEN
	VEHICLE TRACKING
	SHEET 1
	DRAWING NO. 10-CAREFREE RD, NTH NARRABEEN-VEHICLE TRACKING-1000 REVISION: 1





LEVEL DATUM: AHD		PLOT DATE: 13/12/2024		FOLDER: \\s:\transport network\nicholas murace\North Narrabeen - Carefree Rd - Vehicle Tracking\10-CAREFREE RD, NTH NARRABEEN-VEHICLE TRACKING-27112024.dwg	
CO-ORD SYSTEM: MGA		PRELIMINARY		DESIGN APPROVED	
SURVEYED: N.A.		DRAWN BY: NICHOLAS MURACE		APPROVED FOR CONSTRUCTION	
WORK-AS-EXECUTED		DESIGNED BY: NICHOLAS MURACE		PROJ. MGR: N.A.	
BY: N.A.		DATED: 28/11/24		DATE: (**/**/****)	
INITIATED BY: DOLMA NEGI		APPROVED BY: PHIL DEVON		APPROVED BY: PHIL DEVON	
DATE: **/**/****		(TRAFFIC ENGINEER)		(MANAGER TRANSPORT)	
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SWEPT PATH ANALYSIS
 CAREFREE RD @ WOORARRA AVE
 NORTH NARRABEEN
 VEHICLE TRACKING
 SHEET 3
 DRAWING NO. 10-CAREFREE RD, NTH NARRABEEN-VEHICLE TRACKING-1002 | REVISION: 1

5.0 MATTERS FOR NOTATION

**ITEM 5.1 PITTWATER ELECTORATE - PITTWATER WARD - 877A
BARRENJOEY ROAD, PALM BEACH - NO PARKING MOTOR
VEHICLE EXCEPTED**

GEOCODES: -33.614522, 151.327410

REPORT

BACKGROUND

Council has reviewed the availability of parking opportunities at Thyra Reserve (877A Barrenjoey Road), Palm Beach due to long-term parking boats and trailers and the associated road safety hazards. The matter has also been raised by the Palm Beach Whale Beach Residents Association.

LOCATION

- Barrenjoey Road is a State road, for which the Transport for NSW (TfNSW) is the responsible authority for managing parking and the implementation of parking restrictions.
- The section of Barrenjoey Road between No. 877 to No. 879 is a main road, with a 60km/h speed limit.
- It is a one-lane two-way road with edge lines installed on both sides of the road to indicate a parking lane and any indented bus bays.
- The 199 and L90 bus routes operate along Barrenjoey Road. No bus stop is located within the affected area by the proposed restriction.
- Currently, there are no other parking restrictions along this section of road.

ISSUES

There are limited parking opportunities for visitors near Thyra Reserve due to long-term parking boats and trailers. Any abandoned vehicles also have road safety implications in a high-speed area (60 km/h speed limit).

PROPOSAL

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

- Installation of roughly 93m of No Parking Motor Vehicle Excepted along the western side of Barrenjoey Road, Avalon Beach between No. 877 to No. 879.

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 total parking capacity is unchanged but can no longer be occupied by non-motorised vehicles including most boats and trailers.

CONSULTATION

Consultation letters have been distributed to 33 properties within the immediate vicinity of the location providing notification of the proposed changes. All 6 received comments are supportive of the proposed restrictions. The responses are noted in Attachment 2 – Table of Consultation.

FINANCIAL CONSIDERATIONS

If approved, this proposal will be funded from the signs and lines budget (block grant component).

ENVIRONMENTAL CONSIDERATIONS

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

TIMING

If approved, the proposal will be installed within 3 months.

RECOMMENDATION

That the Traffic Committee supports the:

1. Installation of roughly 93m of No Parking Motor Vehicle Excepted along the western side of Barrenjoey Road, Avalon Beach between No. 877 to No. 879.

