



northern  
beaches  
council

# AGENDA

## **NORTHERN BEACHES COUNCIL LOCAL TRANSPORT FORUM MEETING**

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

**TUESDAY 3 FEBRUARY 2026**

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

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

**Campbell Pfeiffer**  
**Director Transport and Assets**

**Core Members**

Chair –Northern Beaches Council - Councillor	Ms Ruth Robins
Member for Pittwater MP Representative	Ms Rebecca Clarke
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 Core Members**

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

**Officers**

Director Transport and Assets	Mr Campbell Pfeiffer
Acting Executive Manager - Transport and Civil Infrastructure	Mr Simon Gray
Acting Manager – Transport Network	Ms Anneli Clasio
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	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
Senior Transport Specialist	Mr Phil Devon
Manager - Rangers	Ms Kate Bock
Coordinator - Rangers	Mr Michael Davey
Specialist Administration Officer	Ms Coral Appel

**Visitor**

# Agenda for a meeting of the Northern Beaches Council Local Transport Forum

to be held on Tuesday 3 February 2026

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10:00 AM

<b>1.0</b>	<b>APOLOGIES</b>	
<b>2.0</b>	<b>CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICT OF INTEREST</b>	
2.1	Minutes of the Northern Beaches Council Local Transport Forum Meeting held on 2 December 2025 .....	3
2.2	Declaration of Pecuniary and Conflicts of Interest	
<b>3.0</b>	<b>REPORTS TO PROCEED TO COUNCIL FOR APPROVAL</b>	
	Nil	
<b>4.0</b>	<b>REPORTS FOR APPROVAL BY COUNCIL DELEGATION .....</b>	<b>5</b>
4.1	Curl Curl Ward - Loading Zone - West Street, Brookvale .....	5
4.2	Curl Curl Ward - Timed Parking - Harbord Road, Brookvale .....	9
4.3	Manly Ward - Conversion of Pedestrian Refuge Island to Raised Pedesrtian Crossing - Griffin Road, North Curl Curl .....	14
4.4	Manly Ward - Parking Restrictions - Bardoo Avenue, North Balgowlah.....	18
4.5	Narrabeen Ward - 1425 Pittwater Road, Narrabeen - Timed Parking Restrictions Extension .....	24
4.6	Narrabeen Ward - Timed Parking and No Parking Signs - Clarke Street Narrabeen.....	28
4.7	Pittwater Ward - Wangara Street, Mona Vale - Centreline Realignment and Pavement Flaps.....	33
4.8	Wakehurst Electorate - Narrabeen Ward - Boola Place, Cromer - 8P Timed Parking .....	36
<b>5.0</b>	<b>MATTERS FOR NOTATION .....</b>	<b>40</b>
5.1	Ongoing Actions Update .....	40
5.2	WORKS ZONE APPROVALS.....	41

**NEXT MEETING Tuesday 3 March 2026**

## 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 TRANSPORT FORUM MEETING HELD ON 2 DECEMBER 2025

#### RECOMMENDATION

That the minutes of the Northern Beaches Council Local Transport Forum Meeting held on 2 December 2025, 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

<b>ITEM 4.1      CURL CURL WARD - LOADING ZONE - WEST STREET, BROOKVALE</b>
---

**GEOCODES: -33.761418, 151.277161**

### REPORT

#### BACKGROUND

Council has reviewed the existing on-street parking restrictions to address a lack of available space for delivery vehicles on West Street, Brookvale. Currently, there are "1P 8:30AM -6PM MON-FRI and 8:30AM -12:30PM SAT" parking restrictions in place which does not adequately facilitate parking for loading / unloading purposes.

#### LOCATION

- West Street is situated within the commercial precinct of Brookvale connecting it to Pittwater Road on the west and Harbord Road on the east.
- The street is split into two segments by Carter Road:
- West of Carter Road, the street is about 203m long and 12m wide, carrying two-way traffic flows.
- East of Carter Road, the street is about 118m long and 5.5m wide, carrying one-way traffic flow travelling westbound direction.
- On-street parking is limited and often in high demand due to the concentration of businesses and nearby facilities.

#### ISSUES

There are currently no designated spaces for delivery vehicles to load or unload, which often leads to double parking.

#### PROPOSAL

Council proposes to install a "Loading Zone 8AM – 5PM MON - FRI" on the north side of West Street in place of two existing 1P parking spaces. The Loading Zone will be located at the rear of No.760 Pittwater Road. This will create a dedicated delivery vehicle space on West Street for use to support local businesses in the area.

#### PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

#### PARKING IMPACT STATEMENT

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

- The Loading Zone will provide a designated area for delivery vehicles, reducing difficulties currently faced by local businesses for loading and unloading purposes.
- Two existing parking spaces will be converted to a Loading Zone, which might impact the staff or customers of the local businesses.

### CONSULTATION

Consultation letters have been distributed to 109 properties within the immediate vicinity of the location providing notification of the proposed changes. Of the 7 responses received, 4 are in support of this proposal. 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 Local Transport Forum supports the:

1. Installation of a “Loading Zone 8AM – 5PM MON - FRI” space to allow the space on the West Street frontage of No.760 Pittwater Road to be used by delivery vehicles.

<b>Reporting officer</b>	Traffic Engineering Coordinator
<b>TRIM file ref</b>	2025/816242
<b>Attachments</b>	1 West Street, Brookvale - Plan 2 West Street, Brookvale - Table Of Consultation



	PROPOSAL		
	West Street, Brookvale 'Loading Zone' Sign Installation		
	DRAWN BD	APPROVED PD	
	LAYOUT 1 OF 1	REVISION NO. A    DATE 08/10/2025	

### **Table of Consultation**

<b>Address</b>	<b>West Street, Brookvale</b>
<b>Proposal</b>	<b>Loading Zone</b>

<b>Properties Consulted</b>	109
<b>Responses Received</b>	7
<b>Support</b>	4
<b>Do Not Support</b>	3

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Not Beneficial to Businesses or Community	This will not support the local communities and the businesses that dwell within.	Council considers that the proposed 'Loading Zone' will support the local businesses as well as local community by providing a designated area for loading and unloading activities.
Illegal Parking	A respondent stated that numerous vehicles continue to park illegally in this street, ignoring the 1-hour parking restrictions, and that semi-trailers frequently double park for unloading purposes. The respondent noted that the proposed Loading Zone would remove regular parking spaces but would not prevent ongoing illegal parking. It is also mentioned that, the proposed Loading Zone would only benefit businesses on the north side of the west end of West Street. The respondent believes that Council enforcement of existing parking restrictions along with requiring semi-trailers to unload within business premises, would address the parking problems.	Council acknowledges the concerns regarding illegal parking and encourages the local community to report any instances of illegal parking to Council Rangers on 1300 434 434. Also, Council will continue to monitor the area for such illegal parking activities. In addition, Council believes that the proposed 'Loading Zone' will support both local businesses and the community by providing a designated area for loading and unloading, which might help to address the issues of of double parking.

<b>ITEM 4.2</b> <b>CURL CURL WARD - TIMED PARKING - HARBORD ROAD, BROOKVALE</b>
---

**GEOCODES: -33.761537, 151.280084**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local businesses regarding the long-term parking of vehicles in the existing unrestricted parking on the eastern side of the Harbord Road slip road between No.212 and No.232 Harbord Road, Brookvale. The parking conditions provide parking opportunities for customers and visitors.

### **LOCATION**

- Harbord Road is a regional road with a posted speed limit of 60km/h, carrying high volumes of traffic.
- The subject location is a slip lane off Harbord Road situated within the commercial precinct of Brookvale.
- The slip lane is approximately 190 metres long, 5.5 metres wide, allowing unrestricted parking on east side and southern end of the slip road.
- Parking availability is limited and often in high demand due to the concentration of businesses with little off-street parking and nearby facilities.

### **ISSUES**

There are limited on-street parking opportunities for residents, businesses and visitors due to long-term parking of vehicles. Many vehicles are parking for multiple days in the same location limiting availability of parking for others.

### **PROPOSAL**

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

- 'One Hour (1P) 8AM-6PM MON-FRI' Timed Parking & 90-degree Front or Rear to Kerb Angle Parking restrictions on the southern end of the slip road, outside No.212 Harbord Road, Brookvale.
- 'Eight Hour (8P) 8AM-6PM EVERYDAY' Timed parking restrictions & 90-degree Front or Rear to Kerb Angle Parking restrictions on the eastern side of the slip road opposite No.214 to No.232 Harbord Road, Brookvale.
- No Stopping unbroken yellow kerb lines at the southern and northern entrance and exit of the slip lane.

