

# **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 2 JULY 2019**

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

Jorde Frangoples

**Director Transport and Assets** 



#### **Voting Members**

Chair – Mayor – Northern Beaches Council Mr Michael Regan

Member for Pittwater Mr R Stokes MP Representative Mr Andrew Johnston

Member for Davidson Mr J O'Dea MP Representative Mr Phil Corbett

Member for Wakehurst Mr B Hazzard MP Representative Mr Toby Williams

Member for Manly Mr J Griffin MP Representative Mr John O'Connor

Roads and Maritime Services Mr Raymond Tran

Northern Beaches Police Command, Dee Why Sergeant Nino Jelovic

#### **Non Voting Members**

**Director Transport and Assets** 

State Transit Authority, Brookvale Depot Mr Egwin Herbert
Forest Coach Lines Mr Jay Zmijewski
Manly Warringah Cabs Co-operative Society Ltd TBC
Cycling Representative Mr Owen Dunne

#### **Officers**

Executive Manager Transport and Civil Infrastructure Mr Craig Sawyer Manager Transport Network Mr Phillip Devon Senior Traffic Engineer Mr Patrick Bastawrous Traffic Engineer Mr Ricky Kwok Traffic Engineer Mr James Brocklebank Traffic Engineer Mr Velsamy Sankaran Traffic Engineer Mrs Rezvan Saket Mr Anwar Subel Traffic Engineer **Traffic Officer** Mr Luke Nickson Traffic Officer Mr Brian Duong Traffic Officer Mr Ali Samimi Haghighi Ranger Coordinator Mr Michael Davey

Mr Jorde Frangoples

Ms Michelle Carter

Active Travel Officer Mr Phillip Gray
Road Safety Officer Mrs Karen Menzies
Road Safety Officer Ms Robynann Dixon
Transport Support Officer Ms Lisa Monk

#### **Visitors**

Active Travel Officer

Nil





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

to be held on Tuesday 2 July 2019 in the Flannel Flower Room, Civic Centre, Dee Why Commencing at 10:00am

1.0	APOLOGIES	
2.0	CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION O PECUNIARY AND CONFLICT OF INTEREST	F
2.1	Minutes of Northern Beaches Council Local Traffic Committee held 4 June 2019	
2.2	Declaration of Pecuniary and Conflicts of Interest	
3.0	REPORTS TO PROCEED TO COUNCIL FOR APPROVAL Nil	
4.0	REPORTS FOR APPROVAL BY COUNCIL DELEGATION7	
4.1	Scotland Island Traffic Management Plan7	
4.2	Pittwater Road and Mona Street, Mona Vale - Timed Parking Restrictions18	
4.3	Grover Avenue, Cromer - Timed Parking Restrictions23	
4.4	Waroon Road, Cromer - Timed Parking Restrictions27	
4.5	Lagoon Street, Narrabeen - Timed Parking Restrictions	
4.6	Playfair Road, North Curl Curl - No Parking Restrictions34	
4.7	Narrabeen Community Centre, Woorarra Avenue, Narrabeen - No Parking Restrictions37	
4.8	Avona Crescent, Seaforth - No Parking Motor Vehicles Excepted40	
4.9	Algona Street, Bilgola Plateau - No Stopping Restrictions44	
4.10	Ferguson Street, Forestville - No Stopping Restrictions and Dividing Barrier Line48	
4.11	Wollstonecraft Avenue, Avalon Beach - No Stopping Restrictions and Dividing Barrier Lines52	
4.12	Windrush Avenue, Belrose - Traffic Modifications57	
4.13	Warraba Road, Narrabeen - Kerb Blisters61	
5.0	MATTERS FOR NOTATION63	
5.1	Request for Works Zone63	
5.2	Powderworks Road, North Narrabeen - Kerb Blisters64	
5 3	Barreniney Road, Palm Reach - Timed Parking Restrictions 67	



5.4	Barrenjoey Road, Newport - Timed Parking Restrictions	.72
5.5	Burton Street, Balgowlah - No Stopping Restrictions	.76
5.6	Grover Avenue, Cromer - Bus Zone	.78

**NEXT MEETING Tuesday 6 August 2019** 



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

# 2.1 MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD 4 JUNE 2019

#### **RECOMMENDATION**

That the Minutes of the Northern Beaches Council Local Traffic Committee held 4 June 2019, 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 are advised of the following definitions of a "pecuniary" or "conflict" of interest for their assistance:

Section 4 of the Model Code of Conduct for Local Councils in NSW 2018 states that a pecuniary interest is as follows:

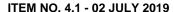
"A pecuniary interest is an interest that you have in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to you or a person referred to in clause 4.3.

You will not have a pecuniary interest in a matter if the interest is so remote or insignificant that it could not reasonably be regarded as likely to influence any decision you might make in relation to the matter, or if the interest is of a kind specified in clause 4.6.

For the purposes of this Part, you will have a pecuniary interest in a matter if the pecuniary interest is: a) your interest, or b) the interest of your spouse or de facto partner, your relative, or your partner or employer, or c) a company or other body of which you, or your nominee, partner or employer, is a shareholder or member."

Council's Code of Conduct states that a "conflict of interest" exists when you could be influenced, or a reasonable person would perceive that you could be influenced by a personal interest when carrying out your public duty.

### REPORT TO NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE





#### 4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1 SCOTLAND ISLAND TRAFFIC MANAGEMENT PLAN

REPORTING OFFICER MANAGER, TRANSPORT NETWORK

TRIM FILE REF 2019/337838

ATTACHMENTS 1 Scotland Island Traffic Management Plan

GEOCODES: -33.641150; 151.289581

#### **REPORT**

#### **BACKGROUND**

In response to numerous requests from the NSW Police – Marine Area Command, Roads and Maritime Services staff, community members and concerns raised by Council Staff during a recent unrelated project on Scotland Island, Council's Transport Network team is proposing to restrict vehicles on Scotland Island using the public road network.

#### **LOCATION**

The implementation of the attached Scotland Island Traffic Management Plan covers all roads on Scotland Island.

#### **ISSUES**

The main issues that we need to address are:

- To reduce the conflict between residents related to vehicle regulation and use.
- Use of Unregistered Vehicles and the potential damage to the roads that some types of these vehicles can do.
- The safety of our community due to the lack of regulation of the vehicles that may be in use on the island.
- Uncontrolled parking on the islands roads that restrict the free movement of the community.
- Liability issues related to the above issues.

#### **PROPOSAL**

Council proposes to restrict access to public roads on Scotland Island to all traffic except vehicles authorised by Northern Beaches Council. Vehicles will be restricted to the use of registered vehicles approved by Council (e.g. Small private vehicles, community vehicle, Island contractors, waste collection, and RFS). The existing vehicle usage causes damage to the roads and restrictions are required to limit the size, movements and usage of these vehicles. The details of the approval process are still to be determined, but would include further resident input moving into the implementation phase of the project. Council will also undertake a project in conjunction with the RMS to allow registration of currently unregisterable vehicles such as golf buggies.

The implementation of the permit system and conditional registration requirements are to be staged over the next 12 months to have the new system in place by the 1 May 2020. This will allow those residents who have a buggy on the island to achieve compliance with the scheme prior to any enforcement activities being undertaken.

#### CONSULTATION

Consultation letters have been distributed to approximately 350 properties within the immediate vicinity of the location providing notification of the proposed changes. A public meeting was held on

# REPORT TO NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING



ITEM NO. 4.1 - 02 JULY 2019

9 December 2018 and a Your Say page was provided to allow the community to provide feedback on the proposal.

An additional public meeting was held on Scotland Island on the 15 June 2019, attended by around 20 residents. The main themes were the cost of the permit, management of trades vehicles, and the need to spend more to bring the roads up to standard. There was also an update on the project Your say page from 22 May – 19 June 2019 (summary attached) and a further nine written submissions, with most covering off on the conditions of the road network, vehicle speed restrictions and cost.

#### RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Implementation of the Scotland Island Draft Traffic Management Plan.
- B. Timetable for the staged implementation of the scheme in consultation with RMS and NSW Police Marine Area Command.





# SCOTLAND ISLAND PROPOSED PLAN OF MANAGEMENT FOR ROADS

TRAFFIC MANAGEMENT PLAN



#### CONTENTS

			northerr beaches
ABS	TRACT	3	council
INT	RODUCTION	4	
	Figure 1: Scotland Island, Pittwater	4	
BAC	KGROUND	5	
TRA	FFIC MANAGEMENT PLAN	6	
A.	Description or detailed plan of proposed measures	6	
В.	Identification and assessment of impact of proposed measures	6	
C.	Measures to ameliorate the impact of re-assigned traffic	7	
D.	Assessment of public transport services affected	7	
E.	Details of provisions made for emergency vehicles,		
	heavy vehicles, cyclists and pedestrians	7	
F.	Assessment of effect on existing and future developments		
	with transport implications in the vicinity of the proposed measures	7	
G.	Assessment of effect of proposed measures on traffic movements		
	in adjoining Council areas.	7	
H.	Public consultation process	8	



# ABSTRACT

northern beaches

This Traffic Management Plan (TMP) seeks approval to apply an universal 10km/h speeddimitton all public roads on Scotland Island and control access to all vehicles over 4.5 tonne GVM unless authorised by Northern Beaches Council.

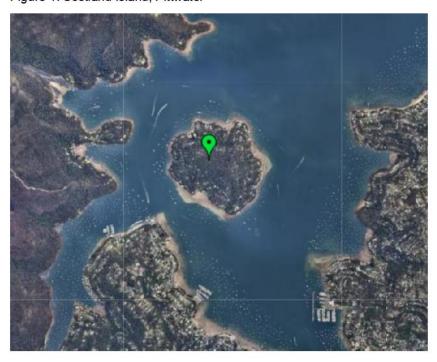
The final stage of the process will be to convert all public roads to a compliant shared zone with a universal speed limit of 10km/h.

Registration will be required for all vehicles used on the islands roads including golf buggies under the conditional registration system including the requirement to have Compulsory Third Party Insurance. All drivers/operators will need to be licensed under the NSW or other state systems.

#### INTRODUCTION

Scotland Island is located on Pittwater north of Church Point between Taylors Point on the mainland and Elvina and Lovett Bays on the eastern foreshores of Ku-ring-gai Chase National Park (Figure 1).

Figure 1: Scotland Island, Pittwater







northern beaches

Most of the Island consists of bushland, with approximately 350 dwellings (~1000 residents), incil mainly located around the perimeter foreshore. Pedestrian and vehicle access to and from Scotland Island is restricted to water based transport either by passenger ferry, private boat or barge. The Church Point Ferry Service provides services from Church Point to a number of wharves on Scotland Island, Elvina Bay and Lovett Bay.

There are a small number of registered vehicles (approximately 30, comprising private cars and service vehicles) and golf cart type buggies (RMS conditional registration required to enable legal use on a public road) which are used as transport on the island. However, walking is the principle form of transport around the Island and to/from the ferry service and private boat.

A community vehicle reduces the need to operate private vehicles, by providing residents with practical, aged or disability and emergency transport. The vehicle is operated by volunteers and leased by Scotland Island Resident Association (SIRA) from Northern Beaches Council. The Scotland Island Rural Fire Brigade has two firefighting engines on the Island as well as a long wheel base personnel carrier which is used for Medivacs.

#### **BACKGROUND**

The public roads on Scotland Island are generally sealed or formed with a varying road width of between 3-5m. The roads are listed below:

- Aoma Street
- Bayview Street
- Cecil Street
- Elsie Street
- Fitzpatrick Avenue
- Florence Terrace
- Harold Avenue
- Hilda Avenue
- Kevin Avenue
- Lowanna Street
- Pitt View Avenue
- Richard Road
- Robertson Road
- Thompson Street



Vivian Street



northern beaches

The roads are classified as 'public roads' and allow for registered motor vehicles and other uncil vehicles that comply with the Road Transport (Vehicle Registration) Act 1997 to travel on them. Currently, the roads are used by private vehicles, construction vehicles, service authority vehicles and Fire Brigade trucks.

A proposal to close all roads on Scotland Island originated from representations to Council from the Scotland Island Resident Association (SIRA) in response to resident concerns regarding issues relating to the use of private vehicles on these roads, i.e. damage to roadway due to vehicle usage, pedestrian safety, and impact on residential amenity. This was later supported by the community and included as a potential option in Councils adopted Scotland Island Road Reserve Strategy (2011) and confirmed again by a consultation process undertaken by Council in 2013.

A further proposal was developed in response to serious concerns raised recently and brought to the attention of Northern Beaches Council, Roads and Maritime Services and NSW Police. This proposal (The Proposal) is to restrict access to the road network by means of Northern Beaches Council exercising it functions as described below to vehicles registered in NSW and holding a Scotland Island vehicle permit issued by Council.

Council will issue two types of permits:

- 1. Vehicle use on Scotland Island Only
- 2. Vehicle providing service on Scotland Island

The Roads and Maritime Services (RMS), under Section 50 of the Transport Administration Act 1988, has delegated to Council's powers in respect of most traffic control facilities on roads and road related areas which are not classified roads. The exercise of powers delegated to Councils is subject to a number of conditions which include the preparation of a Traffic Management Plan (TMP) for certain prescribed works under the subject delegation. The preparation and submission of a TMP to the RMS for approval is required from Council prior to exercising the following powers under Section 116 of the Roads Act 1993:

- 1. The prohibition/restriction of the passage of traffic on a public road or road related area to any one or more of the following classes of traffic:
- a) Pedestrians
- b) Vehicles
- c) Motor vehicles

Accordingly, with the approval of the RMS, Council proposes to restrict/limit the use of vehicles on Scotland Island to only those vehicles authorised by Council. The following TMP has been prepared in accordance with the Roads and Traffic Authority's document 'Procedures for use in the Preparation of a Traffic Management Plan (TMP) - Version 2 December 2001' and will be used by Council as a basis for undertaking a public consultation and approval process.





