

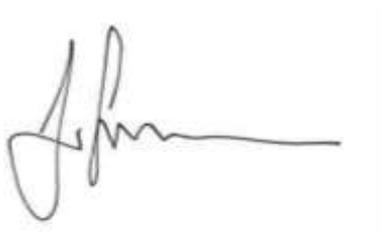
# AGENDA

## **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 7 JULY 2020**

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  
Member for Pittwater Mr R Stokes MP Representative  
Member for Davidson Mr J O’Dea MP Representative  
Member for Wakehurst Mr B Hazzard MP Representative  
Member for Manly Mr J Griffin MP Representative  
Transport for NSW  
Northern Beaches Police Command, Dee Why

Mr Michael Regan  
Mr Andrew Johnston  
Mr Phil Corbett  
Mr Toby Williams  
Mr John O’Connor  
Mr Raymond Tran  
Sergeant Nino Jelovic

### **Non Voting Members**

State Transit Authority, Brookvale Depot  
Forest Coach Lines  
Manly Warringah Cabs Co-operative Society Ltd  
Cycling Representative

Mr Egwin Herbert  
Mr Robert Bicakcian  
TBC  
Mr Owen Dunne

### **Officers**

Director Transport and Assets  
Executive Manager Transport and Civil Infrastructure  
Manager Transport Network  
Traffic Engineering Coordinator  
Traffic Engineer  
Traffic Engineer  
Traffic Engineer  
Traffic Engineer  
Traffic Engineer  
Traffic Officer  
Traffic Officer  
Traffic Officer  
Traffic Officer  
Engineering Intern  
Ranger Coordinator  
Strategic Transport Coordinator  
Active Travel Officer  
Road Safety Officer  
Road Safety Officer  
Specialist Administration Officer

Mr Jorde Frangoples  
Mr Craig Sawyer  
Mr Phillip Devon  
Mr Patrick Bastawrous  
Mr Ricky Kwok  
Mr James Brocklebank  
Mr Velsamy Sankaran  
Mrs Rezvan Saket  
Mr Anwar Subel  
Mr Luke Nickson  
Mr Brian Duong  
Mr Ali Samimi Haghighi  
Mrs Kajal Todd  
Mr Jenzy Ocampo  
Mr Michael Davey  
Ms Michelle Carter  
Mr Phillip Gray  
Mrs Karen Menzies  
Ms Robynann Dixon  
Ms Lisa Monk

### **Visitors**

Nil

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

**to be held on Tuesday 7 July 2020**

**in the Flannel Flower Room, Civic Centre, Dee Why**

**Commencing at 10:00am**

<b>1.0</b>	<b>APOLOGIES</b>	
<b>2.0</b>	<b>CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICT OF INTEREST</b>	
2.1	Minutes of Northern Beaches Council Local Traffic Committee held 2 June 2020	
2.2	Declaration of Pecuniary and Conflicts of Interest	
<b>3.0</b>	<b>REPORTS TO PROCEED TO COUNCIL FOR APPROVAL</b>	
	Nil	
<b>4.0</b>	<b>REPORTS FOR APPROVAL BY COUNCIL DELEGATION</b>	<b>6</b>
4.1	Pringle Avenue and Glen Street, Belrose - Roundabout upgrade and Marked Pedestrian Facilities.....	6
4.2	Northern Beaches Hospital, Frenchs Forest - On Street Parking Strategy .....	20
4.3	Lower Plateau Road, Bilgola Plateau - Extension of No Parking Restrictions and Dividing Barrier Lines.....	99
4.4	Parkland Road, Mona Vale - No Parking Restrictions .....	105
4.5	Pacific Parade, Manly - No Parking Restrictions .....	109
4.6	Aldinga Place, Forestville - No Parking Restrictions.....	113
4.7	Elimatta Road, Mona Vale - No Parking Restrictions .....	116
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4.12	Laurel Chase, Forestville - No Stopping Restrictions .....	135
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4.19	Hilma Street, Collaroy Plateau – Pick Up and Drop Off Zone.....	160
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4.21	Evaluation of Painting Flags on Public Roads.....	168
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<b>5.0</b>	<b>MATTERS FOR NOTATION .....</b>	<b>203</b>
5.1	Table of Approvals Under Delegation .....	203

**NEXT MEETING Tuesday 4 August 2020**

## 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 2 JUNE 2020

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#### RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 2 June 2020, copies of which were previously circulated to all Members, be confirmed as a true and correct record of the proceedings of that meeting.