### **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

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

**PARKING IMPACT STATEMENT**

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

- Prevention of long-term parking of vehicles and increased parking turnover during business hours.
- Will facilitate the residents to park overnight.

**CONSULTATION**

Consultation letters have been distributed to 74 properties within the immediate vicinity of the location providing notification of the proposed changes. Of the 21 responses received, 18 are in support of this proposal. 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 Local Transport Forum supports the:

1. Installation of '1P 8AM-6PM MON-FRI' Timed Parking & 90-degree Front or Rear to Kerb Angle Parking restrictions on the southern end of the slip road, outside No.212 Harbord Road, Brookvale.
2. Installation of '8P 8AM-6PM EVERYDAY' Timed parking restrictions & 90-degree Front or Rear to Kerb Angle Parking restrictions along the eastern side of the slip road between No.214 to No.232 Harbord Road, Brookvale.
3. Install No Stopping unbroken yellow kerb lines at the southern and northern entrance and exit of the slip lane.

<b>Reporting officer</b>	Traffic Engineering Coordinator
<b>TRIM file ref</b>	2025/833509
<b>Attachments</b>	1 Harbord Road, Brookvale - Plan 2 Harbord Road, Brookvale - Table of Consultation

<p><b>PROPOSED WORK</b></p> <ul style="list-style-type: none"> <li>i. Install One Hour (1P) 8am-6pm MON-FRI Timed Parking &amp; 90-degree Front or Rear to Kerb Angle Parking restrictions on the southern end of the slip road, outside No.212 Harbord Road, Brookvale.</li> <li>ii. Install Eight Hour(8P) 8am-6pm EVERYDAY Timed parking restrictions &amp; 90-degree Front or Rear to Kerb Angle Parking restrictions on the eastern side of the slip road opposite No.214 to No.232 Harbord Road, Brookvale.</li> <li>iii. Install No Stopping Unbroken Yellow Kerb Lines at the entrance and exit to the slip road as allocated.</li> </ul>		
	<p style="text-align: center;"><b>PROPOSAL</b></p> <p style="text-align: center;">Harbord Road, Brookvale Timed Parking</p>	
<p>Drawn </p>	<p>Approved </p>	

### Table of Consultation

<b>Address</b>	<b>Harbord Road, Brookvale</b>
<b>Proposal</b>	<b>Timed Parking</b>

<b>Properties Consulted</b>	74
<b>Responses Received</b>	21
<b>Support</b>	18
<b>Do Not Support</b>	3

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Loss of Unrestricted Parking	<p>We live in Headland Road close to Harbord Road. Parking is a major issue. Local businesses leave cars parked in our street for days and sometimes weeks. Currently we have 2 parked since May, left until rego runs out. At times there is no parking for residents in our street, especially since Harbord Rd is No Stopping during the day. Businesses park all the way up Headland &amp; Makham. If you bring 8hr limits on Harbord Rd we'll have no available parking day and night. Resident only parking on Headland Rd would be a good option.</p> <p>As a resident of Harbord Road, I am concerned by the ongoing removal and restriction of parking on both sides of our street. This has made it increasingly challenging for local residents to park anywhere near their own homes, and for our family members and visitors—including carers, trades, and friends—to find space. Council policy prioritises resident and visitor parking in residential zones because it is essential to neighbourhood amenity and wellbeing. I urge the Council to reconsider the balance of parking allocation, ensuring fair and practical access for residents while also considering the needs of businesses. More logical management—for example, mixed timed zones or permit exemptions—can ensure any added parking or adjustments continue to support vibrant, liveable communities, not just commercial interests.</p>	<p>Council has introduced the proposed parking restrictions at Harbord Road to address the issue of the long term parking of the vehicles and to offer the opportunity of parking turnover which will improve on street parking availability for all the residents, visitors and local businesses.</p> <p>Headland Road and Harbord Road are public roads and the long term parking of vehicles should be the responsibility of property owners.</p> <p>For resident parking scheme, the TfNSW guidelines and eligibility criteria would generally consider areas where properties have no driveways or off-street parking, and there is no on-street parking nearby. The situation in Harbord Road and Headland Road does not satisfy the requirements.</p>

**ATTACHMENT 2 : HARBORD ROAD, BROOKVALE - TABLE OF CONSULTATION - ITEM 4.2 - NORTHERN BEACHES COUNCIL LOCAL TRANSPORT FORUM - 3 FEBRUARY 2026**

<p>Request for Review of Existing Restrictions</p>	<p>Firstly, I do not support the proposed one hour and eight hour timed parking restrictions in their current form. While I understand the intent to improve parking turnover for local businesses, a blanket restriction on all vehicles unfairly disadvantages Northern Beaches residents who live and work nearby.</p> <p>I propose that vehicles displaying a valid Northern Beaches resident parking permit be exempt from these timed restrictions. This would ensure that residents who already contribute to local rates and parking schemes are not penalised, while still addressing the issue of long term parking by non residents. This balanced approach supports both business access and resident needs, ensuring fair use without excluding the local community.</p> <p>I would also like to formally request that Council review the current No Parking 7am–7pm restriction from 263 Harbord Road to 248 Harbord Road. At present, this rule severely limits parking availability for residents and visitors, many of whom struggle to find nearby spaces during the day.</p> <p>I recommend adjusting the restriction to 7am–10am and 3pm–7pm on weekdays only, to target genuine peak traffic periods while allowing parking during off peak hours and on weekends. This would maintain essential traffic flow during busy times while improving accessibility for residents, tradespeople, and visitors outside those windows.</p> <p>The current restriction has created unnecessary hardship for those living in the area, reducing convenience and accessibility without providing a proportional traffic benefit. The proposed adjustment would restore a fair balance between managing congestion and supporting the residential character of the street.</p>	<p>Harbord Road is a public road and the parking is available to all road users complying with the existing road rules and restrictions. Also, as per TfNSW guidelines, Harbord Road does not satisfy the requirements for resident parking scheme.</p> <p>The existing 'No Stopping 7AM-7PM, Everyday' restriction was approved by the meeting of Local Traffic Committee on 6 October 2020 to address the issues caused by the parked vehicles affecting the Southbound traffic flow coming off from Warringah Road and Pittwater Road. Harbord Road is a regional road with a posted speed limit of 60km/hr and carries high traffic volume. Any reduction to the existing 'No Stopping' hours may impact traffic operations, therefore, Council does not intend to amend the current 'No Stopping' restrictions at this location.</p>
--	---	---

<b>ITEM 4.3</b> <b>MANLY WARD - CONVERSION OF PEDESTRIAN REFUGE ISLAND TO RAISED PEDESRTIAN CROSSING - GRIFFIN ROAD, NORTH CURL CURL</b>
--

**GEOCODES:** -33.765581, 151.294950

## REPORT

### BACKGROUND

Council has received concerns from local residents regarding the safety of pedestrians using the existing pedestrian refuge island located at Griffin Road south of Abbott Road in North Curl Curl.

### LOCATION

- Griffin Road is a Regional Road carrying moderate volumes of two-way traffic including buses.
- The road has a 50km/h speed limit and a pavement width of approximately 12.5m between kerbs.
- It performs a support role to Pittwater Road carrying north south traffic between Dee Why and Manly.
- Adjacent land use in Griffin Road consists of low to medium-density housing, John Fisher Park, Flora & Ritchie Roberts Reserve (off-leash dog area), North, South and Curl Curl Beach and Council Pay and Display carparks.

### ISSUES

- Council reviewed the subject location to address safety concerns raised by the public and to assess the option of introducing a raised pedestrian crossing.
- Significant numbers of pedestrians cross Griffin Road in a high vehicular traffic environment. Furthermore, residents advised that several near misses often occur.
- The opening of the Curl Curl Skate Park adjacent to the existing refuge has intensified use of this refuge with concerns being raised about the safety of the existing facility
- Raising the existing crossing will assist in better connecting key pedestrian desire lines between the beach, community centre and skate park.
- The recently completed shared path on the south side of Abbott Road terminates near this refuge on the west side of Griffin Road. An existing shared path also commences at the refuge on the east side of Griffin Road. Cyclists currently have to dismount and cross the road as pedestrians. Designing the crossing with a marked green bike lane adjacent to the marked pedestrian crossing would mean cyclists can legally ride across the road.
- A second pedestrian crossing is also proposed further to the south over Griffin Road at the site of another refuge. This work will be approved separately

### PROPOSAL

Council has recently undertaken pedestrian and traffic vehicle count surveys on Griffin Road at the subject location. The results showed that pedestrian and vehicular traffic are significant, which would support the introduction of a raised pedestrian crossing. A marked pedestrian crossing would have a broad community benefit by giving pedestrians priority when crossing the road and assisting pedestrians using nearby bus stops and accessing recreational facilities. As part of the

detailed design process the crossing will also be designed with a marked cycle lane to permit cyclists to ride across the road rather than having to dismount.