#### TRAFFIC MANAGEMENT PLAN

A. Description or detailed plan of proposed measures
Is a detailed plan of the proposed measures necessary?
YES

Council proposes to restrict access to public roads on Scotland Island to all traffic except vehicles authorised by Northern Beaches Council. Vehicles will be restricted to the use of registered vehicles approved by Council (e.g. Small private vehicles, community vehicle, Island contractors, waste collection, and RFS). The existing vehicle usage causes damage to the roads and restrictions are required to limit the size, movements and usage of these vehicles. The process of approval would need to be determined, but would include resident input. Council will also undertake a project in conjunction with the RMS to allow registration of currently unregisterable vehicles such as golf buggies.

Parking is to be restricted on roads to designated parking areas, as the proposed future road width will eliminate legal on street parking except for areas constructed for this purpose. Parking is to be in marked bays as residents generally objected to the excessive use of signage. All new developments would also be required to provide on-site parking where authorised vehicles are garaged.

The Traffic Management Plan for Scotland Island is proposed to both enhance the safety of pedestrians using the roads and to prevent damage to the roads themselves. The process for implementation of the proposed measures is as follows:

Restrict access by way of posted notice:

Apply to RMS for restricted access under Section 116 Roads Act 1993.

#### Introduce a Permit System

- Permits would detail relevant conditions relating to use of a vehicle on Scotland Island i.e. 10 km/h speed limit, pedestrian priority and define areas where vehicles can drive and park.
- Permits for construction vehicles, including delivery trips, would include strict guidelines.
- Permits for long term use of vehicles for personal use i.e. general access (including access for the disabled), shopping etc. would be determined by Council.
- Seek RMS approval for registration of golf buggies etc.





#### Enforcement

northern beaches

- Restrictions would be enforced under Section 124 of the Local Government Act 1993uncil
- Breaches would be dealt with by way of on-the spot fines or summons.

B. Identification and assessment of impact of proposed measures

Is a detailed assessment required?

YES

The restriction of public roads to all traffic except authorised vehicles will propagate the following impacts:

- Restrict the type and number of vehicles using the public road
- Improve pedestrian safety and amenity
- Enhance the quality of the street environment

Additional assessment of traffic flow is not required due to low vehicle and pedestrian volumes. The majority of the traffic and pedestrian movements on Scotland Island are generated by residents. The formal restriction of access under the Roads Act will have minimal impact on existing and future residents as there is limited use of registered vehicles on Scotland Island. The proposal to introduce a permit system will affect a relatively small number of residents who currently use registered vehicles to access properties at the top of the Island and trades persons requiring delivery of construction materials.

C. Measures to ameliorate the impact of re-assigned traffic

Is an assessment required?

NO

As the proposal will not involve any re-assignment of traffic no measures are required.

D. Assessment of public transport services affected

Is an assessment required?

NO





There is no public transport operating on Scotland Island. Existing ferry services operating to cil Scotland Island will not be affected by the proposal.

E. Details of provisions made for emergency vehicles, heavy vehicles, cyclists and pedestrians Is an assessment required?
YES

Emergency vehicles and cyclists will have a general exemption to the road restrictions.

Heavy vehicles will be required to seek a permit from Council and will be bound by the restrictions/guidelines imposed as part of the permit approval process.

Pedestrian access and safety will be improved due to the restriction of vehicles on public roads to only authorised vehicles.

F. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures

Is an assessment required?

NO

It is considered that existing and future development on Scotland Island will not be impeded to any significant extent. The permit system will provide access to Scotland Island for general purpose, construction vehicles and vehicles delivering materials. Vehicle access to/from Scotland Island is restricted and only available via barge across Pittwater. The proposal will have no direct impact on the current access arrangements.

G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas.

Is an assessment required?

NO





The proposal will not affect, or cause any impact on adjoining local government areas. Attimpacts will be managed within the Northern Beaches Council LGA.

H. Public consultation process

Is an assessment required?

YES

Council will send letters to property owners on Scotland Island seeking written comments on the principle option described in the SCOTLAND ISLAND PROPOSED PLAN OF MANAGEMENT FOR ROADS with respect to traffic management on the Island, which included restricting volume and types of vehicles by closing roads to all vehicles except those approved by Council.

The consultation indicated that the majority of respondents supported some form vehicle restriction. This TMP will be used by Council as part of the consultation process to further assess the level of community support, which if supported would be referred to the RMS for approval via Council's Traffic Committee.

## REPORT TO NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE



ITEM NO. 4.2 - 02 JULY 2019

ITEM 4.2 PITTWATER ROAD AND MONA STREET, MONA VALE - TIMED

PARKING RESTRICTIONS

REPORTING OFFICER TRAFFIC ENGINEER

TRIM FILE REF 2019/276251

ATTACHMENTS 1 Pittwater Road and Mona Street, Mona Vale - Plan

2 Pittwater Road, Mona Vale - Site Photographs

**GEOCODES:** -33.669965, 151.302000 & -33.669536, 151.303386

#### **REPORT**

#### **BACKGROUND**

 Council has received concerns from Pittwater High School regarding the School Drop Off and Pickup Area, and availability of on-street parking for school staff and students in Pittwater Road and Mona Street, Mona Vale.

 Council in the past has implemented a number of measures to improve safety for both school children and traffic in the vicinity of Pittwater High School. Improvements include a review of the parking restrictions in Pittwater Road, with the introduction of dedicated Drop Off and Pickup Areas on both sides of the road, and the formalisation of Bus Zones.

#### **LOCATION**

- Pittwater Road is a Regional Road with a 60km/h speed limit. Mona Street is a collector road with a 50km/h speed limit. The section of roads under consideration lie within a designated School Zone, with a reduced 40km/h speed limit between 8:00am-9:30am and 2:30pm-4:00pm on school days.
- Pittwater Road has a road width of approximately 13m between kerbs. Mona Street has a road width, which varies from 12m to 15.5m where there is an indented bus bay.
- Pittwater High School is located on the eastern side of Pittwater Road, and a frontage on the northern side of Mona Street. Bayview Golf Course is located on the western side of Pittwater Road. Both the school and the golf course have on-site parking facilities.
- Winnererremy Bay is located to the east of Pittwater High School, with facilities including picnic and barbecue area, café, playground, public toilets and parking area. The car park is a Pay and Display ticketed parking area, providing free parking for Northern Beaches Council Beach Parking Permit holders.
- Pittwater Road is a bus route for the 156 McCarrs Creek to Mona Vale service which runs approximately every 30 minutes in each direction. School Buses also service Pittwater High School with Bus Zone 8:00am 9:am, 2:45pm 3:45pm School Days restrictions installed at the bus stops located in Mona Street.
- There are existing marked pedestrian crossings in Pittwater Road and Mona Street. Both
  crossings are accessible to public transport being located near bus stops with footpaths linking
  to the crossing facilities.
- Sections of No Parking 8:00am 9:30am, 2:30pm 4:00pm School Days restrictions have been installed on the eastern side of Pittwater Road fronting the School, to facilitate School drop-off and pickup. Drivers are permitted to stop to drop off or pickup passengers for up to two minutes, as long as the driver remains with in 3m of the vehicle.
- A section of P5 Minute 8:00am 9:30am, 2:30pm 4:00pm School Days restrictions on the
  western side of Pittwater Road (south of the existing pedestrian crossing) have also been
  installed to facilitate school drop off and pickup. Additional drop off and pickup time is provided
  in this area to allow for pedestrians to cross the road.

## REPORT TO NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MFFTING



ITEM NO. 4.2 - 02 JULY 2019

#### **ISSUES**

- Council has received concerns from Pittwater High School staff and parents regarding the
  existing Drop Off and Pickup Area in Pittwater Road and the availability of on-street parking for
  staff and students near the school.
- There are a number of on-street and off-street parking options available in the vicinity of the School outside the restricted areas. The majority of Mona Street is unrestricted parking except for the section fronting the school, and the Winnererremy Bay carpark provides ample parking for all users who hold a Northern Beaches Council Beach Parking Permit. Pittwater High School also has a number on-site parking spaces for school staff.
- Concerns have been raised that boat trailer parking in the area reduces the availability of parking for school staff and students.
- There are three bus stops on the western side of Mona Street fronting the school, and the State Transit Authority (STA) has advised that the existing bus stop located immediately north of the marked pedestrian crossing may no longer be required.
- The existing marked pedestrian crossings located in Pittwater Road and Mona Street have been constructed with kerb extensions of 2.5m. The RMS Supplement to the Australian Standard allows the No Stopping restrictions from the kerb ramp to be reduced to the tangent point of the kerb extension or 7.5m whichever is the greater.
- It was observed during the afternoon pickup period that all designated School Drop Off and Pickup Areas were well used, with up to three vehicles parked in the No Stopping area immediately south of the P5 Minute Drop Off and Pickup Area on the western side of Pittwater Road.

#### **PROPOSAL**

Council has undertaken a review of the above location and proposes to extend the sections of 'No Parking 8:00am – 9:30am, 2:30pm – 4:00pm School Days restrictions and P5 Minute Drop Off and Pickup Area 8:00am – 9:30am, 2:30 – 4:00pm School Days restrictions in Pittwater Road by reducing the existing No Stopping restrictions adjacent to the marked pedestrian crossing within the permissible limits.

#### PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- Pittwater Road and Mona Street is part of the Road Cycling Network and is also included on the future Safe Cycling Network (Draft). The proposed changes will have no impact on people cycling along Pittwater Road or Mona Street, and do not affect any future planned facilities.
- The proposal will enhance pedestrian amenity of students during the School drop off and pickup period.

#### **CONSULTATION**

- Council previously consulted with Pittwater High School on a proposal to introduce No Parking 8:00am – 9:30am, 2:30pm – 4:00pm School Days restrictions in Mona Street by consolidating the Bus Zones to provide convenient access on the school frontage; however, this proposal was not supported by the school.
- The new proposal would provide four additional car park spaces to facilitate School drop offs and pickups in Pittwater Road, and does not affect any existing restrictions in Mona Street.

# REPORT TO NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING



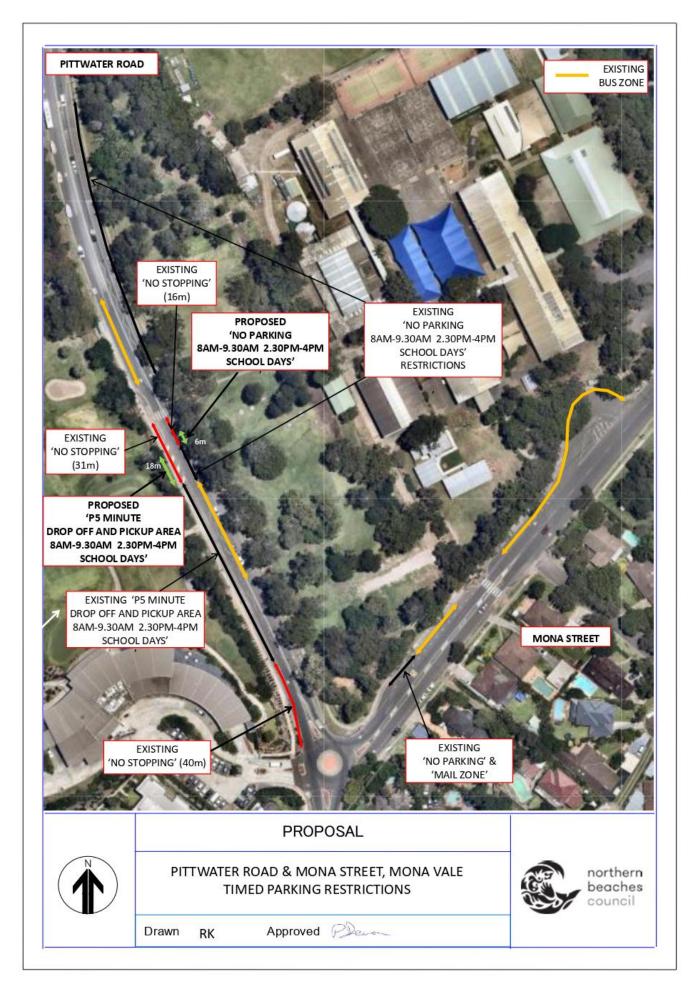
ITEM NO. 4.2 - 02 JULY 2019

#### RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following changes in Pittwater Road, Mona Vale:

- A. Extend the No Parking 8:00am 9:30am, 2:30pm 4:00pm School Days restrictions northwards by 6m on the eastern side of the road.
- B. Extend the P5 Minute Drop Off and Pickup Area 8:00am 9:30am, 2:30 4:00pm School Days restrictions northwards by 18m on the western side of the road.





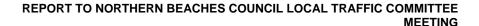




Pittwater Road looking north towards marked pedestrian crossing



Pittwater Road looking south towards Mona Street





ITEM NO. 4.3 - 02 JULY 2019

ITEM 4.3 GROVER AVENUE, CROMER - TIMED PARKING

RESTRICTIONS

REPORTING OFFICER TRAFFIC OFFICER

TRIM FILE REF 2019/331696

ATTACHMENTS 1 Grover Avenue, Cromer - Plan

2 Table of Consultation

**GEOCODES:** -33.735929, 151.278558

#### **REPORT**

#### **BACKGROUND**

Council has received concerns from residents of Grover Avenue and Mirra Place, Cromer, regarding the long-term parking of boats and trailers on the roads neighbouring St Matthews Farm Reserve, Cromer.

#### **LOCATION**

- The section of Grover Avenue is a local road that carries low volumes of two-way traffic and lies between Fisher Road North and Dalpura Street.
- Grover Avenue is a No Through road and connects Dalpura Street, Mirra Place and Hoover Place to Fisher Road North.
- Grover Avenue borders the southern side of St Matthews Farm Reserve, which is used highly
  used by patrons throughout the week for sports and other activities.
- There is currently an indented section of 90° parking bays fronting the reserve.
- There is currently unrestricted parking along both sides of Grover Avenue, including the turning circle located at the western end of Grover Avenue.