Reporting officer	Manager, Transport Network
TRIM file ref	2025/013573
Attachments	1 Barrenjoey Road, Palm Beach - Plan 2 Table of Consultation





	PROPOSAL				
	Thyra Reserve (877A Barrenjoey Road), Palm Beach No Parking Motor Vehicle Excepted				
	DRAWN	LC	APPROVED	PD	
	LAYOUT	1 OF 1	REVISION NO.	A	

Table of Consultation

Address	877A Barrenjoey Road, Palm Beach
Proposal	No Parking Motor Vehicle Excepted

Properties Consulted	33
Responses Received	6
Support	6
Do Not Support	0

Issue	Resident Comment	Council Response
Supportive comments	<p>With all these boats parked and left there (most of them never move) there is absolutely no where for cars to park as there is also no safe parking at the front of the houses if you have family visiting or even visitors. This is a busy road and there will be a terrible accident I myself was nearly wiped out driving out of my driveway unable to see the traffic on my right as there was a car parked on the grass out the front of my house. This has to be given priority before someone is killed.</p> <p>I strongly support this proposal. This is a small, pretty reserve so close to the water. It is important that the very limited parking here NOT be used by boats on trailers which are rarely moved (there appear to be at least four at all times) but be used by the public to easily access and enjoy Pittwater and the shoreline.</p>	Comments have been noted. The proposed parking restriction aims to improve parking usage and reduce relevant safety hazards.
Relocation of boats and trailers	The only problem I see they will relocate the boats to east side of Barrenjoey Rd from 808 heading south, as well as into Currawong Ave and Ettival St. There are boats parked in these streets that have been there for months and most of the trailers have flat tyres and unlikely to be moved anytime. These things are an eyesore around the neighbourhood and Council rangers need to be vigilant getting these moved out	Enforcement requests can be investigated by Council rangers for abandoned vehicles. Priorities may be given to unregistered, dangerously parked, or oversized vehicles.

ITEM 5.2 ONGOING ACTIONS UPDATE

GEOCODES:**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
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General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
<p>July 2023</p> <p>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>	<p>TfNSW</p>	<p>6/11/24 Pending</p>
<p>March 2024 Item 6.2</p>	<p>Government Road and Warringah Road, Beacon Hill – Traffic signals safety improvements</p> <p>Staff have requested TfNSW review the rear-end crash history and design of signals at the corner of Government Road and Warringah Road intersection to determine whether any changes can be made to improve safety.</p> <p>4/6/24: Samantha Morley advised that this matter is still with the TfNSW Network Operations Team, and she will follow this up with them before next month's LTC meeting.</p> <p>6/8/24: Samantha Morley advised that the design is in the workflow.</p> <p>3/9/24: Samantha Morley advised she has received correspondence and that she has requested this be sent to the correct Department.</p> <p>6/11/24 upgrades are being performed and the review has been completed, and pending a work start date</p> <p>Ongoing</p>	<p>TfNSW</p>	<p>3/12/24 Pending</p>

<p>June 2024 Item 6.3</p>	<p>Condamine Street, Balgowlah – road resurfacing request</p> <p>Adele Heasman advised that there are 3 very large potholes in Condamine Street, in the middle northbound lane between Kenneth Road and King Street and requested for this section of Condamine Street be resurfaced.</p> <p>Samantha Morley advised that she will speak to the TfNSW Maintenance Team to investigate these potholes and request they be made safe and repaired as soon as possible.</p> <p>6/8/24: Samantha Morley advised that this is still with Connect Sydney for maintenance.</p> <p>Ongoing</p>	<p>TfNSW</p>	<p>6/8/24 Pending</p>
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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>Roundabout Sydney Road/Frenchs Forest Road</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>Council Adele Heasman/ Phil Devon</p>	<p>3/12/24 Pending</p>

	<p>6/8/24: Phill Devon advised that there is no update from TfNSW regarding Roundabout signals.</p> <p>3/12/24 Funding has been accepted for the 25/26 period</p> <p>Ongoing</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>6/11/24 Samantha Morley advised the review will be completed by the end of the year.</p> <p>Ongoing</p>	<p>Council</p> <p>TfNSW</p> <p>Council</p>	<p>6/8/24 Pending</p>

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Reporting officer	Manager, Transport Network
TRIM file ref	2025/055201
Attachments	Nil