### **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- The proposal will have a positive impact upon people cycling and will assist in establishing bicycle route connections in the area. It does not affect any future planned facilities.
- The proposal improves pedestrian facilities and positively impacts 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 will remain the same, and no parking spaces will be lost.

### **CONSULTATION**

Consultation letters have been distributed to 162 properties within the immediate vicinity of the location providing notification of the proposed changes. 21 responses were received of which 19 were supportive. The responses are noted in Attachment 2 – Table of Consultation.

### **FINANCIAL CONSIDERATIONS (select options below)**

If approved, this proposal is currently unfunded and may be considered for funding in the 2026/27 New Traffic Facilities Program, subject to program priorities. Should suitable grant funding become available, staff will consider this project for that opportunity within available resources.

### **ENVIRONMENTAL CONSIDERATIONS**

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

### **TIMING (select options below)**

1. The proposal will be installed when suitable funding is identified.

#### **RECOMMENDATION**




That the Local Transport Forum supports the:

1. Removal of the existing Pedestrian Refuge, kerb blisters and construction of a raised pedestrian crossing with a marked green bike lane in its place.

<b>Reporting officer</b>	Traffic Engineering Coordinator
<b>TRIM file ref</b>	2025/136181
<b>Attachments</b>	1 Griffin Road, North Curl Curl - Plan 2 Griffin Road, North Curl Curl - Table of Consultation



\* NOT TO SCALE

	<b>PROPOSAL</b>					 northern beaches council
	Griffin Road, North Curl Curl Raised Pedestrian Crossing					
	DRAWN	LK	APPROVED			
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	

**Table of Consultation**

<b>Address</b>	<b>Griffin Road, North Curl Curl</b>
<b>Proposal</b>	<b>Conversion of Pedestrian Refuge Island to Raised Pedestrian Crossing</b>

<b>Properties Consulted</b>	162
<b>Responses Received</b>	21
<b>Support</b>	19
<b>Do Not Support</b>	2
<b>Partial Support</b>	0

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Pedestrian Safety	<p>Most submissions highlighted that the proposed raised pedestrian crossing is an effective traffic calming measure and significantly improves pedestrian safety compared to a pedestrian refuge. This crossing clearly signals to drivers that they need to be cautious in this area, even when no pedestrians are visible.</p> <p>Residents noted that it will enhance safety and make the street more pleasant for pedestrians, including young children and parents with strollers. Additionally, many residents pointed out that the proposed crossing would create a safer route for families and children visiting the local recreation centre, as well as for those going to the beach and coastal walks. It will also provide a safe crossing for local residents walking to bus stops on Griffin Road.</p>	<p>Council undertook a review of the location and proposed removing the existing pedestrian refuge and constructing a raised pedestrian crossing in its place. It is agreed that this will provide a greater level of safety and clearer priority for pedestrians crossing the road.</p>
Location	<p>_Consider placing the crossing slightly south of the location where the lagoon pathway connects with the dog walk/access to the beach reserve.</p> <p>_I do not believe pedestrians need to cross at this spot as there are traffic lights so close.</p>	<p>The location of the crossing was investigated. The proposed location is considered to have the least impact on safety and parking.</p>

<b>ITEM 4.4      MANLY WARD - PARKING RESTRICTIONS - BARDOO AVENUE, NORTH BALGOWLAH</b>
---

**GEOCODES: -33.783404, 151.247650**

## **REPORT**

### **BACKGROUND**

Council has been liaising with Balgowlah North Public School regarding concerns about traffic congestion and unsafe driver behaviour on Bardoo Avenue between Gloucester Street and Manning Street, North Balgowlah. Long term parking of boat trailers and parking activity near the 90-degree bend into Manning Street also limits passing space and reduces visibility, creating safety risks for motorists and pedestrians. Vehicles have also been observed to park illegally, within 3 metres of unbroken centrelines south of the Bardoo Avenue / Manning Street corner.

### **LOCATION**

- Bardoo Avenue is a local residential road serving Balgowlah North Public School, a Montessori Kindergarten and surrounding residential properties.
- The street experiences high vehicle and pedestrian activity during school operating hours.
- On-street parking is heavily utilised by residents, visitors and school-related traffic.
- Bardoo Road intersects with Gloucester Street, Wonga Avenue and Warringah Street

### **ISSUES**

- Congestion and reduced visibility along Bardoo Avenue, between Gloucester Street and Manning Street, during peak school periods.
- Inconsistent parking practices, including the presence of large vehicles and trailers, contributing to access and sight-line constraints.
- Vehicles parking within 3m of unbroken centrelines contrary to NSW Road Rules
- The above parking activity forcing traffic to cross the unbroken centrelines around parked vehicles, also contrary to Road Rules
- Safety concerns for pedestrians, particularly children and parents accessing school facilities.
- Sight distance issues for traffic exiting side streets and the schools staff carpark due to parking activity
- Ongoing demand to balance resident parking needs with safe and efficient traffic movement.

### **PROPOSAL**

Council has undertaken a review of the location and issues to improve safety and traffic flow, and to ensure legal parking occurs and the following:

1. Installation of "No Parking Motor Vehicles Excepted" zones on the western side of Bardoo Avenue south of Warringah Street.
2. Installation of a No Stopping yellow kerb line on the western side of Bardoo Avenue between Warringah Street and Manning Street.
3. Shifting of the double unbroken barrier lines 0.5m to the west on Bardoo Avenue, between Warringah Street and Manning Street.

4. Replacing some double unbroken barrier lines with a broken centreline between Warringah Street and Gloucester Street, to separate traffic while allowing parking to occur legally on either side of the lines.

#### **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

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

#### **PARKING IMPACT STATEMENT**

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

- Reduced informal and inconsistent kerbside parking along Bardoo Avenue between Gloucester Road and Manning Street, improving access and visibility for drivers and pedestrians.
- Limited parking for motor vehicles and prohibited parking for trailers, boats and similar large vehicles, by the introduction of "Motor Vehicle Only" parking controls.
- Safer and more orderly parking arrangements and improved traffic movement, particularly during peak school periods.
- By removing some sections of unbroken centrelines and replacing them with broken centrelines, parking activity too close to unbroken lines is permitted, where safe, rather than banned, increasing the amount of legal parking

#### **CONSULTATION**

Consultation letters have been distributed to 42 properties within the immediate vicinity of the location providing notification of the proposed changes. 8 responses were received, 5 in support and 3 in opposition to the proposal. 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 Local Transport Forum supports the:

1. Installation of "No Parking Motor Vehicles Excepted" zones on the western side of Bardoo Avenue south of Warringah Street.
2. Installation of a No Stopping yellow kerb line on the western side of Bardoo Avenue between Warringah Street and Manning Street.
3. Shifting of the double unbroken barrier lines 0.5m to the west on Bardoo Avenue, between Warringah Street and Manning Street.

4. Replacing some double unbroken barrier lines with a broken centreline between Warringah Street and Gloucester Street, to separate traffic while allowing parking to occur legally on either side of the lines.