#### **ISSUES**

Long-term parking of boats and trailers is affecting the availability of on-street parking for local residents, particularly during the period of sporting activities.

#### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to introduce a 4P 7:00am - 7:00am Everyday Timed Parking restrictions along the northern side of Grover Avenue, which includes the 90 ° angle parking area. This proposal will be consistent with the proposal for Waroon Road carpark, on the northern side of St Matthews Farm Reserve.

The proposal will include the installation of No Stopping Unbroken Yellow Lines at the intersections with Dalpura Street, Mirra Place and Hoover Place to enforce the statutory No Stopping restrictions. No Stopping Unbroken Yellow Lines will also be installed around the turning circle to assist with the movement of vehicles.

#### PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

• The proposal will have negligible effect on pedestrians but will improve amenity by providing greater parking opportunities near the reserves with reduced walking distances.

# REPORT TO NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING



ITEM NO. 4.3 - 02 JULY 2019

 As parked cars will be clear from the intersection, sight lines to any pedestrians and people cycling on Grover Avenue will be improved.

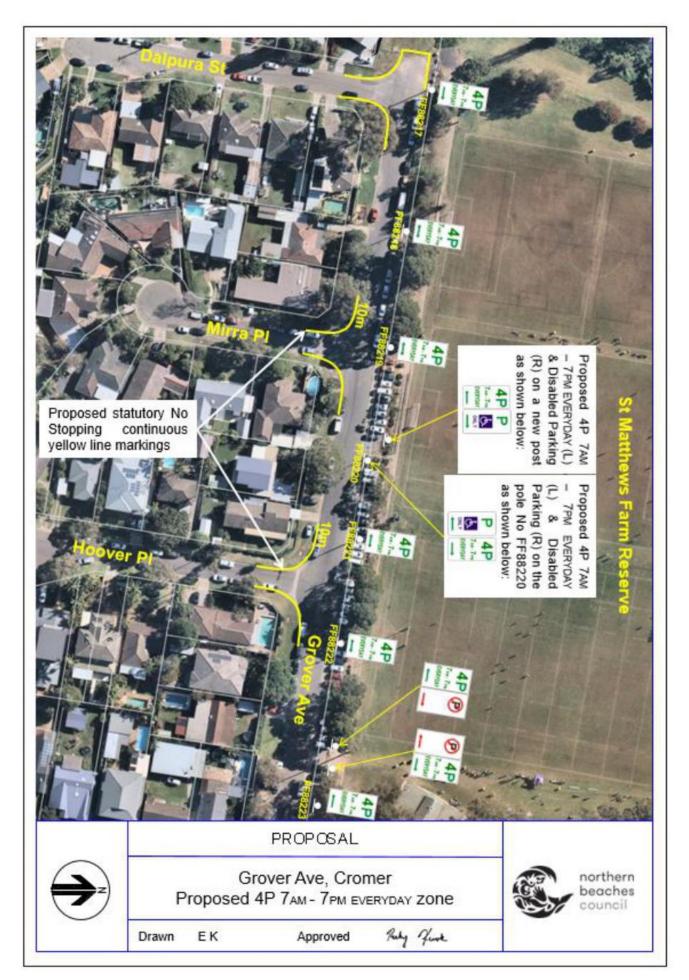
#### **CONSULTATION**

Consultation letters have been distributed to 44 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

#### RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of 4P 7:00am - 7:00pm Everyday Timed Parking restrictions along the northern side of Grover Avenue, Cromer.





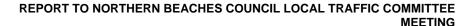


# **Table of Consultation**

Address	GROVER AVENUE, CROMER	
Proposal	Proposal TIMED PARKING RESTRICTIONS	

Properties Consulted	44
Responses Received	4
Support	3
Do Not Support	1

Issue	Resident Comment	Council Response
Motor Vehicles Excepted Signs	Resident requests to ammend proposal and change to Motor Vehicles Excepted	To accommodate for the numerous amount of users of St Matthews Farm Reserve, Motor Vehicles Excepted signage is not recommended
Resident Parking Permits	Resident requests a Resident or Visitors Parking Permit scheme to be implemented for the residents around St Matthews Farm Reserve	Resident parking schemes can only be approved by the RMS, and the situation in Fisher Road North does not satisfy the necessary RMS guidelines and eligibility criteria. All properties have or could construct parking spaces on their private property, and there is unrestricted on-street parking available near their residence.





ITEM NO. 4.4 - 02 JULY 2019

ITEM 4.4 WAROON ROAD, CROMER - TIMED PARKING RESTRICTIONS

REPORTING OFFICER TRAFFIC OFFICER

TRIM FILE REF 2019/331705

ATTACHMENTS 1 Waroon Road, Cromer - Plan

2 Table of Consultation

**GEOCODES:** -33.734090, 151.278892

#### **REPORT**

Council has received concerns from residents of Grover Avenue and Mirra Place regarding the long-term parking of boats and trailers in the roads neighboring St Matthews Farm Reserve, Cromer.

#### **LOCATION**

- Waroon Road Carpark lies off Fisher Road North, Cromer.
- The carpark borders northern side of St Matthews Farm Reserve, which is used highly used by patrons throughout the week for sports and other activities.
- There is currently unrestricted parking within the carpark.

#### **ISSUES**

Long-term parking of is affecting the availability of on-street parking for local residents, particularly during the period of sports activities.

#### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to introduce a 4P 7:00am - 7:00pm Everyday Timed Parking restrictions for Waroon Road carpark. This proposal will be consistent with the proposal for Grover Avenue, on the southern side of St Matthews Farm Reserve.

#### PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- No immediate impact to people cycling.
- The proposal will have negligible effect on pedestrians but will improve amenity by providing greater parking opportunities near the reserves with reduced walking distances.

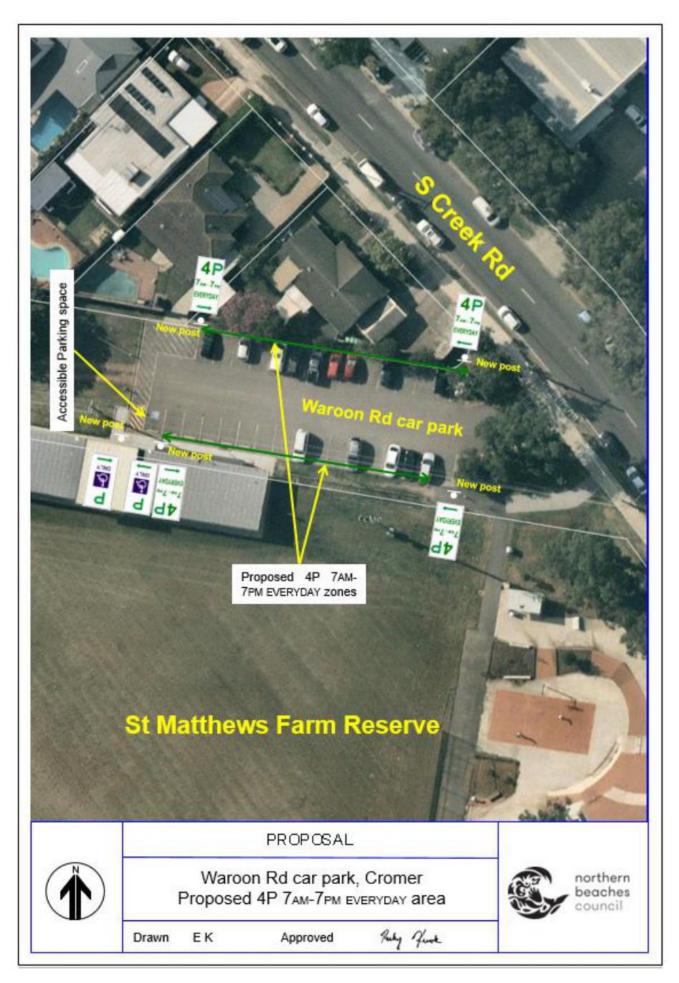
#### CONSULTATION

Consultation letters have been distributed to 90 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

#### RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of 4P 7:00am - 7:00PM Everyday Timed Parkingrestriction within the Waroon Road carpark, Cromer.





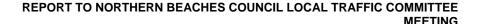


# **Table of Consultation**

Address	WAROON ROAD, CROMER	
Proposal TIMED PARKING RESTRICTIONS		

Properties Consulted	90
Responses Received	2
Support	1
Do Not Support	0

Issue	Resident Comment	Council Response
Cromer Community Centre	Resident requests to extend proposal towards Cromer Community Centre on Fisher Road North	Council has raised a proposal for timed parking on Fisher Road North which has been documented in the June Local Traffic Committee Meeting
Resident Parking Permits	Resident requests a Resident Parking Permit scheme to be implemented for the residents around St Matthews Farm Reserve	Resident parking schemes can only be approved by the RMS, and the situation in Fisher Road North does not satisfy the necessary RMS guidelines and eligibility criteria. All properties have or could construct parking spaces on their private property, and there is unrestricted on-street parking available near their residence.





ITEM NO. 4.5 - 02 JULY 2019

ITEM 4.5 LAGOON STREET, NARRABEEN - TIMED PARKING

**RESTRICTIONS** 

REPORTING OFFICER TRAFFIC OFFICER

TRIM FILE REF 2019/331747

ATTACHMENTS 1 Lagoon Street, Narrabeen - Timed Parking Restrictions

2 Lagoon Street, Narrabeen - Table of Consultation

**GEOCODES:** -33.714108, 151.297936

#### **REPORT**

#### **BACKGROUND**

Council has received concerns from local businesses regarding the availability of short-term parking for the shops along Pittwater Road, between Waterloo Street and Albert Street, Narrabeen. Council has undertaken a further review of the area due to additional concerns raised regarding the overall impact to on-street parking and the location of the restrictions.

#### LOCATION

- The section of Lagoon Street is a local road of two-way traffic and lies between Waterloo Street and Albert Street, Narrabeen.
- A roundabout lies at the intersection of Lagoon Street-Waterloo Street.
- Albert Street is a one-way road with traffic entering from Pittwater Road
- Lagoon Street is zoned mixed medium-density housing and businesses with onsite parking available.
- There is currently 2P Timed Parking along both sides of Lagoon Street and statutory 10-metre No Stopping restrictions from the intersections with Waterloo Street and Albert Street.
- However, there is 37-metres of unrestricted kerbside parking fronting Property No. 1-7 Lagoon Street and used by commuters.
- Lagoon Street Council Car Park lies on Lagoon Street and has 3P Timed Parking from Monday to Friday and 2P Timed Parking on Saturday.
- Two Bus Routes (155, 182) access through Albert Street and onto Lagoon Street.

#### **ISSUES**

- A local business owner has raised concerns regarding the availability of short-term parking and turnover for the shops along Pittwater Road, between Waterloo Street and Albert Street.
   Similar restrictions have previously been installed on Waterloo Street, between Pittwater Road and Lagoon Street.
- The long-term parking of vehicles near the shops, especially on weekends and during the holiday period, reduces the availability of on street parking for customers and can impact some businesses which rely on vehicle turnover and parking nearby.
- The changes to the timed parking restrictions will encourage patrons to use the Council Carpark (Lagoon Street Carpark) if they required a long-term parking and relieving up on-street parking demands.

#### **PROPOSAL**

Council has undertaken a review of the above location and proposes to change the current 2P parking with 1P 8:30am - 6:00pm Mon-Fri and 8:30-12:30pm Sat Timed Parking restrictions. The

# REPORT TO NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING



ITEM NO. 4.5 - 02 JULY 2019

proposal includes the removal of the existing of unrestricted parking and extension of Timed Parking restrictions southwards.

#### PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- · No immediate impact to pedestrians and people cycling
- The proposal will have negligible effect on pedestrians but will improve amenity by providing greater parking opportunities near the businesses with reduced walking distances.

#### **CONSULTATION**

Consultation letters have been distributed to 137 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

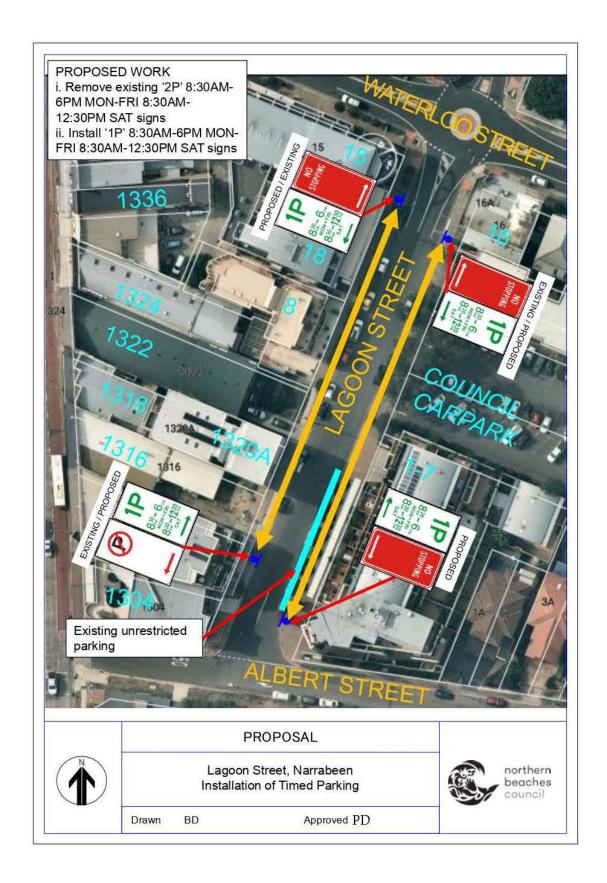
Six submissions were received with all six objecting the proposal. The main objection raised was in relation to the loss of on-street unrestricted parking.

#### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports:

- A. Changing the current two-hours parking arrangements on Lagoon Street, Narrabeen, to 1P 8:30am to 6:00pm Mon-Fri and 8:30am -12:30pm Sat Timed Parking.
- B. Change the unrestricted parking on the southern end to 1P 8:30am to 6:00pm Mon-Fri and 8:30am -12:30pm Sat Timed Parking.