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### 2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

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

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

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

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

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

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## 3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil



activities and other community activities at the Showground. The volume of vehicular and pedestrian traffic is very high and with the adoption and development of the Glen Street Open Space Master Plan, the volume is anticipated to increase considerably. A pedestrian desire line exists for people going to the park, Glenrose Shopping Village or Glen Street Cultural Hub. Marked pedestrian crossings would enhance pedestrian amenity and improve safety.

Vehicles and pedestrian counts have been carried out on all legs of the roundabout on Friday 25 October 2019. The peak pedestrian and the corresponding vehicular traffic count are shown below:

**Pringle Avenue north of the roundabout**

Time	Number of Vehicles	Number of Pedestrians
7:45-8:45 AM	$(49+260+97) = 406$	42
3:15-4:15 PM	$(28+123+81) = 232$	55

**Pringle Avenue south of the roundabout (near the Children's Crossing)**

Time	Number of Vehicles	Number of Pedestrians
7:45-8:45 AM	$(67+124+56) = 247$	7
3:15-4:15 PM	$(57+161+50) = 268$	34

**Glen Street west of the roundabout**

Time	Number of Vehicles	Number of Pedestrians
9:00-10:00 AM	$(86+136+68) = 290$	15
3:15-4:15 PM	$(99+163+71) = 333$	29

**Glen Street east of the roundabout**

Time	Number of Vehicles	Number of Pedestrians
8:45-9:45 AM	$(41+150+14) = 205$	6
3:15-4:15 PM	$(69+180+23) = 272$	13

Transport for New South Wales (TfNSW) has adopted the Austroads Guide to Traffic Management and established a warrant required for a marked pedestrian count. For locations used predominantly by school children the reduced warrant requires that for a one hour period before and after school the number of pedestrians must exceed 30 pedestrians crossing the road and the number of vehicles passing the proposed crossing location must exceed 200 vehicles.

Pringle Avenue (North): The volume of pedestrian and vehicular traffic exceeds the minimum requirement of the reduced warrant. Therefore, a pedestrian crossing facility can be installed at this location.

The volume of vehicular traffic meets the requirement. However, the volume of Pedestrians falls short. The volume in the afternoon is 29, which is very close, and the volume in the morning is 15. If both the pedestrian crossings are installed, it is expected that the pedestrian wishing to cross the road at the eastern leg of the roundabout would utilise these proposed pedestrian crossings instead as pedestrians would have the right of way. Together with the recent development of the Glen Street Open Space, the volume of pedestrians would increase significantly. Therefore, Council expects that the shortfall of pedestrian numbers should be accepted by TfNSW and the proposed marked pedestrian crossing should be approved.

- To ensure that there is adequate visibility to and from pedestrians using the crossings it is necessary to install a minimum of 20m of No Stopping restrictions on the approach to each pedestrian crossing and another 10m of No Stopping restrictions on the departure from the crossing. Council understands that this will impact upon on-street parking availability in the immediate vicinity; however, the loss of parking is necessary to ensure that pedestrians can be seen when they step onto the crossing.
- Council is proposing to construct the marked pedestrian crossing as a wombat crossing (raised pedestrian crossing) with splitter islands on approach. This would further enhance safety and reduce the speed of the traffic approaching the roundabout.
- The roundabout has a left turn only slip lane on the western leg, for vehicles wishing to turn left from Glen Street to Pringle Avenue. This increases confusion for motorists at the roundabout. Motorists at the slip lane should wait for traffic and only turn when there is a safe gap. However, motorists often take a calculative risk and turn without a safe gap. As a result, there had been at least six reported accidents. Residents have reported numerous near misses and unreported accidents as well. Therefore, the roundabout should be upgraded by closing the slip lane and bringing all traffic to the central island to circulate in the roundabout. This would increase the traffic approaching the central island by closing the slip lane which is acceptable as it will enhance the safety of the roundabout.

## PROPOSAL

Council has undertaken a review of the location and issues and proposes to reconfigure the roundabout by closing the left turn only slip lane on the western leg and introduce two raised marked pedestrian crossings. The Children Crossing on Pringle Avenue will be removed after the installation of the pedestrian facilities. The Bus Stop on the northern side of Glen Street must be relocated approximately 20m west to improve visibility for the pedestrian crossing.