<b>Reporting officer</b>	Traffic Engineering Coordinator
<b>TRIM file ref</b>	2025/773996
<b>Attachments</b>	1 Bardoo Avenue, North Balgowlah - Plan 2 Bardoo Avenue, North Balgowlah - Table Of Consultation



### Table of Consultation

<b>Address</b>	<b>Bardoo Avenue, North Balgowlah</b>
<b>Proposal</b>	<b>No Parking Restrictions</b>

<b>Properties Consulted</b>	42
<b>Responses Received</b>	8
<b>Support</b>	5
<b>Do Not Support</b>	3

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Requests for Additional Traffic and Safety	<p>I support items 2 and 4 only.</p> <p>I would also support a change to make the area around the school a permanent 40km/h speed limit. All intersections within 300m of school should have yellow no stopping markings.</p> <p>Have you also considered removing the parking spots on the southern end of Bardoo Avenue on both the north and south side of the junction with Gloucester Street. It is extremely hard to see traffic coming from both directions on Bardoo Avenue when exiting Gloucester Street, especially during busy times school hours.</p> <p>There should be no parking on the corner leading out of Woodbine to Bardoo on that corner. Pot holes are chronic as well.</p>	<p>Council notes the support for items 2 and 4 and acknowledges the additional suggestions regarding speed limits, yellow line markings and parking changes near Gloucester Street and Woodbine Street. These comments relate to broader traffic and road safety matters and will be forwarded to the appropriate teams for review as part of ongoing planning for the area.</p> <p>Feedback about visibility concerns and potholes has also been noted and will be referred to maintenance and traffic safety officers for assessment.</p>

**ATTACHMENT 2 : BARDOO AVENUE, NORTH BALGOWLAH - TABLE OF CONSULTATION - ITEM 4.4 - NORTHERN BEACHES COUNCIL LOCAL TRANSPORT FORUM - 3 FEBRUARY 2026**

<p>Proposal Does Not Address Main Safety Issues &amp; Impacts Residents</p>	<p>I support safety improvements near the school, but I believe the proposal does not address the main causes of congestion and unsafe driving on Bardoo Avenue, particularly illegal right turns and queuing from the Montessori Kindergarten, as well as speeding issues. I am also concerned about the removal of trailer parking, which I do not believe creates any safety issues. I request that Council prioritise enforcement of existing conditions at the Kindergarten, consider speed-calming measures, and provide the traffic study used to justify the proposed changes.</p> <p>I do not believe the proposed "Motor Vehicle Only" restrictions will improve congestion or safety on Bardoo Avenue, as the main issues come from vehicle movements at the Montessori Kindergarten, including illegal right turns, cars queuing across the footpath, visibility obstructions and non-compliance with DA conditions. I am also concerned about removing trailer parking. I suggest enforcing the "No Right Turn" rule, improving pedestrian safety, reviewing car park design, and placing any "Motor Vehicle Only" parking on the opposite side of the street. I also request clarification and access to the traffic and safety study used to justify the proposal.</p>	<p>Council acknowledges the concerns raised regarding driver behaviour, turning movements and pedestrian safety near the Montessori Kindergarten, as well as the comments about trailer parking and the suggested alternative locations. These matters have been noted as part of Council's broader understanding of traffic conditions along Bardoo Avenue. While the proposal focuses on improving consistency, safety and access through the introduction of "Motor Vehicle Only" parking restrictions, all feedback has been considered in finalising the recommended changes to ensure an appropriate balance between operational requirements, resident impacts and overall road safety.</p>
<p>Large Vehicles and Trailers</p>	<p>I agree that something needs to be done to address traffic and parking congestion on Bardoo Avenue. Residents park boats, trailers and several large vehicles on the street, which contributes to visibility issues and makes access more difficult.</p>	<p>Council acknowledges the concerns regarding the number of large vehicles, trailers and boats parked on Bardoo Avenue and the impact this can have on visibility and access along the street. The proposed parking changes aim to improve consistency and safety by better managing parking conditions in the area. All feedback has been considered in finalising the recommended approach to ensure an appropriate balance between resident parking needs, safety and traffic movement.</p>

<b>ITEM 4.5      NARRABEEN WARD - 1425 PITTWATER ROAD, NARRABEEN - TIMED PARKING RESTRICTIONS EXTENSION</b>
---

**GEOCODES:** -33.713071, 151.297139

## REPORT

### BACKGROUND

Council has received concerns from local businesses outside 1421 to 1425 Pittwater Road in Narrabeen regarding the extent of the short-term parking opportunities, for customers of commercial premises, on evenings and weekends.

### LOCATION

- Pittwater Road is a State Road under the management of Transport for NSW (TfNSW).
- Street level premises are predominantly food related with a mix of take-away and dine in options. Other business types are also noted including flooring and beauty premises.
- The current timed parking restrictions between 1421 and 1425 Pittwater Road are 1/2P from 8:30am - 3pm Monday to Friday and 8:30am - 12:30pm Saturday.
- Part time clearway restrictions apply between 3pm and 7pm Monday to Friday.
- Berry Reserve car park provides an outer ring of predominantly 3P Parking Monday-Friday and 2P Saturdays with a centre area managed by TfNSW providing parking for bus commuters with paid parking arrangements for others using the commuter carpark.
- Full time statutory No Parking restrictions within 20 metres of the traffic lights apply along the frontages of 1427 to 1431 Pittwater Road.
- Land use of Pittwater Road, Narrabeen, is predominately Local Centre (E1) and with the nearby Berry Reserve as Public Recreation (RE1).

### ISSUES

The existing 1/2P timed parking restrictions present issues for local businesses that rely on short-term and high turnover parking in the evenings and on weekends as the restrictions apply only from 8:30am - 3pm Monday to Friday and 8:30am - 12:30pm Saturday. Peak times for the numerous restaurants on the subject stretch of Pittwater Road is in the early evening

While clearway restrictions apply on weekdays between 3pm and 7pm there is scope to allow for extension of 1/2P restrictions into the early evening and throughout the weekend

### PROPOSAL

In liaison with TfNSW, Council has undertaken a review of the location and proposes to extend the period of existing 1/2P parking restrictions to apply between 7pm and 9pm on weekdays and introduce new Saturday and Sunday 1/2P restrictions applying from 8:30am to 9pm. The proposed changes have been supported by TfNSW.

### PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

**PARKING IMPACT STATEMENT**

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

- Additional short-term parking opportunities in the evenings and on weekends.

**CONSULTATION**

Consultation letters have been distributed to 23 properties within the immediate vicinity of the location providing notification of the proposed changes. Only one response was received which was not supportive of the change. The written responses are noted in Attachment 2 – Table of Consultation.

The premises consulted are of a commercial nature, with many cafes or restaurants. Council staff also consulted with premises door to door and found most were supportive of additional short term parking in the evenings to take away activity and/or deliveries. Longer term parking is available in the adjacent Berry Reserve carpark for dine in customers.

**FINANCIAL CONSIDERATIONS (select options below)**

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

**ENVIRONMENTAL CONSIDERATIONS**

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

**TIMING (select options below)**

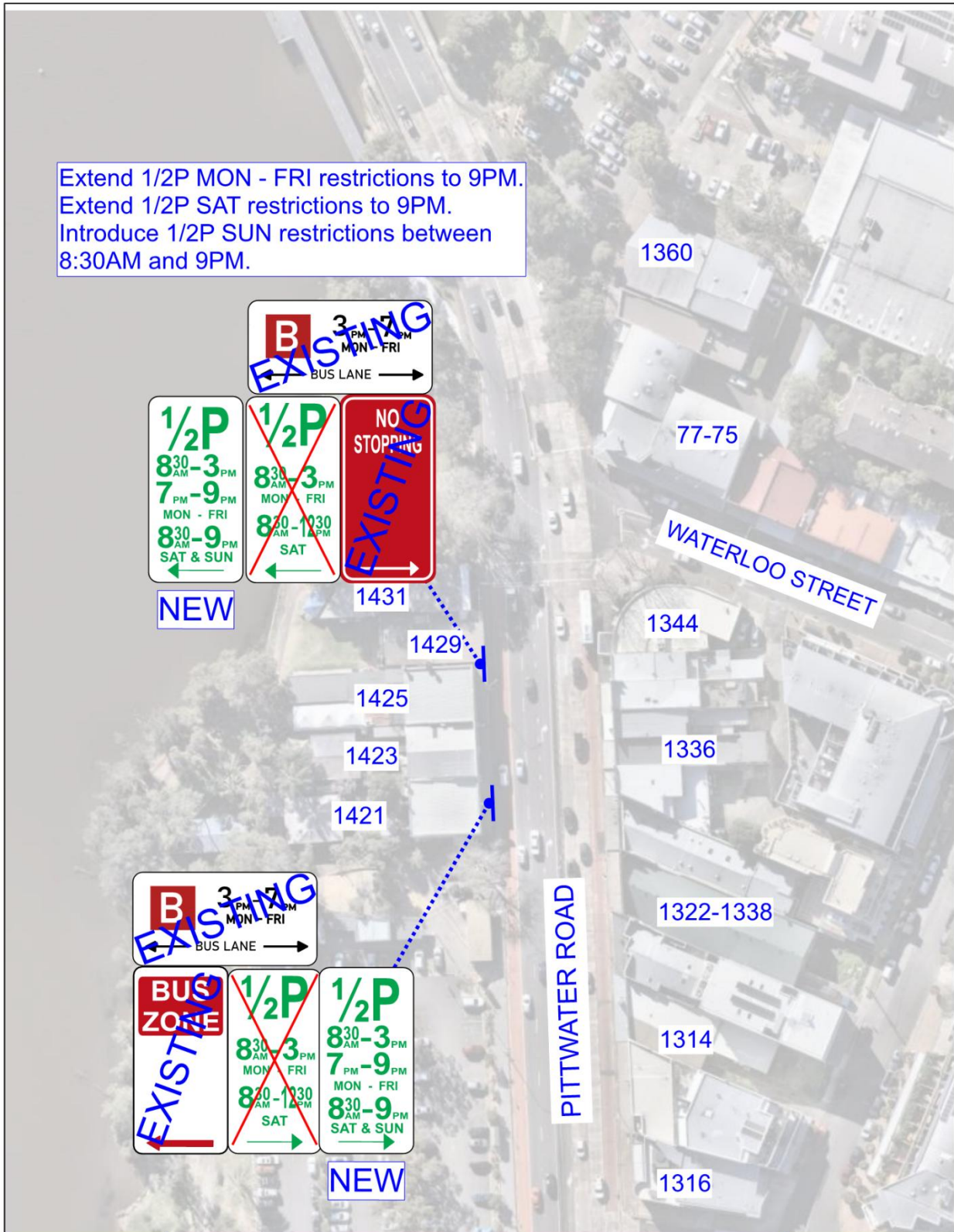
The proposal will be installed within 3 months of approval.