# **Table of Consultation**

Address	LAGOON STREET, NARRABEEN	
Proposal	TIMED PARKING RESTRICTIONS	

Properties Consulted	137
Responses Received	6
Support	0
Do Not Support	6

Issue	Resident Comment	Council Response
		Businesses have indicated that customers
		have difficulty finding parking near the
		shops. Providing designated short term
		parking near the intersection will prevent
Loss of Unrestricted	Concerned about the loss of	customers circulating the local streets for
Parking	unrestricted parking	available parking.
		Providing more on-street unstricted parking
		will not have the desired effect and will limit
		short term parking.
	Request Council to provide more on-	
	street unstricted parking for residents	Decisions regarding changes to Commuter
Extension of Unrestricted	and to open Commuter Parking in Berry	Parking is determined and managed by
Parking	Reserve Carpark on weekends	Transport NSW
On-street Long Term	Request to provide 12P Timed Parking	Resident comment is outside of proposal
Parking	along Ocean Street	scope
	Request to review proposal in	
Narrabeen Retirement	conjunction with Narrabeen Retirement	
Village	Village Development	As the proposal is

## REPORT TO NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MFFTING



ITEM NO. 4.6 - 02 JULY 2019

ITEM 4.6 PLAYFAIR ROAD, NORTH CURL CURL - NO PARKING

RESTRICTIONS

REPORTING OFFICER TRAFFIC OFFICER

TRIM FILE REF 2019/331723

ATTACHMENTS 1 Playfair Road, North Curl Curl - Plan

**GEOCODES:** -33.764839, 151.288242

#### **REPORT**

#### **BACKGROUND**

Council has received a proposal from NSW Department of Education regarding the redevelopment of Curl Curl North Public School. The redevelopment at Curl Curl North Public School is currently underway to provide new permanent teaching spaces, a new hall, library, administration, refurbishments to an existing building, and an upgrade of external play and sporting areas.

#### **LOCATION**

- Curl Curl North Public School located on the corner of Playfair Road and Abbott Road, North Curl Curl.
- The section of Playfair Road is a local road that carries low volumes of two-way traffic and lies between Lillie Street and Abbott Road, North Curl Curl.
- The section lies within the 40km/h School Zones operating from 8:00am to 9:30am and from 2:30pm to 4:00pm.
- There is a roundabout at the intersection of Playfair Road-Abbott Road and a Children's Crossing fronting Property No. 48.
- On the western side of Playfair Road, there is currently unrestricted parking with No Stopping restrictions adjacent to the existing Children's Crossing and statutory 10m No Stopping restrictions from the intersections with Lillie Street and Abbott Road.
- On the eastern side of Playfair Road, there is currently a combination of No Parking 8:30am-9:30am School Days' restrictions, No Parking 7:30am 4:30pm Sat Only and unrestricted parking with No Stopping restrictions adjacent to the existing Children's Crossing and statutory 10m No Stopping restrictions from the intersections with Abbott Road.
- The School Bus operate along Playfair Road with a Bus Stop and Bus Zone 8:30am-9:30am and 3:00pm 4pm restrictions located north of the Children's Crossing.

#### **ISSUES**

- Regarding to the redevelopment of Curl Curl North Public School, there will be an increase in the student capacity from 920 to 1000. The staff numbers will be increased from 70 to 76.
- A number of new entries into the school are proposed off Playfair Road and students coming from the surrounding locality from the north and west will access the school from Playfair Road.
- A Parking Occupancy Survey undertaken by Traffix for the redevelopment indicate that the majority
  of unrestricted parking spaces on Playfair Road and Abbott Road at the school frontages are
  occupied by the school's staff.
- Currently, the No Parking 8:30am-9:30am School Days restrictions fail to meet the conditions and needs during the drop-off and pick-up times for the school.

# REPORT TO NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING



ITEM NO. 4.6 - 02 JULY 2019

#### **PROPOSAL**

NSW Department of Education has undertaken a review of the location and issues and proposes to modify the times of operation for the existing No Parking 8:30am-9:30am School Days restrictions to include 3:00pm-4:00pm. The proposal includes the removal of the existing of unrestricted parking and extension of the No Parking restrictions southwards along Playfair Road to allow for additional drop-off and pick-up zone.

#### PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- No immediate impact to people cycling.
- The proposal will have negligible effect on pedestrians but will improve amenity by providing
  greater drop-off and pick-up area fronting the school to reduced walking distances and need of
  children crossing.
- The proposed extension to the pickup and drop off area on Playfair Road will reduce the parking
  availability outside the school for the staff use, as well as the proposed increase in the number of
  staff, the staff parking on the street will be spread into the surrounding local residential streets.

#### CONSULTATION

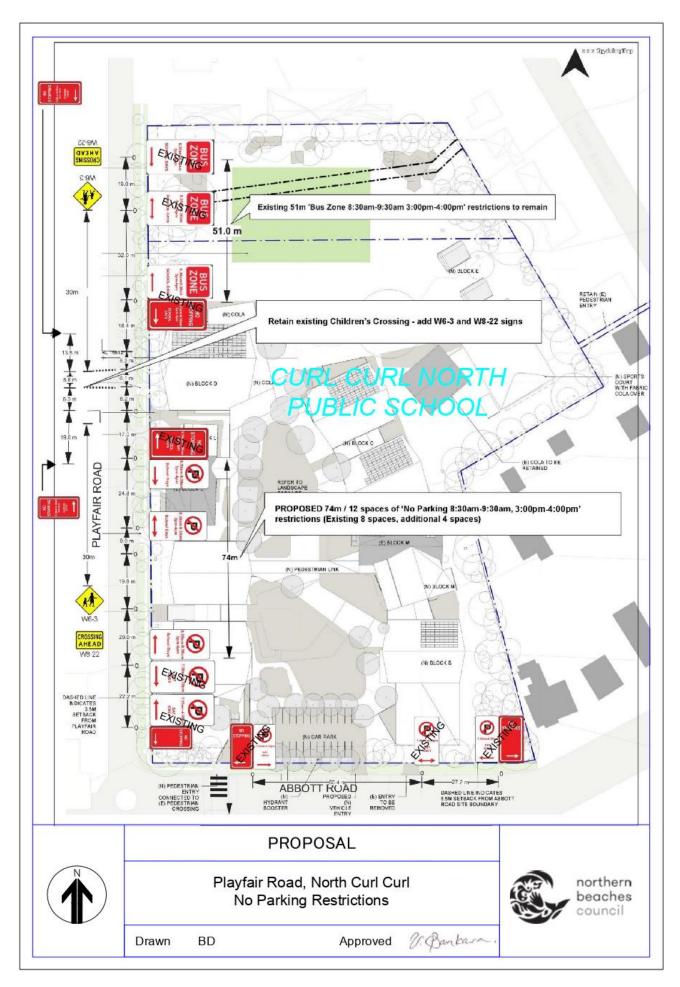
The NSW Department of Education conducted a consultation for the redevelopment and opened a public exhibition from Thursday, 14 June 2018 to Wednesday, 11 July 2018 for public feedback. The NSW Department of Education continues to share construction updates and project information with the community as the project progresses. Information will be provided through information booths, project updates, website and school newsletters.

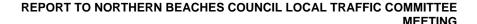
#### RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Modification of existing No Parking 8:30am-9:30am School Days to No Parking 8:30am-9:30am and 3:00pm-3:30pm School Days on Playfair Road, North Curl Curl.
- B. Extension of No Parking 8:30am-9:30am and 3:00pm-4:00pm School Days area by 20m along the eastern side of Playfair Road, North Curl Curl.









ITEM NO. 4.7 - 02 JULY 2019

ITEM 4.7 NARRABEEN COMMUNITY CENTRE, WOORARRA AVENUE,

**NARRABEEN - NO PARKING RESTRICTIONS** 

REPORTING OFFICER TRAFFIC ENGINEER

TRIM FILE REF 2019/332186

ATTACHMENTS 1 Woorarra Avenue, Narrabeen - Plan

**GEOCODES:** -33.709107, 151.292540

#### **REPORT**

#### **BACKGROUND**

Council has received concerns from the Narrabeen Community Kindergarten that many families face difficulties when dropping off and pick up their children from the kindergarten on Woorarra Avenue, North Narrabeen. They also mentioned that the parking spaces are meant to be used by the centre and requested installation of No Parking restrictions to facilitate the pick-up and drop off during their peak operation hours.

#### **LOCATION**

- Woorarra Avenue is a two-way local road with an average width of 8.5 m and a default speed limit of 50 km/h.
- An indented parking bay has been constructed in front of Narrabeen Community Kindergarten and ten 60° angle parking spaces have been marked without any restrictions.

#### **ISSUES**

- Motorists often occupy the angle parking spaces and create inconveniences for families dropping off and picking up their children.
- Narrabeen Community Kindergarten's peak operating hours are 8:00am 9:30am, 2:00pm 4:00pm; Mon-Fri.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to install No Parking 8:00am – 9:30am, 2:00pm – 4:00pm Mon-Fri restriction across six (of ten) car parking spaces.

#### PEDESTRIAN AND CYCLING IMPACT STATEMENT

As the proposal is only modifying the parking restrictions there will be no impact on people cycling or pedestrian safety.

#### **CONSULTATION**

Consultation letters have been distributed to 34 properties within the immediate vicinity of the location providing notification of the proposed changes. No submissions were received at the time of reporting.

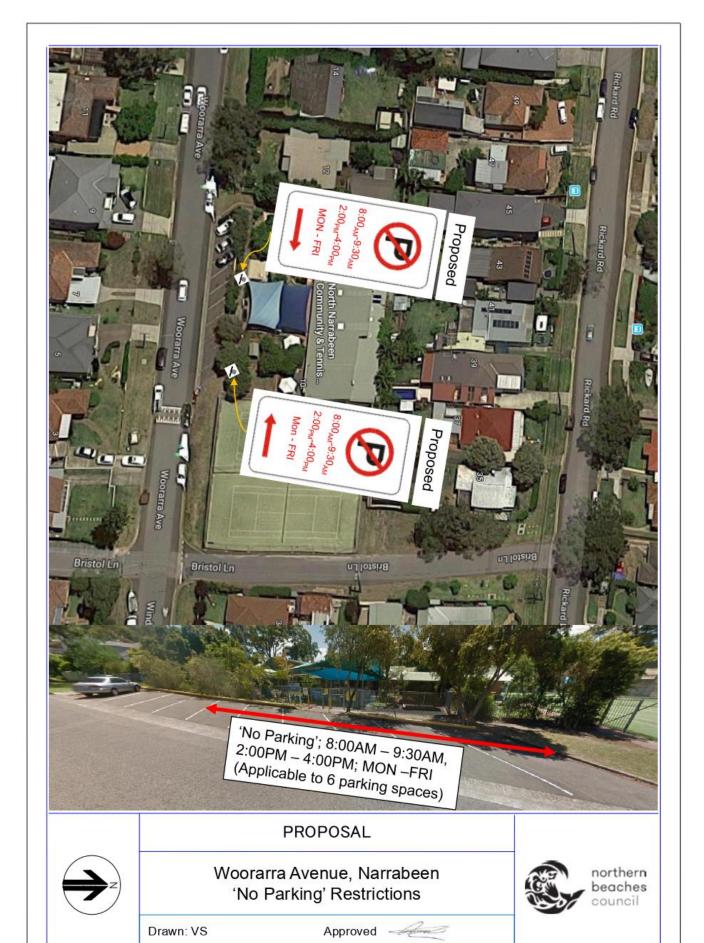


ITEM NO. 4.7 - 02 JULY 2019

## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of No Parking 8:00am – 9:30am, 2:00pm – 4:00pm Mon-Fri signs across six car parking spaces at the Narrabeen Community Kindergarten, Woorarra Avenue, Narrabeen.







ITEM NO. 4.8 - 02 JULY 2019

ITEM 4.8 AVONA CRESCENT, SEAFORTH - NO PARKING MOTOR

**VEHICLES EXCEPTED** 

REPORTING OFFICER TRAFFIC ENGINEER

TRIM FILE REF 2019/282443

ATTACHMENTS 1 Avona Crescent, Seaforth - Plan

2 Table of Consultation

**GEOCODES:** -33.801221, 151.247703

**REPORT** 

#### **BACKGROUND**

Council has received concerns from local residents regarding the parking of boats and trailers in Avona Crescent, Seaforth.

#### **LOCATION**

Avona Crescent is a local road carrying low volumes of traffic with a constructed width of approximately 6.5m in width. It links with Manly Road at either end and has no other adjoining sidestreets. The inside radius of the crescent is residential with the outside radius being reserve frontage. It is the first side street north of the Spit Bridge and Middle Harbour. Parking is currently unrestricted over its full length other than for a short length of No Stopping which has been introduced across the access point to The Spit to Manly walk.

#### **ISSUES**

- Boats and trailers belonging to persons not residing in the street are frequently parked on the reserve (non residential) side of the road
- Visitors to the street and residents are unable to find parking in the street particularly on weekends.
- Vehicles often park too close to the intersections with Manly Road making ingress and egress from the street hazardous

#### **PROPOSAL**

Council has undertaken a review of the location and issues and originally proposed to install an 8P Area parking restriction that applied only on weekends and public holidays. Feedback from residents was overwhelmingly opposed to that restriction with residents preferring an alternate proposal for a No Parking Motor Vehicles Excepted parking restriction on the outer (water) side of Avona Crescent. The alternate proposal will achieve the same aim although residents acknowledge that there may be some shift in trailer parking activity from the outer to inner radius of the street. No Stopping restrictions will also be introduced at either end of the road to keep parked vehicles clear of the intersection points with Manly Road. A length of No Parking is also proposed for the residential side of the street at its northern end to prevent parking near Manly Road.

#### CONSULTATION

Consultation letters have been distributed to 16 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.