Ancillary to this a centre median will be installed in Pringle Avenue to address safety concerns related to vehicles turning right into and out of the upgraded carpark at Frenchs Forest Showground. This will be mountable to allow large vehicles to enter and exit the carpark (subject to an Approved VMP/TMP) for events at the upgraded precinct.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Will improve the safety for pedestrian crossing Glen Street (West) and Pringle Avenue (North) respectively
- Will improve the safety for the people cycling at roundabout and crossing the roads.

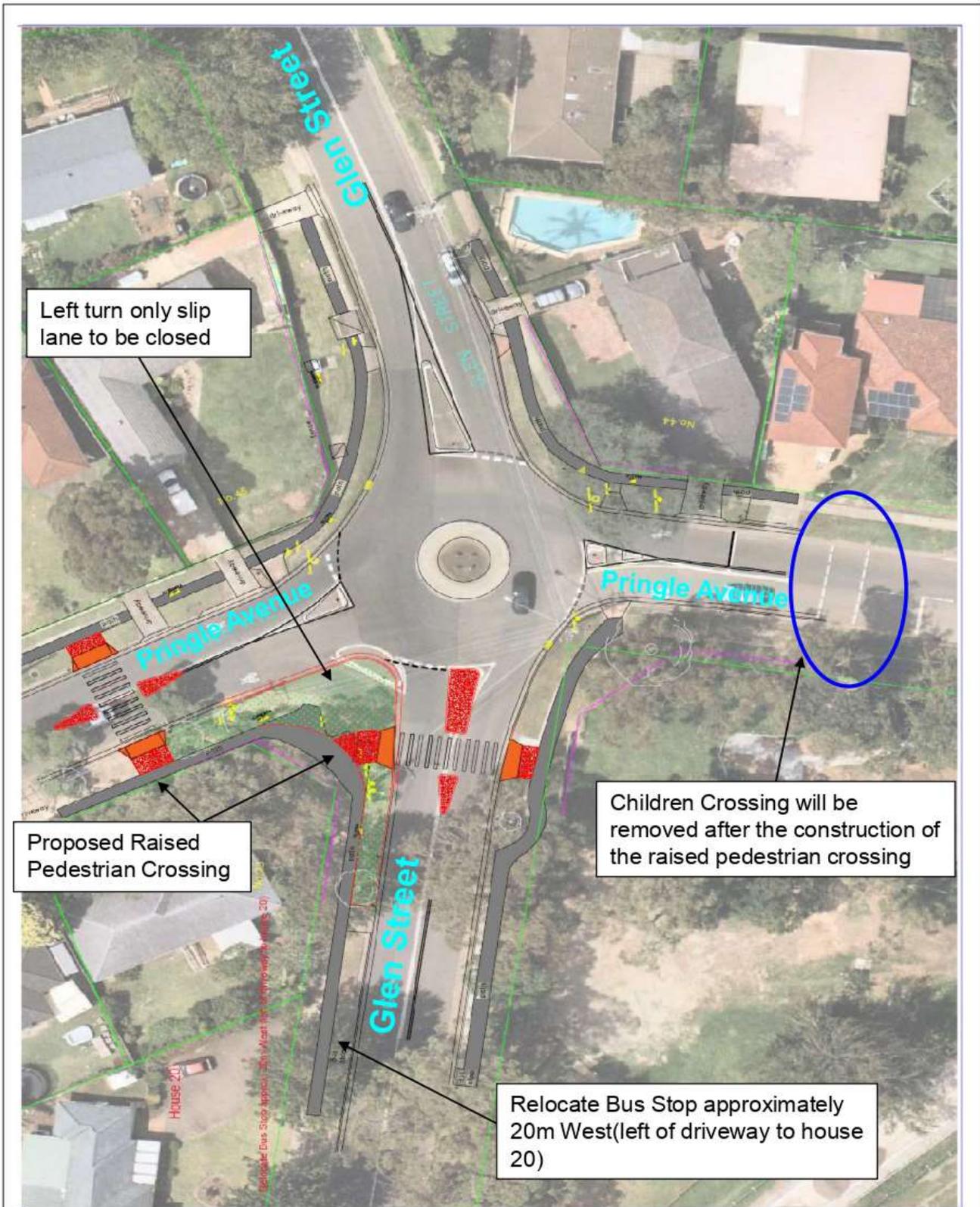
## CONSULTATION

Consultation letters have been distributed to 35 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