**RECOMMENDATION**

That the Local Transport Forum supports the following changes to parking restrictions outside 1421 – 1425 Pittwater Road, Narrabeen:

1. Extension of 1/2P to include 7pm to 9pm on Monday to Friday
2. Extension of 1/2P to include from 12.30pm to 9pm on Saturday
3. Introduction of new 1/2P restrictions on Sunday between 8:30am and 9pm.

<b>Reporting officer</b>	Executive Manager Transport & Civil Infrastructure
<b>TRIM file ref</b>	2025/773550
<b>Attachments</b>	1 1425 Pittwater Road, Narrabeen - Plan 2 1425 Pittwater Road, Narrabeen - Table of Consultation



	PROPOSAL						
	PITTWATER ROAD, NARRABEEN 1/2P TIMED PARKING RESTRICTIONS EXTENSION						
	DRAWN	HE	APPROVED	JB			
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	16/09/2025	

## Table of Consultation

<b>Address</b>	<b>1425 Pittwater Road, Narrabeen</b>
<b>Proposal</b>	<b>1/2 Timed Parking Restrictions</b>

<b>Properties Consulted</b>	23
<b>Responses Received</b>	1
<b>Support</b>	0
<b>Do Not Support</b>	1

<b>Issues</b>	<b>Residents' Comments</b>	<b>Council Response</b>
Length time allowable to park.	Every business is a gym or restaurant where people require much longer than 30 minutes to park.	No new areas of restrictions are being introduced, but rather the time period of restrictions is being extended. Longer 2P and 3P parking opportunities are available in the nearby Berry Reserve carpark.

<b>ITEM 4.6      NARRABEEN WARD - TIMED PARKING AND NO PARKING SIGNS - CLARKE STREET NARRABEEN</b>
--

**GEOCODES:** -33.723565, 151.299234

## REPORT

### BACKGROUND

Council has received concerns from local residents regarding difficult road access and vehicle turning at the eastern end of Clarke Street (east of Pittwater Road) Narrabeen. This is due to persistent illegal parking activity.

### LOCATION

- This section of Clarke Street is roughly 46m long and connects directly with Pittwater Road. Vehicles can only enter and exit to and from Pittwater Road via left turns due to the concrete median on Pittwater Road.
- The road width is roughly 8m wide and increases to 10.5m near the beach where there is a square-shaped turning space at the road end. The 10.5m space is not signposted and is historically used as four (4) 90-degree angled parking spaces.
- Currently, 4P timed parking restrictions apply from 7:00am to 7:00pm every day on Wetherill Street, which is the street south of Clarke Street, east of Pittwater Road.

### ISSUES

Due to high parking demand in the area, vehicles often park illegally on the nature strip along Clarke Street, and within the turning circle at the end of Clarke Street, limiting the available manoeuvring space. This results in situations where vehicles parked at the end of the road cannot turn around or have to dangerously reverse back into Pittwater Road.

### PROPOSAL

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

- Installation of 4-hour (4P) timed parking from 7:00am to 7:00pm every day for the four 90-degree angled parking spaces on Clarke Street east of Pittwater Road, in line with the parking restrictions on adjacent Wetherhill Street.
- No Parking on both sides of Clarke Street east of Pittwater Road, within the turning circle, next to and the angled parking spaces to ensure adequate space for vehicle manoeuvring. The No Parking restriction allows parking for up to 2 minutes for pick-up and drop-off activity.

### PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

## PARKING IMPACT STATEMENT

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

- Four (4) existing spaces at the end of the road will be formalised as 90-degree angled parking spaces with a 4-hour timed parking restriction applying every day from 7:00am to 7:00pm.
- Two (2) kerbside spaces within the turning circle will be signposted as No Parking to provide space for vehicle turning/manoeuvring.
- The balance of parking in the street (7-8 spaces) will remain unrestricted

## CONSULTATION

Consultation letters have been distributed to 11 properties within the immediate vicinity of the location providing notification of the proposed changes. 13 responses were received with 3 supportive and 10 in opposition to the proposal. Despite the opposition, the proposal is considered appropriate for approval given the safety issues involved with uncontrolled parking activity. 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

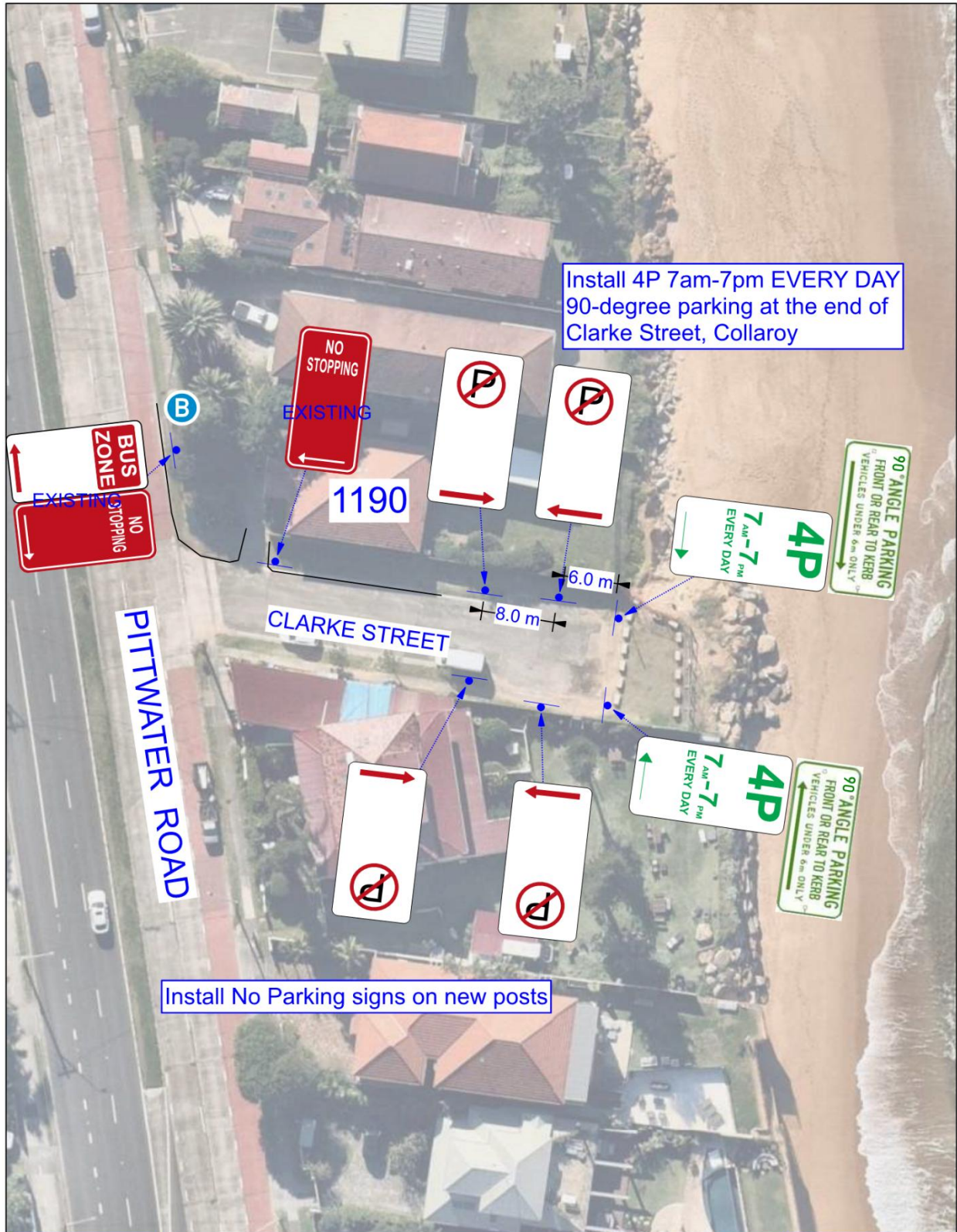
The proposal will be installed within 3 months of approval.