ITEM NO. 4.8 - 02 JULY 2019

#### RECOMMENDATION TO TRAFFIC COMMITTEE

- A. Introduction of No Parking Motor Vehicles Excepted on the outer (reserve) side of Avona Crescent, Seaforth.
- B. Introduction of lengths of No Stopping on both sides of Avona Crescent at its junction points with Manly Road, Seaforth.
- C. Introduction of a No Parking restriction on the residential side of Avona Crescent between the No Stopping zone and the timber fence in front of No.5 Avona Crescent, Seaforth.







Address	Avona Crescent
Proposal	8P Area parking (weekends and public holidays)

Properties Consulted	16
Responses Received	5
Support 8P	0
Support No Parking Motor Vehicles	
Excepted	5
Do Not Support 8P	5

Issue	Resident Comment	Council Response
	8P Area parking signs are too big and	
	restrictions will prevent residents	
Don't support 8P Area	parking their vehicles in the street	
parking	longer than the 8P	noted
	lif 8P is introduced can a resident	all residents have offstreet parking. A
resident exemption to 8P	exemption be granted	resident exemption is not therefore possible
		this will be effective in manging trailer
No Parking Motor	request No Parking Motor Vehicles	parking on reserve side of road but may
Vehicles Excepted	Excepted on reserve side of road	result in trailers shifting to residential side
	to give more space for two way traffic	No objection given the narrow width of the
l	can parking be prevented on the	road the support of residents and the
No Parking on residential	1	constrained conditions at the Manly Road
side near Manly Road	and the timber fence in front of No.5	intersection



ITEM NO. 4.9 - 02 JULY 2019

ITEM 4.9 ALGONA STREET, BILGOLA PLATEAU - NO STOPPING

**RESTRICTIONS** 

REPORTING OFFICER TRAFFIC ENGINEER

TRIM FILE REF 2019/332261

ATTACHMENTS 1 Algona Street, Bilgola Plateau - Plan

2 Table of Consultation

GEOCODES: -33.648115, 151.311348

### **REPORT**

#### **BACKGROUND**

Council has received concerns from local residents regarding the narrow road width and sight distances when vehicles park on both sides of the bend near No.12 Algona Street, Bilgola Plateau.

#### **LOCATION**

- Algona Street is a local road with a 50km/h speed limit.
- The road width is approximately 7.2m wide between kerbs and there is no constructed footpath on either side of the road.
- Joanne Place is located 50m south of the bend and intersects Algona Street as the stem of a 'T' intersection.
- Algona Reserve is located on the corner of Algona Street and Joanne Place and has a picnic area and playground equipment.
- Parking in the area is unrestricted on both sides of Algona Street, except for the statutory No Stopping 10m from the intersection with Joanne Place.

## **ISSUES**

- Vehicles parked on both sides of the road narrow the overall road width for through traffic.
- Sight distances are further restricted when vehicles park on the curved section of road between No.s 7 and 12 Algona Street.
- Residents have reported concerns with vehicles crossing onto the opposite side of the road to pass parked vehicles, increasing the risk of head-on collisions.

### **PROPOSAL**

Council has undertaken a review of the location and issues and consulted on a proposal to install a No Stopping Unbroken Yellow Line for a length of 50m along the inside of the curve, south of the driveway of No.7 Algona Street.

#### PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Improves safety for people cycling along Algona Street by providing a wider road width and better sightlines for through traffic.
- There are no existing facilities for off-road cycling or pedestrians in this area.



ITEM NO. 4.9 - 02 JULY 2019

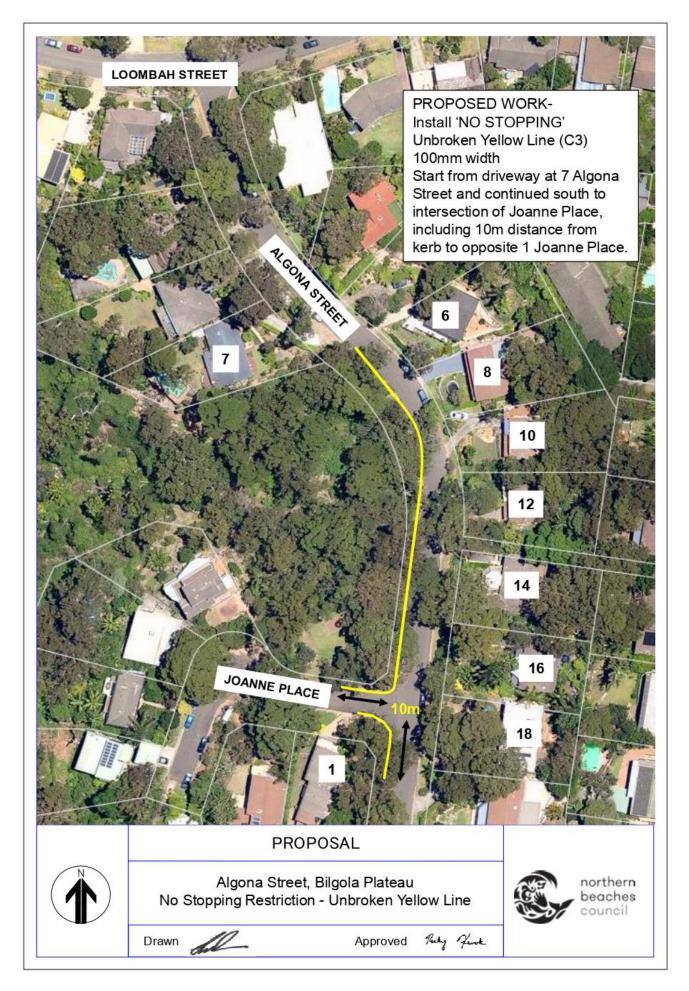
#### **CONSULTATION**

- Consultation letters have been distributed to 15 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of four submissions were received with three letters of support and one objection to the
  proposal. The main objection raised was in relation to the loss of on-street parking. The
  respondents supported restrictions to improve sightlines and visibility along the curve with
  some suggestions to extend the restrictions to the intersection with Joanne Place where
  vehicles frequently park on both sides, and pedestrians using the pathway between No.s 12
  and 14 cross to access Algona Reserve.
- Council has noted some of the comments and further reviewed the issues and recommends
  that the proposal be amended to extend the installation of a No Stopping Unbroken Yellow
  Line from south of the driveway of No.7 Algona Street to the intersection of Joanne Place. It is
  also proposed to install No Stopping Unbroken Yellow Lines to reinforce the statutory No
  Stopping 10m from the intersection.

#### RECOMMENDATION TO TRAFFIC COMMITTEE

- A. Installation of a No Stopping Unbroken Yellow Line from south of the driveway of No.7 Algona Street to the intersection of Joanne Place, Bilgola Plateau
- B. Installation of a No Stopping Unbroken Yellow Lines to reinforce the statutory No Stopping 10m from the intersection of Algona Street and Joanne Place, Bilgola Plateau.







Address	Algona Street, Bilgola Plateau
Proposal	No Stopping' restrictions

Properties Consulted	15
Responses Received	4
Support	3
Do Not Support	1

Issue	Resident Comment	Council Response
No Stopping restrictions	Agree that roadway is often restricted to a single lane and would benefit from the proposed restrictions.  The restrictions should extend up to Joanne Place so that approaching vehicles will have better sightlines through the comer.	Council has amended the proposal and recommends that the 'No Stopping' restrictions (unbroken yellow line) be extended from south of the driveway of No.7 to Joanne Place and that the statutory 'No Stopping' restrictions also be marked at the intersection.
Loss of parking	Residents have a right to park outside their house and will affect those who rely on on-street parking.	The proposed restrictions restrict parking on the frontage of Algona Reserve and not in front of residential properties. The primary function of roads is to facilitate a safe traffic flow, with public on street parking provided only where appropriate. Parking for private vehicles remains the responsibility of the property owners. Residents with multiple vehicle should better utilise garages and existing driveways for off-street parking.
Traffic speed	Concern that the removal of parking will increase traffic speeds.	Algona Street is a narrow road approximately 7m wide. The removal of parking on the inside of the bend would improve sightlines but the existing geometry would still effect motorists to drive to the road conditions. Council would further review the area to check that warning signs are adequate and appropriately located.



ITEM NO. 4.10 - 02 JULY 2019

ITEM 4.10 FERGUSON STREET, FORESTVILLE - NO STOPPING

RESTRICTIONS AND DIVIDING BARRIER LINE

REPORTING OFFICER TRAFFIC ENGINEER

TRIM FILE REF 2019/334009

ATTACHMENTS 1 Ferguson Street, Forestville - Plan

2 Table of Consultation

**GEOCODES:** -33.759929, 151.216036

### **REPORT**

#### **BACKGROUND**

Council has received concerns from local residents regarding parked vehicles at the corner of Ferguson Street, Forestville, which reduces the overall width of the carriageway of oncoming vehicles. As a result, vehicles have difficulty negotiating around the curving section of the intersection of Ferguson Street and Epacris Avenue, Forestville.

#### LOCATION

- Ferguson Street is a local road with a 40km/h speed limit
- Ferguson Street is a two-lane road with a width of approximately 9m around the subject location.
- The section of the Ferguson Street forms a T- intersection with the minor road Epacris Avenue.
- Epacris Avenue is a local through fare road with a width of approximately 7m.
- There are No Stopping restrictions on Ferguson Street on both sides all the way from the intersection of Epacris Avenue and Ferguson Street to Warringah Road signalised intersection, reinforced by signs and No Stopping Unbroken Yellow Lines.
- Epacris Avenue has statutory no stopping restrictions marked by No Stopping Unbroken Yellow Lines at the intersection with Ferguson Street.
- It is predominantly a residential street with one raised pavement near the intersection with Warringah Road.

#### **ISSUES**

- Cars are parked on the western side of Ferguson Street at the intersection with Epacris Avenue. This is causing vehicles to drive on the wrong side of the road.
- Parked vehicles obstruct the visibility of the oncoming vehicles at the curved section of Ferguson Street.
- Vehicles have difficulty in negotiating around the curved section of the subject intersection.

### **PROPOSAL**

Council has undertaken a review of the above location and proposes to install a 10m Dividing Barrier Line. As Parking is not permitted within 3m of a Dividing Barrier Line, Council will also extend the No Stopping Unbroken Yellow Line along that section to reinstate parking restrictions.



ITEM NO. 4.10 - 02 JULY 2019

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

• Improved safety for people cycling due to improvements to the visibility and trafficable lane width.

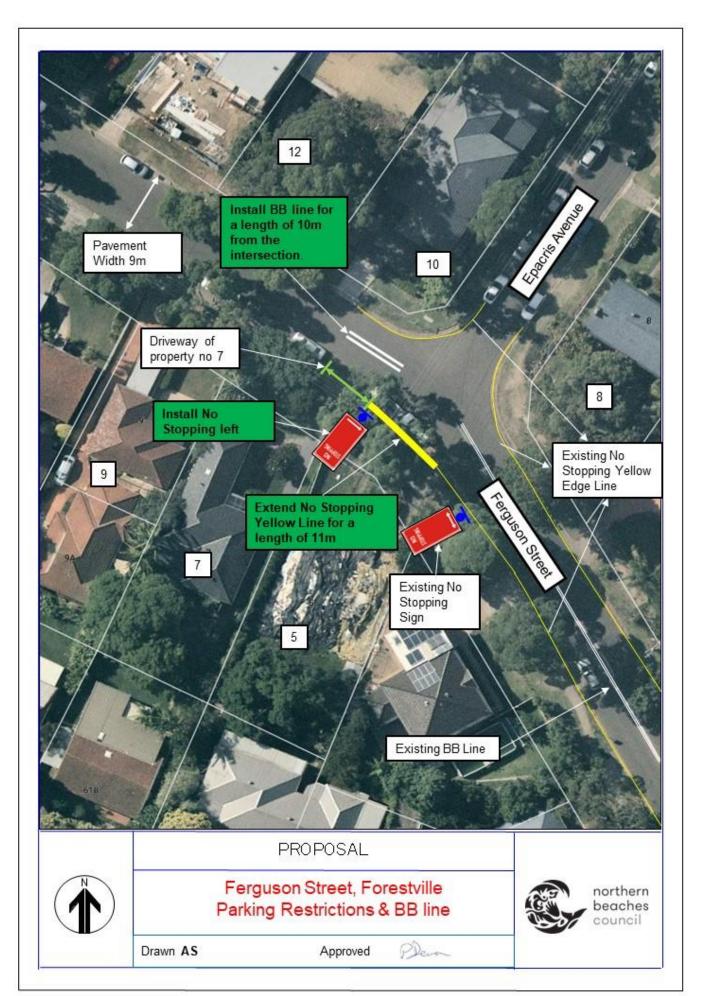
#### **CONSULTATION**

Consultation letters have been distributed to 15 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation

#### RECOMMENDATION TO TRAFFIC COMMITTEE

- A. Extension of the existing No Stopping restrictions by removing two parking spots on Ferguson Street, Forestville.
- B. The installation of Dividing Barrier Lines for a length of 10m on Ferguson Street, Forestville.



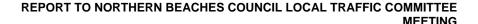




Address	Ferguson Street, Forestville
Proposal	Parking Restrictions and BB line

Properties Consulted	15
Responses Received	3
Support	2
Do Not Support	0

Issue	Resident Comment	Council Response
Add Keep Left Sign	Ideler traffic coming up Ferguson Street	The proposed extension of BB line will reduce traffic from cutting corner and guide motorists to be in their lane. The keep Left sign may be installed where a physical obstruction exists.
Parking restriction	Requests to consider parking restrictions on other street.	Out of scope. Removing parking on local street will tend motorists to higher speeds and potentially increase the risk for safety.





ITEM NO. 4.11 - 02 JULY 2019

ITEM 4.11 WOLLSTONECRAFT AVENUE, AVALON BEACH - NO

STOPPING RESTRICTIONS AND DIVIDING BARRIER LINES

REPORTING OFFICER TRAFFIC ENGINEER

TRIM FILE REF 2019/330620

ATTACHMENTS 1 Wollstonecraft Avenue, Avalon Beach - Plan

2 Table of Consultation

3 Wollstonecraft Avenue, Avalon Beach - Site Photographs

GEOCODES: -33.631320, 151.330698

**REPORT** 

#### **BACKGROUND**

Council has received concerns from local residents regarding the narrow road width and sight distances when vehicles park on both sides of the curve in Wollstonecraft Avenue, Avalon Beach.