### RECOMMENDATION

That the Local Transport Forum supports the:

1. Installation of 4-hour (4P) timed parking from 7:00am to 7:00pm every day for the four 90-degree angled parking spaces on Clarke Street east of Pittwater Road.
2. No Parking on both sides of Clarke Street at its eastern end on both sides of the road, next to the angled parking spaces, to ensure adequate space for vehicle manoeuvring.

<b>Reporting officer</b>	Executive Manager Transport & Civil Infrastructure
<b>TRIM file ref</b>	2025/831682
<b>Attachments</b>	1 Clarke Street, Narrabeen - Plan 2 Clarke Street, Narrabeen - Table of Consultation



	PROPOSAL				 northern beaches council
	Clarke Street, Narrabeen Timed Parking and No Parking Signs				
	DRAWN	LC	APPROVED	JB	
	LAYOUT	1 OF 1	REVISION NO.	B	

## Table of Consultation

<b>Address</b>	<b>Clarke Street, Narrabeen</b>
<b>Proposal</b>	<b>Timed Parking Restrictions</b>

<b>Properties Consulted</b>	11
<b>Responses Received</b>	13
<b>Support</b>	3
<b>Do Not Support</b>	10

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
On-street Parking Availabilities	<p>Parking in this area is at a premium and generally the street is taken up with trademens trucks parking overnight. There is a block of apartments next to Clarke St. Having a timed parking is quite useless in this situation, as most cars depart daily and as Clarke St is not near a Bline stop, it is not used for parking by commuters.</p> <p>The 4p timing should not be implemented at the end of clarke st as there is not enough parking as is, the nsw owned pittwater road takes up dozens of spots due to the bus lane that runs way too long. Have this reduced so people can park sooner and longer and be able to get a spot instead of parking illegally.</p> <p>The parking here is fine and works. People understand what to do here. Just leave it alone please.</p> <p>Why would you want to endure this rule. There is little parking g available in the area, it doesn't bother anyone</p>	<p>The proposed Timed Parking applies to the 4 spaces fronting the beach during daytime hours and aims to provide more equitable parking opportunities and higher turn over rates. The proposed restriction applies 7am-7pm, so it will not affect overnight parking by residents. Note that Council has received numerous illegal parking reports in the past due to the high parking demand on this section of Clarke Street.</p>
Suggestion to Relax Parking Restriction	<p>Cars should be allowed to park on the sides of the road, provides more parking for local residents. It should be 4hr parking week days only where the proposed signs at the end of the road are. Residents have enough parking trouble as it is.</p>	<p>The No Parking within the cul-de-sac is necessary to ensure safe turning space for parked vehicles. The remaining kerbside spaces can be used for parallel parking.</p>
Suggestion of 15min Parking	<p>There is a very good coffee shop on the corner of Clarke st and in the morning there is NO parking on Pittwater Rd which means many people can't pick up their morning coffee... can you maybe put 15 minute restricted parking on either side of Clarke st ....then the great little coffee shop can continue to supply the morning brew to commuters</p>	<p>Council does not have any plans for a 15-min short-term parking space for the local business yet due to high residential demand for longer parking times. The proposed 4-hour parking should improve the existing parking turn over rate for the business.</p>

**ATTACHMENT 2 : CLARKE STREET, NARRABEEN - TABLE OF CONSULTATION - ITEM 4.6 - NORTHERN BEACHES COUNCIL LOCAL TRANSPORT FORUM - 3 FEBRUARY 2026**

Suggestion to Modify Bus Lane	In the morning making the bus lane 7am will make a huge difference south bound, afternoon bus lane should stop at 5pm , 7pm is way too late north bound.	The bus lanes located on Pittwater Road are under TfNSW's management. This suggestions is noted here for TfNSW's acknowledgement. Any follow-up should be via their official communication channels.
-------------------------------	--	--

<b>ITEM 4.7      PITTWATER WARD - WANGARA STREET, MONA VALE - CENTRELINE REALIGNMENT AND PAVEMENT FLAPS</b>
---

**GEOCODES: -33.677044, 151.299395**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents and Mona Vale Public School regarding unsafe vehicle manoeuvring and parking in the No Stopping area at the sharp bend on Wangara Street near Emma Street, Mona Vale. Vehicles are parking in No Stopping zones and crossing the centreline in a location with poor sight lines.

### **LOCATION**

- Wangara Street is a local road with a 50km/hr speed limit.
- Before the sharp bend at Emma Street, Wangara Street has a carriageway width of approximately 7m with kerbside parking permitted on both sides of the road. This allows a single lane of two-way traffic in the middle.
- Wangara Street widens to roughly 11m at the bend, currently divided as a 3.5m north-eastbound lane and 7.5m south-westbound lane at its tangent.
- A footpath is located on the eastern side of the bend on the Mona Vale Public School frontage.
- The land use in the vicinity is predominantly R2 low-density residential housing, with SP2 Infrastructure on the eastern side of Wangara Street.

### **ISSUES**

- Council's School Safety Audit of Mona Vale Public School has identified illegal parking in the No Stopping area along Wangara Street during school pick-up and drop-off periods. It was also observed by Council staff that some vehicles perform illegal U-turns at the sharp bend where sightlines are limited. Vehicles also cross the centrelines as they negotiate the bend

### **PROPOSAL**

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

- Realign the centreline at the Wangara Street / Emma Street bend and adjust the lane width to roughly 6m and 5m for the inner and outer bends respectively. This will reduce the lane width on the school frontage which will improve compliance with the existing No Stopping restriction. Note: The lane width is variable at this section and the eventual width will be based on survey inputs.
- Install pavement flaps at 3m spacing along the newly installed centreline at the Wangara Street / Emma Street bend. The flaps shall start at least 6m away from each end of the No Stopping area to allow passing space near parked vehicles.

### **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- The proposal will have no impact on people cycling and does not affect any future planned facilities.

- The proposal does not affect the pedestrian facilities or impact on walking paths.

### **PARKING IMPACT STATEMENT**

This proposal will not result in any impact to the provision of parking but will assist in preventing illegal parking activity.

### **CONSULTATION**

Consultation letters have been distributed to 33 properties within the immediate vicinity of the location and Mona Vale Public School providing notification of the proposed changes. Six responses were received, all of which are supportive of the change. Some residents mentioned in their responses that they witness illegal parking activities within the No Stopping area.

### **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**

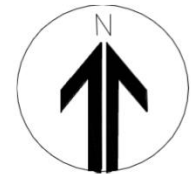
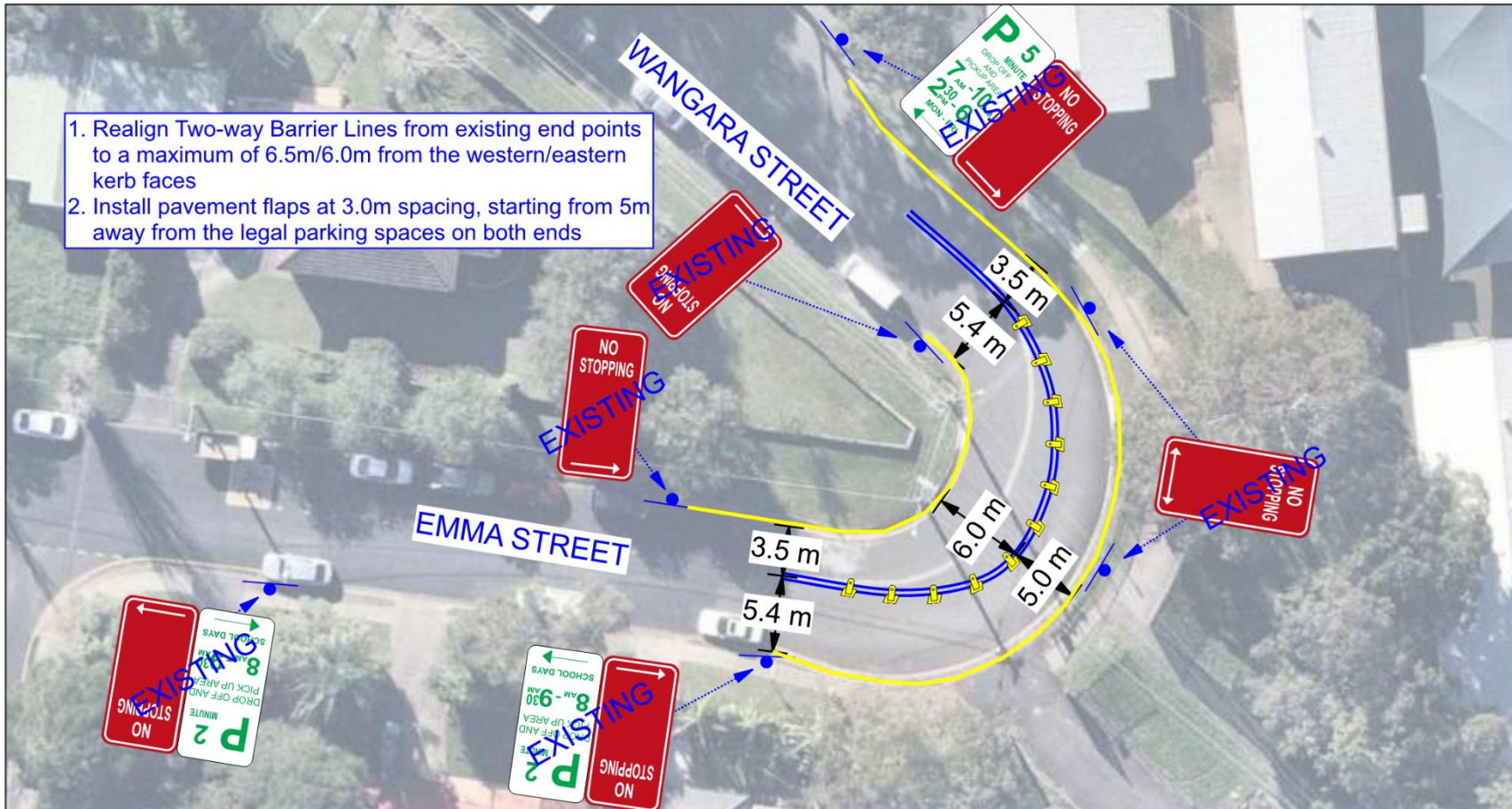
The proposal will be installed within 3 months of approval.

### **RECOMMENDATION**

That the Traffic Committee supports the:

- Realignment of the centreline at the Wangara Street / Emma Street bend and adjustment of the lane width to roughly 6m and 5m for the inner and outer bends respectively. Install pavement flaps at 3m spacing along the newly installed centreline at the Wangara Street / Emma Street bend. The flaps shall start at least 6m away from each end of the No Stopping area.

<b>Reporting officer</b>	Executive Manager Transport & Civil Infrastructure
<b>TRIM file ref</b>	2025/836553
<b>Attachments</b>	1 Wangara Street, Mona Vale - Plan



PROPOSAL

Wangara Street, Mona Vale  
Centreline Realignment & Pavement Flaps



DRAWN	LC	APPROVED	PD
LAYOUT	1 OF 1	REVISION NO. B	DATE 2/09/2025

<b>ITEM 4.8      WAKEHURST ELECTORATE - NARRABEEN WARD - BOOLA PLACE, CROMER - 8P TIMED PARKING</b>
---

**GEOCODES: -33.733717, 151.281543**

## **REPORT**

### **BACKGROUND**

Following receipt of concerns from local businesses, Council has reviewed the parking restrictions on Boola Place west of Dympna Street, Cromer. Businesses raised issues with limited parking opportunities for customers and workers in the area. It was reported that Boola Place is not subject to any timed parking restrictions as in neighbouring streets (e.g. Dympna Street, Middleton Road, South Creek Road), leading to sub-optimal parking utilisation. Vehicles are parking on a long term basis, staying the same spaces for days and weeks on end.

### **LOCATION**

- Boola Place west of Dympna Street is a local No Through road of roughly 110m length, providing access to various businesses.
- Boola Place is roughly 12.5m wide, which is adequate to carry two-way traffic flows and facilitate over-sized vehicle manoeuvring.
- There are various parking exemptions for over-sized vehicles to park for longer than 1 hour during 6am to 6pm, that Council installed in 2020 to accommodate the business needs.
- There are currently no parking restrictions at the cul-de-sac. The cul-de-sac has a curve diameter of nearly 30m, which is sufficient to support turning movements even when kerbside parking is allowed on both sides.

### **ISSUES**

Limited parking opportunities, due to low turnover and long term parking of boats and trailers and other vehicles. Boola Place does not have parking timed parking restrictions like nearby streets meaning those wanting to park vehicles long term are targeting Boola Place.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to install an 8-hour timed parking restriction applying 7am to 7pm EVERY DAY along both sides of Boola Place. Based on the initial consultation feedback, it was suggested that the need for on-street over-sized vehicle parking is no longer relevant.. The concept plan was thus amended to also convert the existing heavy vehicle parking areas into the same 8P timed parking and was circulated to the community for further public feedback.

### **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

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

**PARKING IMPACT STATEMENT**

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

- Boola Place will be subject to 8-hour Timed Parking restrictions during the day, consistent with the other streets in the industrial area.
- Heavy vehicles will no longer be exempt from the 1-hour parking restriction in accordance with Australian Road Rules.

**CONSULTATION**

Consultation letters have been distributed to 162 properties within the immediate vicinity of the location providing notification of the proposed changes. A revised consultation letter was sent to also include the removal of Heavy Vehicle Parking Exemptions. The latter consultation drew 11 responses, 8 supportive and 3 against. 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**

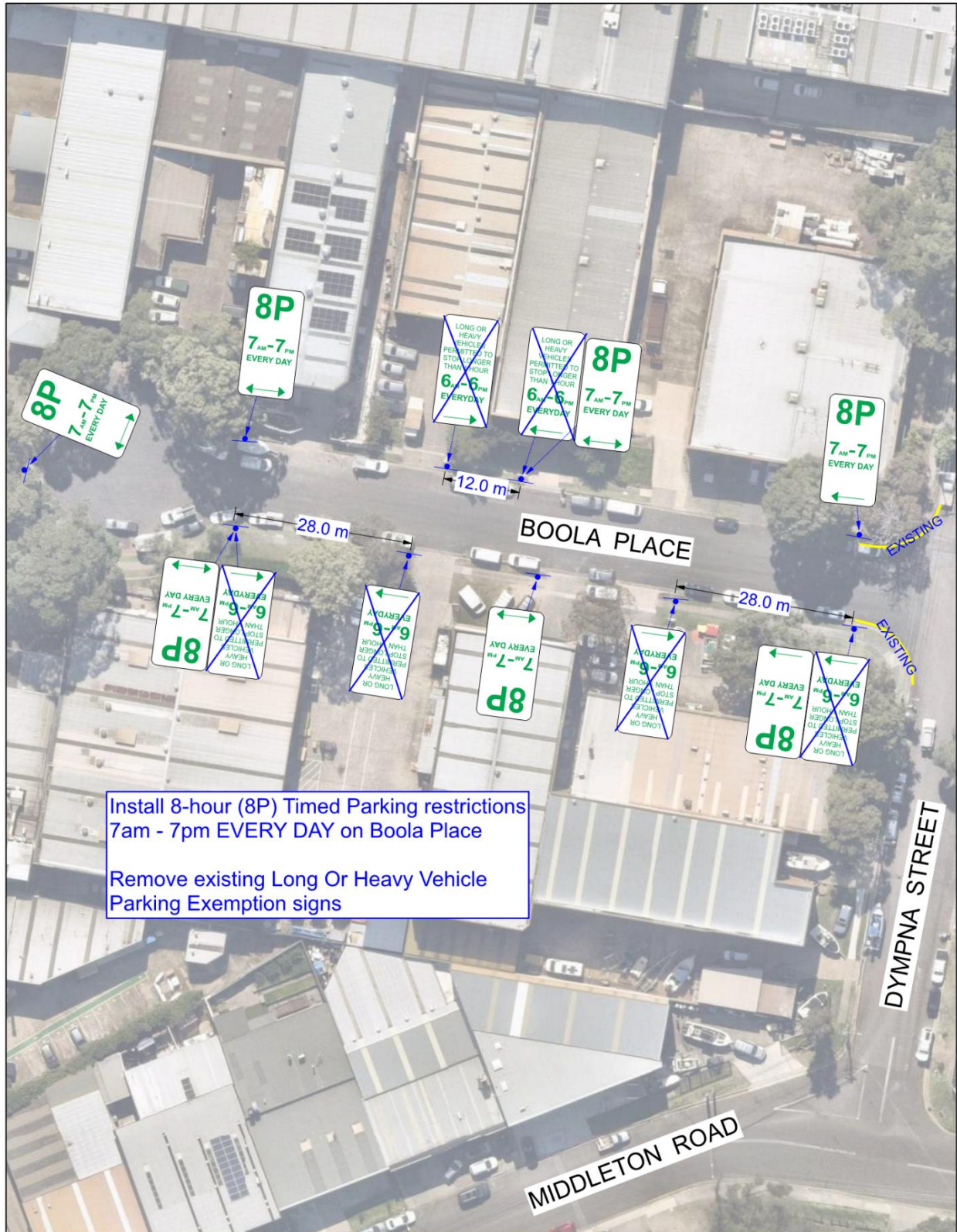
The proposal will be installed within 3 months of approval.