#### **LOCATION**

- Wollstonecraft Avenue is a local road with a 50km/h speed limit.
- The road is approximately 10.2m wide between kerbs, and there is no constructed footpath on either side of the road.
- Wollstonecraft Avenue intersects Barrenjoey Road as the stem of a 'T' intersection. There are
  no signposted controls or holding lines at the Wollstonecraft Avenue/Barrenjoey Road
  intersection.
- Parking is unrestricted on both sides of Wollstonecraft Avenue, except for the statutory No Stopping 10m from the intersection.

#### **ISSUES**

- Vehicles parked on both sides of the road narrow the overall road width for through traffic.
- Sight distances through the curve are further restricted when vehicles park along this section of road, increasing the risk of head-on collisions.
- Residents have reported instances where vehicles entering from Barrenjoey Road, cross the centre of the road on the bend, when travelling north-west along Wollstonecraft Avenue.

#### **PROPOSAL**

Council has undertaken a review of the above location and consulted on a proposal to install Dividing Barrier Lines along the centre of the road from the driveway of No.5 Wollstonecraft Avenue to the intersection with Barrenjoey Road, to help delineate the road by separating the opposing traffic flows. No Stopping Unbroken Yellow Lines are required to prevent parking on both sides of the road and maintain two clear lanes for through traffic. Additional linemarking is proposed to formalise the Give Way priorities at the intersection with Barrenjoey Road.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Wollstonecraft Avenue is included as part of the proposed Safe Cycling Network (Draft).
- Improves safety for people cycling along Wollstonecraft Avenue, with improved sightlines for through traffic, and separation of traffic flow.



ITEM NO. 4.11 - 02 JULY 2019

• The construction of a 1.5m footpath on the northern side of Wollstonecraft Avenue between Barrenjoey Road and Elvina Avenue is listed as high priority on the footpath schedule.

#### CONSULTATION

- Consultation letters have been distributed to 12 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of three submissions were received with two letters of support and one objection to the proposal. The main objection raised was in relation to the loss of on-street parking.
- Council has noted some of the comments and further reviewed the issues and parking demand, and recommends that the proposal be amended to install No Stopping Unbroken Yellow Lines on the inside of the curve, from 6m south of the driveway of No.2B Wollstonecraft Avenue, to the intersection with Barrenjoey Road; and only for a shorter section on the southern side of the road from 20m west of the intersection. Dividing Barrier Lines are to be installed from the driveway of No.5 Wollstonecraft Avenue (offset 4.2m from the inside of the curve) to the intersection with Barrenjoey Road to separate the opposing traffic flows and enable parking on the western side of the road. Additional signage and linemarking is also proposed to formalise the Give Way priorities at the intersection with Barrenjoey Road.
- The amended proposal minimises the overall loss of parking by retaining parking on the western side of Wollstonecraft Avenue, and improves visibility along the curve for through traffic. The offset Dividing Barrier Lines will help regulate parking to one side of the road, delineate the road and maintain two clear traffic lanes, as well as narrowing the road corridor to assist with traffic calming.

#### RECOMMENDATION TO TRAFFIC COMMITTEE

- A. Installation of Dividing Barrier Lines from the driveway of No.5 Wollstonecraft Avenue (offset 4.2m from the inside of the curve) to the intersection with Barrenjoey Road, Avalon Beach.
- B. Installation of a No Stopping Unbroken Yellow Line on the inside of the curve from 6m south of the driveway of No.2B Wollstonecraft Avenue, to the intersection with Barrenjoey
- C. Installation of No Stopping Unbroken Yellow Line from Barrenjoey Road to a location 20m west of the intersection.
- D. Installation of a Give Way sign and holding line at the intersection with Barrenjoey Road, Avalon Beach.







Address	Wollstonecraft Avenue, Avalon Beach
Proposal	Dividing Barrier Lines & 'No Stopping' restrictions

Properties Consulted	12
Responses Received	3
Support	2
Do Not Support	1

Issue	Resident Comment	Council Response
Dividing Barrier Lines	Agree with the centre line being marked on the corner, but should consider the parking demand from residents and people who park in the street to catch the bus.	The proposal will be amended with the offsetting of the dividing barrier lines to enable parking to be retained on the western side of the road to minimise the loss of parking, with an unbroken yellow line installed on the inside of the curve and near the intersection to prevent parking and obstructed sight distance at these locations. The dividing barrier lines will help delineate the road and separate the opposing traffic flows, as well as narrowing of the road to assist with traffic calming.
Loss of parking	Many houses have 2 or more cars and rely on street parking. The removal of parking would mean we will need to park further away from our property.	Proposal amended to retain more on-street parking, however parking for private vehicles remains the responsibility of the property owners. Residents with multiple vehicle should better utilise garages and existing driveways for off-street parking.
Parking for residents	Should provide Resident Parking Permits for local residents so they can park outside their houses.	Resident parking schemes can only be approved by the RMS, and the situation in Wollstonecraft Avenue does not satisfy the necessary RMS guidelines and eligibility criteria. All properties have or could construct parking spaces on their private property, and there is unrestricted on-street parking available near their residence.
Lack of footpath	There is no footpath for pedestrians resulting in some people walking on the road.	The construction of a 1.5m footpath on the northern side of Wollstonecraft Avenue between Barrenjoey Road and Elvina Avenue is listed as high priority on the footpath schedule.





Wollstonecraft Avenue looking north towards the bend in the road



Wollstonecraft Avenue looking south towards the bend and Barrenjoey Road



ITEM NO. 4.12 - 02 JULY 2019

ITEM 4.12 WINDRUSH AVENUE, BELROSE - TRAFFIC MODIFICATIONS

REPORTING OFFICER TRAFFIC ENGINEER

TRIM FILE REF 2019/335047

ATTACHMENTS 1 Windrush Avenue, Belrose - Plan

2 Table of Consultation

**GEOCODES:** -33.729995, 151.215803

#### **REPORT**

#### **BACKGROUND**

Council has received concerns from local residents regarding vehicles cutting the corner when turning right from Pringle Avenue into Windrush Avenue, Belrose. The lack of line marking at that intersection together with the curvature and steepness of the street causes vehicles to have difficulty negotiating around the intersection of Windrush Avenue and Pringle Avenue, Belrose.

## **LOCATION**

- Windrush Avenue is a local road with 50km/h speed limit.
- It is a two-lane road with an average width of approximately 7.5m between kerbs.
- Windrush Avenue is a thoroughfare street and forms a T- intersection as a minor road with Pringle Avenue at the subject location.
- There are no signposted controls or holding lines at this intersection.
- Yerevan Place, a small dead end street, forms T- intersection as a minor road with Windrush Avenue. There are no signposted controls or holding lines at this intersection.
- There are no parking restrictions
- Other relevant information e.g. nearby school, hospital, shops etc.
- It is a residential street with no parking restrictions except for the statutory 10m No Stopping restrictions from the intersection.

#### **ISSUES**

- Vehicles are cutting corner when turning right from Pringle Avenue into Windrush Avenue due to nonexistence of line marking.
- The vertical and horizontal alignment of the street varies a lot, especially at this subject location.
- When vehicles are parked on both sides of the street at the bend section of Windrush Avenue, two opposing cars have difficulty negotiating to pass one another. Sight distance is also obstructed.

## **PROPOSAL**

Council has undertaken a review of the above location and proposes to install a Dividing Barrier Line. As Parking is not permitted within 3m of Dividing Barrier Line, Council will install a No Stopping Unbroken Yellow Line along that section to reinstate parking restrictions. Give Way signs and linemarkings will also be installed to formalise the priority of the intersection.



ITEM NO. 4.12 - 02 JULY 2019

### PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Improved safety for people cycling due to improvements to the visibility and trafficable land width.
- The proposal does not affect pedestrian facilities or impacts on walking.

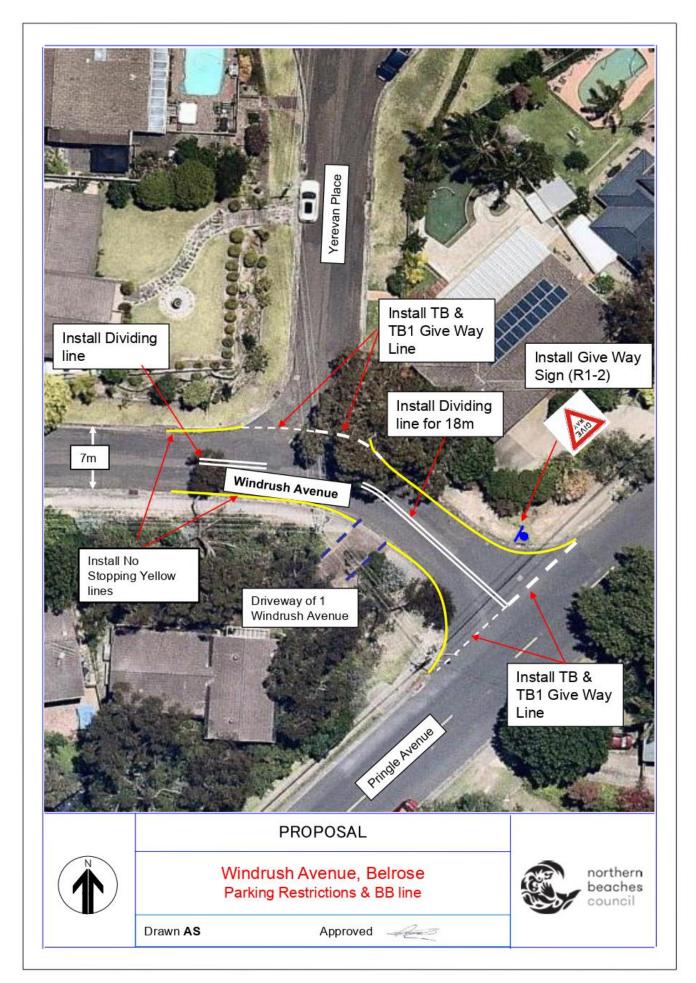
#### **CONSULTATION**

Consultation letters have been distributed to 18 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

#### RECOMMENDATION TO TRAFFIC COMMITTEE

- A. Installation of a Dividing Barrier Line to guide the vehicles on the trafficable lane on Windrush Avenue, Belrose.
- B. Installation of No Stopping Yellow Unbroken Lines to reinstate parking restrictions within 3m of Dividing Barrier Line on Windrush Avenue, Belrose.
- C. Installation of a Give Way sign and the associated linemarkings on the minor road, Windrush Avenue, Belrose, to formalise the priority of the intersection.







Address	Windrush Avenue, Belrose	
Proposal	Parking Restrictions and BB line	

Properties Consulted	18
Responses Received	3
Support	3
Do Not Support	0

Issue	Resident Comment	Council Response
Speed hump	Install Speed humps on Windrush Avenue to slow cars down.	A traffic calming device like speed hump would be inappropriate and counter productive due to curvature and steepness of the street.
Extend No Stopping	Remove parking from one side of the street.	Parking restriction and BB line has been proposed by considering optimum outcome. It is Council's experience that removing parking in local streets of this type leads to higher travel speeds and hence potentially increases the safety risks and ultimately leads to complaints of speeding / safety issues.



ITEM NO. 4.13 - 02 JULY 2019

ITEM 4.13 WARRABA ROAD, NARRABEEN - KERB BLISTERS

REPORTING OFFICER TRAFFIC ENGINEER

TRIM FILE REF 2019/332164

ATTACHMENTS 1 Warrabba Road, Narrabeen - Plan

**GEOCODES: -33.702249, 151.294360** 

### **REPORT**

#### **BACKGROUND**

Council has received concerns from local residents regarding motorists that often park illegally in front of property No.s 2 and 4, not only blocking driveways but also creating hazardous situations.

#### **LOCATION**

- Warraba Road is a two-way local road with an average width of 13m and a default speed limit of 50 km/h.
- Warraba Road is running north south parallel to Garden Street and lies between Powderworks Road and Taiyul Road.
- The Road consists of residential and business premises.

#### **ISSUES**

Motorists often ignore the No Stopping sign and park illegally and block driveways.

#### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to install kerb blisters to physically prevent the illegal parking activities and improve the safety.

#### PEDESTRIAN AND CYCLING IMPACT STATEMENT

There will be no impact on people cycling or pedestrian safety as the proposal is to prevent illegal parking.

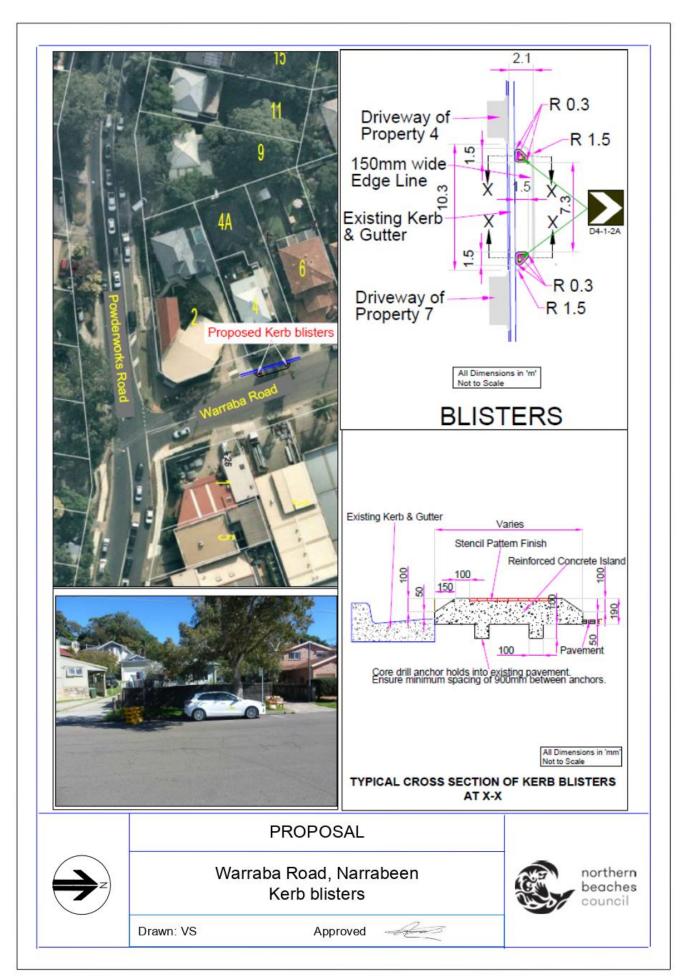
#### **CONSULTATION**

Consultation letters have been distributed to 32 properties within the immediate vicinity of the location providing notification of the proposed changes. No submissions were received at the time of reporting.

#### RECOMMENDATION TO TRAFFIC COMMITTEE

- A. Construction of Kerb blisters on Warraba Road, Narrabeen.
- B. Installation of 150 mm wide Edge line marking and Uni-directional Hazard marker (D4-1-2A) on Warraba Road, Narrabeen.





ITEM NO. 5.1 - 02 JULY 2019

## 5.0 MATTERS FOR NOTATION

ITEM 5.1 REQUEST FOR WORKS ZONE

REPORTING OFFICER TRAFFIC OFFICER

TRIM FILE REF 2019/331853

ATTACHMENTS NIL

**GEOCODES:** Various

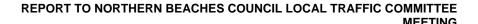
**REPORT** 

Council has approved the following Works Zone under delegated authority from the Northern Beaches Council Local Traffic Committee to the Traffic Engineer. The Works Zone signs are installed by Council and the applicant is to advise Council of any extension of the Works Zone period prior to the expiry date. The extension is subject to approval by Council's Traffic Engineer.

Applicant	Location	Works Zone Length and Time	Requested Period
Peninsula Homes (Aus) Pty Ltd	1065 Pittwater Road, COLLAROY NSW 2097	Length: 10m Time: 7:00am-3:00pm Mon-Fri	16 April 2019 – 1 August 2019
NMMH Pty Ltd	18 Howard Avenue, DEE WHY NSW 2099	Length: 15 M Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	17 June 2019 – 15 September 2019

## **RECOMMENDATION TO TRAFFIC COMMITTEE**

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





ITEM NO. 5.2 - 02 JULY 2019

ITEM 5.2 POWDERWORKS ROAD, NORTH NARRABEEN - KERB

**BLISTERS** 

REPORTING OFFICER TRAFFIC ENGINEER

TRIM FILE REF 2019/332219

ATTACHMENTS 1 Powderworks Road, North Narrabeen - Plan

2 Table of Consultation

**GEOCODES:** -33.702535, 151.292823

### **REPORT**

#### **BACKGROUND**

Council has received concerns from local residents that motorists often park illegally within the painted island on Powderworks Road, North Narrabeen, and create hazardous situations. Further, they mentioned that accidents and near misses happened and more will happen if not treated.

#### **LOCATION**

Powderworks Road is a two-way regional road with an average width of 10m and a default speed limit of 50 km/h.

#### **ISSUES**

- Motorists often ignore the painted islands and park illegally creating hazardous situations.
- Nearby residents to the painted islands face risks when they exit due to this illegal parking.

#### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes kerb blisters to physically prevent the illegal parking activities and improve the safety.

#### PEDESTRIAN AND CYCLING IMPACT STATEMENT

As the proposal is only help to prevent illegal parking there will be no impact on people cycling or pedestrian safety.

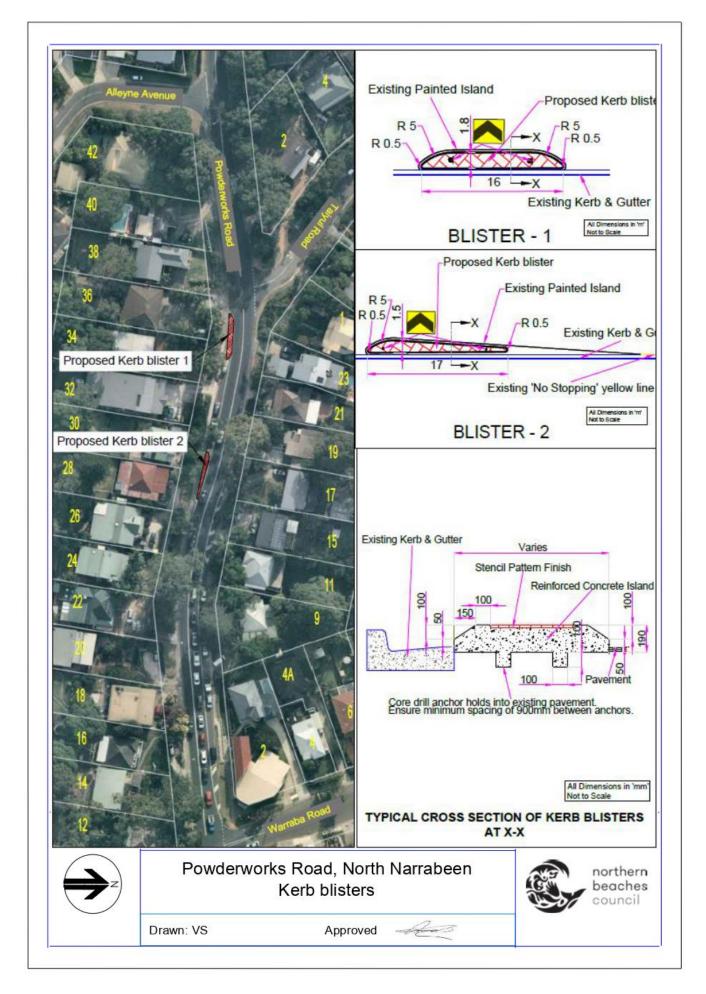
## **CONSULTATION**

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

#### **RECOMMENDATION TO TRAFFIC COMMITTEE**

- A. Construction of Kerb blisters on Powderworks Road, North Narrabeen.
- B. Installation of 150 mm wide Edge line marking and Chevron alignment marker (d4-6) on Powderworks Road, North Narrabeen.







Address	Powderworks Road, North Narrabeen	
Proposal	Kerb Blisters	

Properties Consulted	36
Responses Received	2
Support	2
Do Not Support	0

Issue	Resident Comment	Council Response
Dimension of Blisters	Reduce the length of blister to enable vehicles to go around the vehicles turning right into Taiyul Road.	Blister is no different to the existing painted island.



ITEM NO. 5.3 - 02 JULY 2019

ITEM 5.3 BARRENJOEY ROAD, PALM BEACH - TIMED PARKING

**RESTRICTIONS** 

REPORTING OFFICER TRAFFIC ENGINEER

TRIM FILE REF 2019/334529

ATTACHMENTS 1 Barrenjoey Road, Palm Beach - Plan

2 Table of Consultation

**GEOCODES:** -33.603220, 151.320034 & -33.602333, 151.319256

### **REPORT**

#### **BACKGROUND**

 Council has received concerns from local businesses regarding the availability of short-term parking for their customers in Barrenjoey Road, Palm Beach.

Barrenjoey Road is classified as a main road, for which the Roads and Maritime Services
(RMS) is the responsible authority for managing parking and the implementation of parking
restrictions. Council is assisting the RMS with the consultation on a proposal for timed parking
restrictions along a section of Barrenjoey Road between Iluka Road and Nabilla Road;
however, the decisions regarding the management of State Roads lies solely with the RMS.

## **LOCATION**

- The section of Barrenjoey Road between Iluka Road and Nabilla Road is a main road, with a 60km/h speed limit.
- It is a two lane two-way road with edge lines installed on the western side of the road to indicate a parking lane and indented bus bay.
- The 199 and L90 bus routes operate along Barrenjoey Road. A bus stop and Bus Zone is located outside No.1027; however, no signposted Bus Zone has been provided for the corresponding bus stop on the opposite side of the road outside No.1024.
- An additional bus stop is located outside No.1063 for the northbound direction but no corresponding bus stop has been provided on the opposite side of the road.
- There are no other parking restrictions along this section of road, except for the statutory No Stopping 20m before and 10m after a bus stop, and No Stopping 10m from an intersection.
- The Palm Beach Kindergarten is located at No.1053 Barrenjoey Road. The Woorak Reserve and Iluka Park Boat Trailer Parking Area is located on the western and southern frontages to the Kindergarten.

#### **ISSUES**

- The Palm Beach and Whale Beach Association has raised concerns from the business located at No.1031 Barrenjoey Road, regarding the availability of parking in the area.
- Recent reports include issues with trailers and vehicles parked outside the premises during the entire Easter period.
- The long-term parking of vehicles, especially on weekends and during the holiday period, reduces the availability of on-street parking for customers and can affect some businesses that rely on vehicle turnover and parking nearby.
- The Palm Beach Kindergarten is a preschool that operates from 9am to 3pm during school terms and parents and carers have often expressed difficulties with parking during the morning drop off and afternoon pickup periods.



ITEM NO. 5.3 - 02 JULY 2019

- Beach parking permits are not valid at the Woorak Reserve and Iluka Park Boat Trailer Parking Area, and a metered ticket or a special permit is required to park at this location.
- Council is only permitted to authorise the implementation of certain traffic control facilities and prescribed traffic control devices on roads and road related areas within the Council Public Road Reserve. Council cannot exercise a function on a State Road and must refer these matters to the RMS for consideration and approval.

#### **PROPOSAL**

Council has consulted on a proposal to introduce 2P 8:30am - 6:00pm Everyday restrictions for a length of 30m north of the existing Bus Zone, to provide short term parking for the business at No.1027 Barrenjoey Road. It is also proposed to introduce sections of P10 Minute Drop Off and Pickup Area 8:00am – 9:30am, 2:30pm – 4:00pm School Days restrictions either side of the entrance to the Palm Beach Kindergarten at No.1053 Barrenjoey Road, to assist with the drop off and pickup period.

#### PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Barrenjoey Road is part of the Road Cycling Network (Draft). The proposed changes will have negligible effect on people cycling along Barrenjoey Road.
- The proposal will have negligible effect on pedestrians but will improve amenity by providing greater parking opportunities near the businesses with reduced walking distances.

### **CONSULTATION**

- Consultation letters have been distributed to 51 properties within the immediate vicinity of the location seeking comments on the proposal. All comments received will be forwarded to the RMS for their consideration. A summary of the responses is provided in Attachment 2 – Table of Consultation.
- A total of six submissions were received with four responses supporting the proposal and two
  objections. The main objection from residents was in relation to the loss of on-street parking.
  The Palm Beach Kindergarten and a number of parents/carers have request for changes to the
  Woorak Reserve and Iluka Park Boat Trailer Parking Area to allow a drop off/pickup area.
- The Woorak Reserve, Iluka Park and Sandy Point Lane Plan of Management was placed on public exhibition for comment, and adopted by the former Pittwater Council in 2010. A Plan of Management (POM) is a document that provides the framework for managing a land resource that is under the jurisdiction of Council. Once adopted by Council, only the uses, activities or developments consistent with the adopted POM may be undertaken.
- Access to the Woorak Reserve and Iluka Park Boat Trailer Parking Area is via an internal road at the south-eastern end of the site off Iluka Road, that operates in an anti-clockwise direction. The adopted Woorak Reserve, Iluka Park and Sandy Point Lane POM does not include a designated drop off/pickup facility for the Kindergarten. However, the Road Rules allow a driver of a vehicle to stop on a length of road or an area where a 'No Parking' sign applies for up to 2 minutes; when dropping off, or picking up, passengers or goods; as long as the driver remains within 3 metres of the vehicle. The Kindergarten may wish to consider having a member of the community (parents/carers/teachers) to assist during the drop off/pickup period. Some Schools in the Local Government Area have taken initiatives in utilising the signposted 'No Parking' areas so that parents are able to safely drop off/pickup children without leaving their vehicles.
- Parents/carers may also want to consider staggering their drop off/pickup to increase turnover
  and the availability of parking, park in surrounding streets where there are no signposted
  restrictions, or alternatively choose to use the ticketed parking area with a valid ticket or Permit.



ITEM NO. 5.3 - 02 JULY 2019

• The proposal for P10 Minute Drop Off and Pickup Area 8:00am – 9:30am, 2:30pm – 4:00pm School Days restrictions on Barrenjoey Road near the entrance to the Palm Beach Kindergarten will provide additional parking options during the drop off and pickup period. It is recommended that the proposed timed parking restrictions be considered for RMS approval, and that comments regarding changes to facilitate a designated drop off/pickup area within the Woorak Reserve and Iluka Park Boat Trailer Parking Area be considered when the Woorak Reserve, Iluka Park and Sandy Point Lane POM is reviewed in the future.

#### RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee recommend Council request the RMS for approval of the following changes in Barrenjoey Road, Palm Beach:

- A. Installation of 2P 8:30am-6:00pm Everyday restrictions for a length of 30m north of the existing Bus Zone.
- B. Installation of P10 Minute Drop off and Pickup Area 8:00am-9:30am, 2:30pm-4:00pm School Days restrictions for a length of 24m north of the entrance to the Palm Beach Kindergarten at No.1053 Barrenjoey Road.
- C. Installation of P10 Minute Drop off and Pickup Area 8:00am-9:30am, 2:30pm-4:00pm School Days restrictions for a length of 18m south of the entrance to the Palm Beach Kindergarten at No.1053 Barrenjoey Road.
- D. Installation of required signage for implementation of the proposal.







Address	Barrenjoey Road, Palm Beach
Proposal	Timed Parking restrictions

Properties Consulted	51
Responses Received	6
Support	4
Do Not Support	2

<sup>\*</sup>An additional six responses were received from parents/carers with children attending the Kindergarten requesting changes to the Woorak Reserve and Iluka Park Boat Trailer Parking Area to allow a drop off/pickup area.