**RECOMMENDATION**



That the Local Transport Forum supports the:

1. Installation of 8-hour (8P) Timed Parking 7am – 7pm EVERY DAY on both sides of Boola Place, west of Dymrna Street, Cromer.

<b>Reporting officer</b>	Executive Manager Transport & Civil Infrastructure
<b>TRIM file ref</b>	2025/533403
<b>Attachments</b>	1 Boola Place, Cromer - Plan 2 Boola Place, Cromer - Table of Consultation



Install 8-hour (8P) Timed Parking restrictions  
7am - 7pm EVERY DAY on Boola Place  
Remove existing Long Or Heavy Vehicle  
Parking Exemption signs

	PROPOSAL					
	Boola Place, Cromer 8P Timed Parking					
	DRAWN	LC	APPROVED	JB		
	LAYOUT	1 OF 1	REVISION NO.	B	DATE	

### Table of Consultation

<b>Address</b>	<b>Boola Place, Cromer</b>
<b>Proposal</b>	<b>8P Timed Parking (Amended)</b>

<b>Properties Consulted</b>	162
<b>Responses Received</b>	11
<b>Support</b>	8
<b>Do Not Support</b>	3

<b>Issue</b>	<b>Comment</b>	<b>Council Response</b>
On-street Parking Availabilities	<p>There is no-where else to park everywhere is currently 8 hours</p> <p>Regarding the 8hr time limit itself...there is nowhere in the area for employees of the surrounding LOCAL businesses in Cromer to park their vehicles. An 8 hour restriction makes it impossible for employees who work full time (ie 8+ hours a day) to park anywhere near the vicinity of their workplace. So the 8 hour limit is crazy in and of itself.</p>	<p>The proposed Timed Parking to provide parking turnover to assist the businesses and 8-hour timed parking is adopted throughout the industrial area for a reasonable shift duration.</p> <p>Council encourages the community to use off-street parking facilities for long-term parking needs and share the available public parking spaces with the other road users.</p>
Concerns of Heavy Vehicle Usage by Local Business	<p>Restricting heavy vehicles to 1 hour only would inhibit LOCAL businesses from carrying out day to day duties. When a truck has arrived and is second in line, do they now have to travel to Brookvale for example to wait the 2 hours before the LOCAL business is ready to process them?</p> <p>This is an industrial area - it has trucks/buses/large vehicles etc that a lot of these businesses need.</p>	<p>It is generally inappropriate for oversized vehicles to use public road reserves and carry out business activities that should be confined within private business premises.</p> <p>Should there be special business needs to stage oversized vehicles on public roads for an extended period, the businesses may lodge a Traffic Management Plan premit application to facilitate short-term requirements under the relevant safety measures.</p>
Supportive comments	<p>I fully support this proposed and commend Council for making it 8 hour parking throughout Boola Place. This will prevent caravans, trailers and boats being parked there for long periods - in fact years in the case of the caravan there!</p> <p>The street should not be used as a free long term parking lot for anyone. Therefore the restrictions proposed make good sense.</p>	<p>Comments have been noted. Council aims to introduce consistent parking restrictions for more equitable and balanced parking outcomes.</p>

## 5.0 MATTERS FOR NOTATION

**ITEM 5.1 ONGOING ACTIONS UPDATE**

### REPORT

Previous matters have been raised during general business – this report provides an update on the progress of the items raised. There are currently no outstanding actions

### PROCEEDINGS IN BRIEF

<b>TFNSW CONTROLLED ROAD NETWORK</b>			
<b>General Business Agenda Item</b>	<b>Brief Description of Action</b>	<b>Responsible Officer/ Authority</b>	<b>Latest Update</b>
	<b>No Outstanding Actions</b>		
<b>COUNCIL CONTROLLED ROAD NETWORK</b>			
<b>General Business Agenda Item</b>	<b>Brief Description of Action</b>	<b>Responsible Officer/ Authority</b>	<b>Latest Update</b>
	<b>No Outstanding Actions</b>		

**RECOMMENDATION**  
 That the Local Transport Forum notes the Ongoing Actions summary.

<b>Reporting officer</b>	Specialist Administration Officer - Business Support
<b>TRIM file ref</b>	2026/041246
<b>Attachments</b>	Nil

<b>ITEM 5.2      WORKS ZONE APPROVALS</b>
---

**GEOCODES:** Various

**REPORT**

Since the previous report to the Local Transport Forum (closure date for February meeting was 9 January 2026), staff have approved the following Works Zones under delegated authority. The Works Zone signs are installed by Council, and the applicant is to reapply to Council if the approved Works Zone period is inadequate for completion of their work.

<b>Applicant</b>	<b>Location</b>	<b>Works Zone Length and Time</b>	<b>Requested Period</b>
Construct by Design Pty Ltd	27 Bellevue Avenue, Avalon Beach	Length: 9 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	6 November 2025 to 27 May 2026
Transport Strategies Alliance Pty Ltd	33 Oaks Avenue DEE WHY	Length: 15 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	17 November 2025 to 6 December 2025
Buildland Australia Pty Ltd	101-105 Old Pittwater Road BROOKVALE	Length: 24 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	11 November 2025 to 3 February 2026
Ultra Building Co Pty Ltd	61 North Steyne, Manly	Length: 30 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	21 November 2025 to 20 February 2026
Dilcara Construction Pty Ltd	151 Pacific Parade, on Griffin Road, Dee Why	Length: 15 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	21 November 2025 to 6 February 2026
Primo Design Pty Limited	3 Brookvale Avenue, Brookvale	Length: 20 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	17 November 2025 to 5 April 2026
Vemac Pty Ltd	13 Gardere Avenue, Curl Curl	Length: 5.5 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	19 November 2025 to 19 February 2026
Ultra Building Co Pty Ltd	35-39 Belgrave Street, Manly	Length: 31 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	24 November 2025 to 20 February 2026
PCL & APR Pty Ltd	89 Griffiths Street BALGOWLAH	Length: 10 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	1 December 2025 to 24 December 2025

Gumcy Group Pty Ltd	30 Abernethy Street SEAFORTH	Length: 8 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	8 December 2025 to 28 February 2026
Jeron Lek	54-58 Beaconsfield Street, Newport	Length: 17 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	1 December 2025 to 31 January 2026
Chase Projects Pty Ltd	65 Undercliff Road, Freshwater	Length: 11 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	1 December 2025 to 19 December 2025
Fleek Constructions	16 Upper Gilbert Street, Manly	Length: 24 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	16 December 2025 to 14 March 2026
Aldo Donato	20 Beatty Street, Balgowlah	Length: 14 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	8 December 2025 to 19 December 2025
Nicola Qarra	9-11 Victoria Parade, Manly	Length: 18 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	5 January 2026 to 18 March 2026
Beebo Constructions	32 Bower Street, Manly	Length: 16 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	5 January 2026 to 3 July 2026
Hall & Hart Homes Pty Ltd	20 Hill Street, Queenscliff	Length: 18 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	5 January 2026 to 1 March 2027
D Lux Developments Pty Ltd	27 Waine Street FRESHWATER NSW 2097	Length: 8 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	8 January 2026 to 27 February 2026

**RECOMMENDATION**

That the Local Transport Forum notes the delegated approval or Works Zones described above.

<b>Reporting officer</b>	Executive Manager Transport & Civil Infrastructure
<b>TRIM file ref</b>	2026/024167
<b>Attachments</b>	Nil