Issue	Resident Comment	Council Response
Location of Timed Parking restrictions  Parking for residents	- We support this change as two boat trailers were permanently parked there for 2 weeks and locals living on the other side of Barrenjoey Road use the space for permanent parking. Very difficult for a small business relying on passing trade.  - Many households have 2 or more cars	- Timed parking will provide short term turnover of parking for customers in front of the business.  - Parking for private vehicles remains the
	and rely on street parking. Request that the section of road for timed parking be reduced from 30m to 20m.	responsibility of the property owners. The proposed '2P 8.30AM-6M EVERYDAY' restrictions will still allow overnight parking for residents, however does not allow for long-term parking during the restricted hours.
Location of 'Drop Off and Pickup' areas	<ul> <li>Support the proposed timed parking restrictions in the area, however there is insufficient parking for all the parents arriving to drop off and pickup their children at the same time.</li> </ul>	The proposed areas will provide more parking options and make available 7 on-street spaces for drop off/pickup. Other areas for drop off/pickup are available in unrestricted areas in Iluka Road, Woorak Road, Nabilla Road and Barrenjoey Road.
	- Concerns regarding the location of the proposed 'Drop off and Pickup Area'. Providing a drop of/pickup area inside the Iluka Street grassy 'Trailer Parking' area would be safer and efficient use of resources	- The Road Rules allow a driver of a vehicle to stop where a 'No Parking' sign applies for up to 2 minutes; when dropping off, or picking up, passengers; as long as the driver remains within 3 metres of the vehicle. The Kindergarten may wish to consider having a member of the community (parents/carers/teachers) to assist during the dropoff/pickup period.  Provisions for a designated drop off/pickup area within the Trailer Parking Area can only be considered following a review of the existing Plan of Management to enable the changes.
Traffic speed	- There are six different speed zones between Iluka Road (south) and Palm Beach surf side. The 40km/h speed limit should start from Iluka Road (south) which would cover the Kindergarten and RSL.	- The Roads & Maritime Services (RMS) is the responsible authority for the determination of speed limits. Suggestion to review the speed limits will be forwarded to the RMS for consideration.



ITEM NO. 5.4 - 02 JULY 2019

ITEM 5.4 BARRENJOEY ROAD, NEWPORT - TIMED PARKING

RESTRICTIONS

REPORTING OFFICER TRAFFIC ENGINEER

TRIM FILE REF 2019/334561

ATTACHMENTS 1 Barrenjoey Road, Newport - Plan

2 Table of Consultation

GEOCODES: -33.655920, 151.319446

**REPORT** 

#### **BACKGROUND**

 Council has received concerns from local businesses regarding the availability of shorter term parking for their customers in Barrenjoey Road, Newport.

Barrenjoey Road is classified as a main road, for which the Roads and Maritime Services
(RMS) is the responsible authority for managing parking and the implementation of parking
restrictions. Council is assisting the RMS with the consultation on a proposal for timed parking
restrictions along a section of Barrenjoey Road between The Boulevarde and Bramley Avenue;
however, decisions regarding the management of State Roads lies solely with the RMS.

## **LOCATION**

- The section of Barrenjoey Road between The Boulevarde and Bramley Avenue is a main road, with a 50km/h speed limit previously approved by the RMS as part of the Newport Village Masterplan.
- The road is a multi-lane divided carriageway with indented parking bays on both sides of the road.
- No.316-324 and 326-330 Barrenjoey Road are shop-top housing developments and the indented parking bay fronting these properties contains '1P 8.30AM-6PM EVERYDAY' restrictions and a 7m Loading Zone.
- A number of regular bus routes operate along Barrenjoey Road, with the bus stop and Bus Zone located outside No.332.

## **ISSUES**

- A local business owner has raised concerns regarding the availability of shorter term parking and turnover in the Newport Commercial Centre.
- Certain businesses such as café's have earlier opening hours with their peak trading times in the mornings between 7am and 9.30am.
- The existing timed parking restrictions in Barrenjoey Road between The Boulevarde and Coles Parade, are signposted '1P 8.30AM-6PM EVERYDAY' restrictions which prevents turnover of parking during the peak trading period.
- The shop-top housing developments in the area reduces the number of available on-street parking for customers due to overnight parking.
- The changes to the timed parking restrictions would assist a number of café's which are located at the southern end of Barrenjoey Road.
- Council is only permitted to authorise the implementation of certain traffic control facilities and prescribed traffic control devices on roads and road related areas within the Council Public Road Reserve. Council cannot exercise a function on a State Road and must refer these matters to the RMS for consideration and approval.



ITEM NO. 5.4 - 02 JULY 2019

### **PROPOSAL**

Council has consulted on a proposal to introduce 1/4P 7:00AM - 9:30AM Everyday and 1P 9:30am-6:00pm Everday restrictions between the driveway of No.316-324 and the existing Loading Zone to improve shorter term turnover of parking for businesses.

#### PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Barrenjoey Road is part of the Road Cycling Network (Draft). The proposed changes will have negligible effect on people cycling along Barrenjoey Road.
- The proposal will have negligible effect on pedestrians but will improve amenity by providing greater parking opportunities near the businesses with reduced walking distances.

#### CONSULTATION

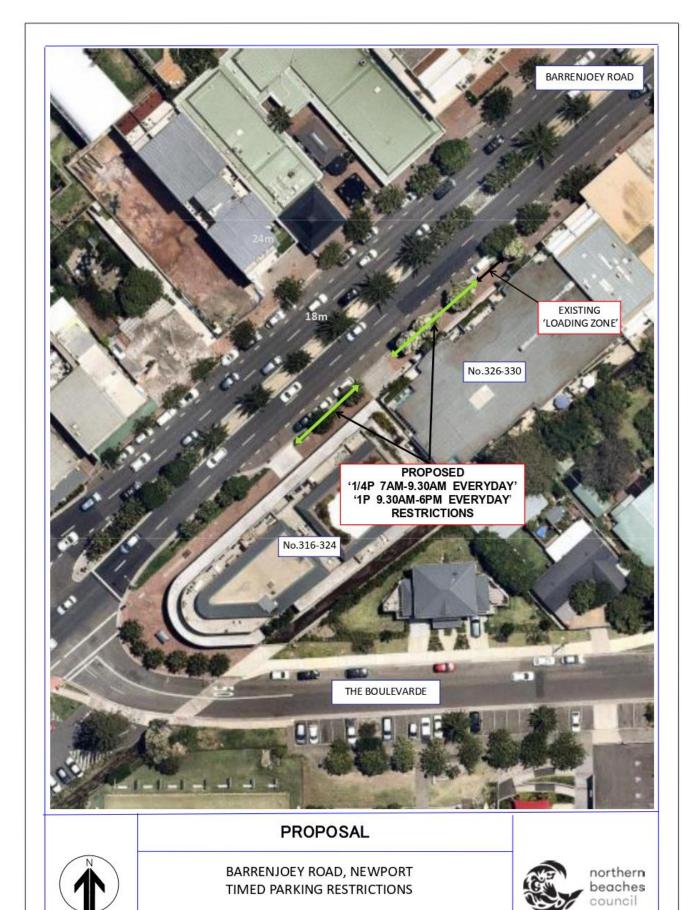
- Consultation letters have been distributed to 191 properties within the immediate vicinity of the location seeking comments on the proposal. All comments received will be forwarded to the RMS for their consideration. A summary of the responses is provided in Attachment 2 – Table of Consultation.
- A total of nine submissions were received with five responses supporting the proposal and four objections. The main objection from local residents was in relation to the impact to overnight parking.
- Council also advised the Newport Beach Chamber of Chamber of the proposal who have indicated their support for the changes. A petition with 98 signatures from customers supporting the proposal was provided by the owner of the café at No.1/326-330 Barrenjoey Road for consideration.

#### RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee recommend Council request the RMS for approval of the following changes in Barrenjoey Road, Newport:

- A. Installation of 1/4P 7:00am 9:30am Everyday and 1P 9:30am 6:00pm Everyday restrictions between the driveway of No.316-324 and the existing Loading Zone.
- B. Installation of required signage for implementation of the proposal.





Drawn

RK

Approved Plean

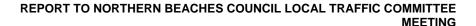


Address	Barrenjoey Road, Newport
Proposal	Timed Parking restrictions

Properties Consulted	195
Responses Received	9
Support	5
Do Not Support	4

<sup>\*</sup>A petition with 98 signatures from customers supporting the proposal was provided by the owner of the café at No.1/326-330 Barrenjoey Road for consideration.

Issue	Resident Comment	Council Response
Location of Timed Parking restrictions	15 minute parking would help stimulate a moving clientele to stop at Newport instead of driving straight through on their way to work. The Newport Chamber of Commerce is in favour of this idea and it may be a good idea for several other cafes for their peak times.	The changes in timed parking will provide 7 on-street spaces for short term turnover of parking for customers in front of the business.
	- We are a shop front a few doors up from the area where the proposed 15 mins parking is being requested. We have no objection to that request. It is at a time of day that does not affect the Clinic or most businesses as it is early morning.	
	- This is a main road and has many coffee shops which do much of their business during the stated hours. I do not believe parking on this road should be used by local residents. There is plenty of other nearby areas which would not result in loss of trade.	1
Parking for residents	- The changes would affect the residents of adjacent units, some of whom use these spots for overnight parking, and other businesses in this strip.	- Parking for private vehicles remains the responsibility of the property owners. The proposed '1/4P 7AM-9.30AM EVERYDAY' and '1P 9.30AM-6PM EVERYDAY' restrictions will still allow overnight parking for residents until 7.15am.
Driveway visibility	- Concerns regarding parked vehicles blocking view for vehicles exiting the driveway of No.316-324 Barrenjoey Road. Request that parking be removed adjacent to driveway and 'No Stopping' restrictions installed.	- The removal of parking would not be supported due to existing parking demands in the area. The installation of shorter term parking restrictions should reduce the overall period where vehicles are parked adjacent to the driveway.





ITEM NO. 5.5 - 02 JULY 2019

ITEM 5.5 BURTON STREET, BALGOWLAH - NO STOPPING

**RESTRICTIONS** 

REPORTING OFFICER TRAFFIC ENGINEER

TRIM FILE REF 2019/282456

ATTACHMENTS 1 Burton Street, Balgowlah - Plan

**GEOCODES:** -33.797209, 151.264333

#### **REPORT**

#### **BACKGROUND**

Council has received concerns from motorists regarding vehicles parking too close to the Dividing Barrier Lines in Burton Street on approach to Condamine Street, Balgowlah.

#### **LOCATION**

Burton Street is a local road carrying low volumes of traffic. It is a cul de sac of approximately 7m in width. Parking is unrestricted on both sides although a 12m length of unbroken Dividing Barrier Lines on its approach to Condamine Street effectively prevents parking on either side of the road

#### **ISSUES**

Vehicles are parking too close to the Dividing Barrier Lines and hard up against the ends of the lines. This prevents safe ingress and egress from the street and forces cars to travel on the wrong side of the lines.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to install No Stopping signs on both sides of Burton Street, 6m to the east of the ends of the Dividing Barrier Lines.

#### PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

 By keeping parked cars clear of the intersection, sight lines to any pedestrians or cyclists using Condamine Street will be improved.

#### **CONSULTATION**

Consultation letters have been distributed to 28 properties within the immediate vicinity of the location providing notification of the proposed changes. No responses were received.

### RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of No Stopping signs approximately 18m east of Condamine Street on both sides of Burton Street, Balgolwah.







ITEM NO. 5.6 - 02 JULY 2019

ITEM 5.6 GROVER AVENUE, CROMER - BUS ZONE

REPORTING OFFICER TRAFFIC OFFICER

TRIM FILE REF 2019/331728

ATTACHMENTS 1 Grover Avenue, Cromer - Plan

GEOCODES: -33.735204, 151.273345

#### **REPORT**

#### **BACKGROUND**

Council has received concerns from local residents regarding vehicle(s) parking adjacent to the Bus Stops on Grover Avenue, Cromer.

### **LOCATION**

- The section of Grover Avenue is a local road that carries low volume of two-way traffic and lies between Carrington Avenue and Carcoola Road.
- The 178 and E78 bus routes operate along Grover Avenue. There are no signposted 'Bus Zones' at the corresponding Bus Stops is located outside No. 16 and No. 29
- The Bus services operate regularly in half to an hour intervals with the earliest service running at 5:38am and ending at 12:23am.
- Parking is generally unrestricted on both sides of Grover Avenue, except for the statutory 10m
   No Stopping restrictions at the intersection.
- There are existing footpaths on both sides of Grover Street.

#### **ISSUE**

- Buses must stop at and parallel to kerbs to ensure accessibility as required under the Commonwealth Disability Discrimination Act.
- Observations indicate that vehicles are generally parked within the Bus Stops on the northern side.
- When vehicles are parked, it interferes where buses can stop and affects passenger accessibility on and off buses, especially the elderly and less mobile passengers.
- According to the Road Rules, a driver (except the driver of a public bus) must not stop at a bus stop, or on the road, within 20m before a sign on the road that indicates the bus stop, and 10m after the sign, unless a parking sign permits the driver to stop at that location.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to formalize the Bus Stops on the northern and southern side of Grover Avenue. The installation of Bus Zone signs is recommended with accordance to the Australian Road Rules to clearly define the area required for safe and effective bus movements, and reinstate the statutory No Stopping restrictions.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- No immediate impact to pedestrians and people cycling.
- It is considered reasonable that the proposed Bus Zone restrictions will improve bus stop accessibility and safety for users.



ITEM NO. 5.6 - 02 JULY 2019

## **CONSULTATION**

Consultation letters have been distributed to 20 properties within the immediate vicinity of the location providing notification of the proposed changes. No submissions opposing the change have been received at the time of reporting.

## **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of a 30m Bus Zone for the Bus Stops located on the northern and southern sides of Grover Avenue, Cromer.