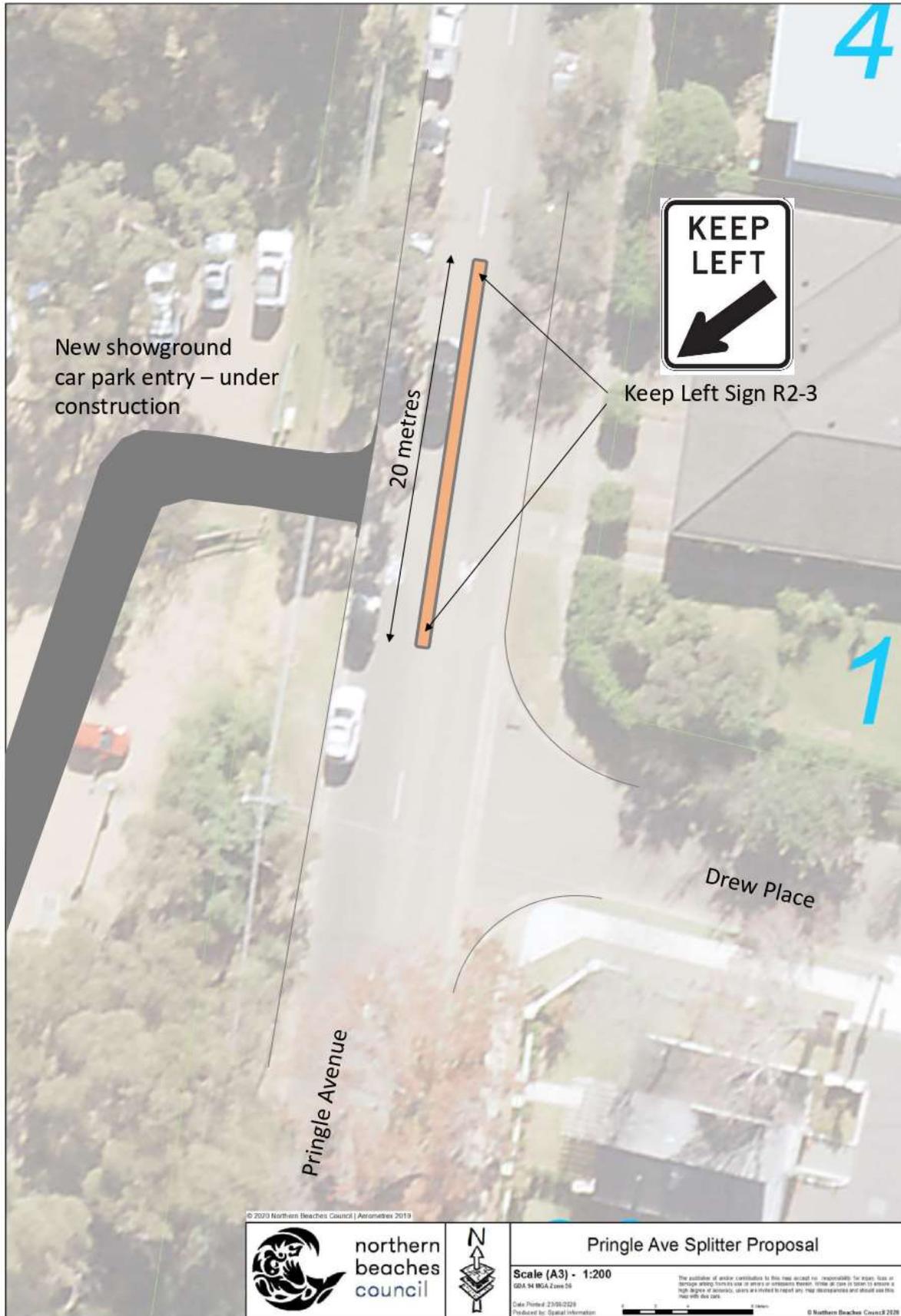
**RECOMMENDATION TO TRAFFIC COMMITTEE**

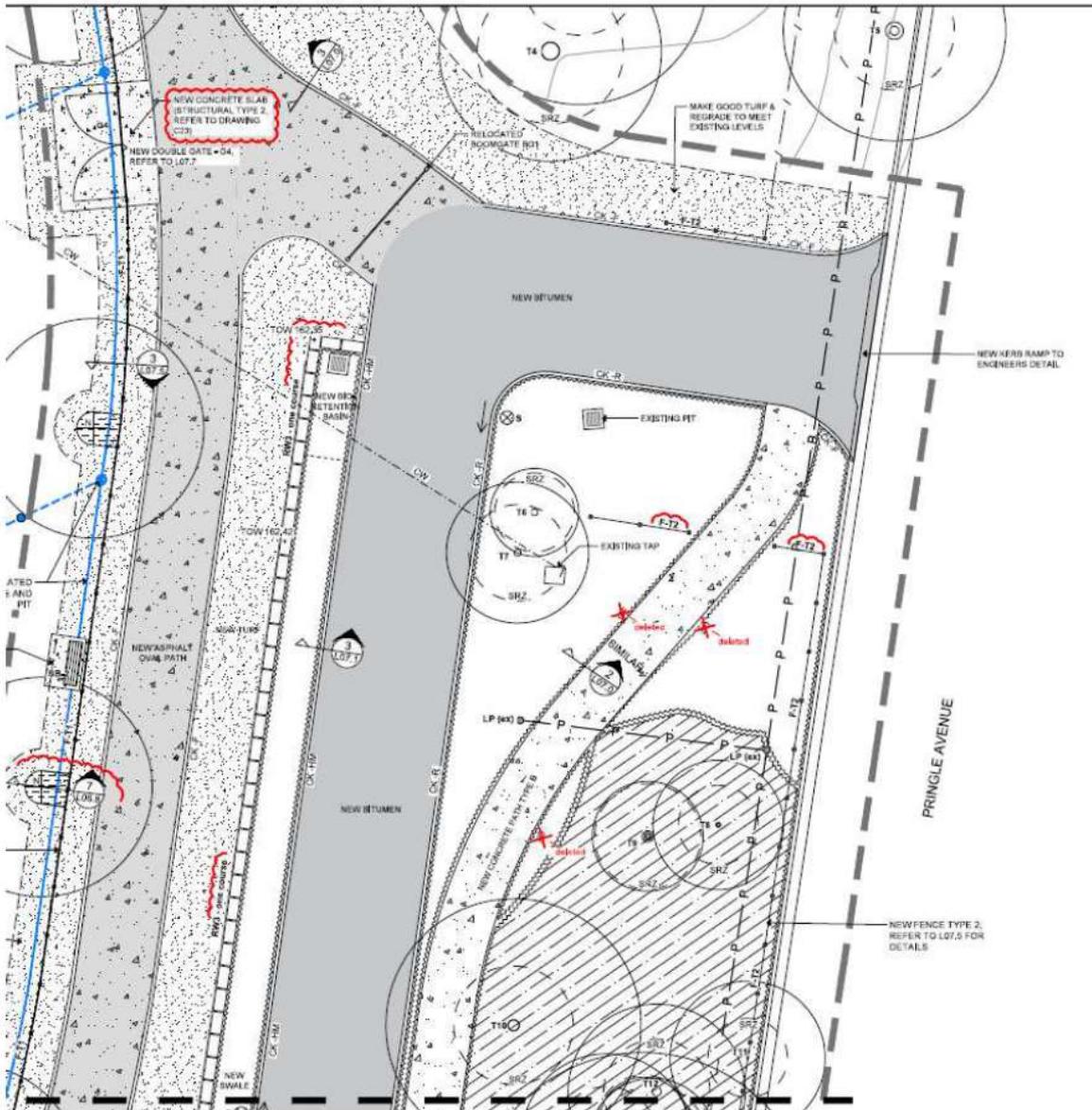
That the Traffic Committee supports the:

- A. Upgrade of the roundabout by closing the left turn only slip lane on the western leg of the roundabout.
  - B. Installation of a raised marked pedestrian crossing on Glen Street, Belrose, on the western leg of the roundabout.
  - C. Installation of a raised marked pedestrian crossing on Pringle Avenue, Belrose on the northern leg of the roundabout.
  - D. Installation of the mountable centre median at the carpark entry and exit in Pringle Avenue, Belrose.
  - E. Remove the existing 'Children's Crossing' and the associated parking restriction on Pringle Avenue, Belrose on the southern leg of the roundabout after the marked pedestrian crossings are constructed.
  - F. Relocate the northern Bus Stop on Glen Street, Belrose, approximately 20m to the west (left of driveway to No 20).
-



	<b>PROPOSAL</b>	
	Roundabout of Pringle Avenue & Glen Street, Belrose Roundabout upgrade and Pedestrian facilities	
	Drawn JO <span style="margin-left: 150px;">Approved <i>P. Deon</i></span>	





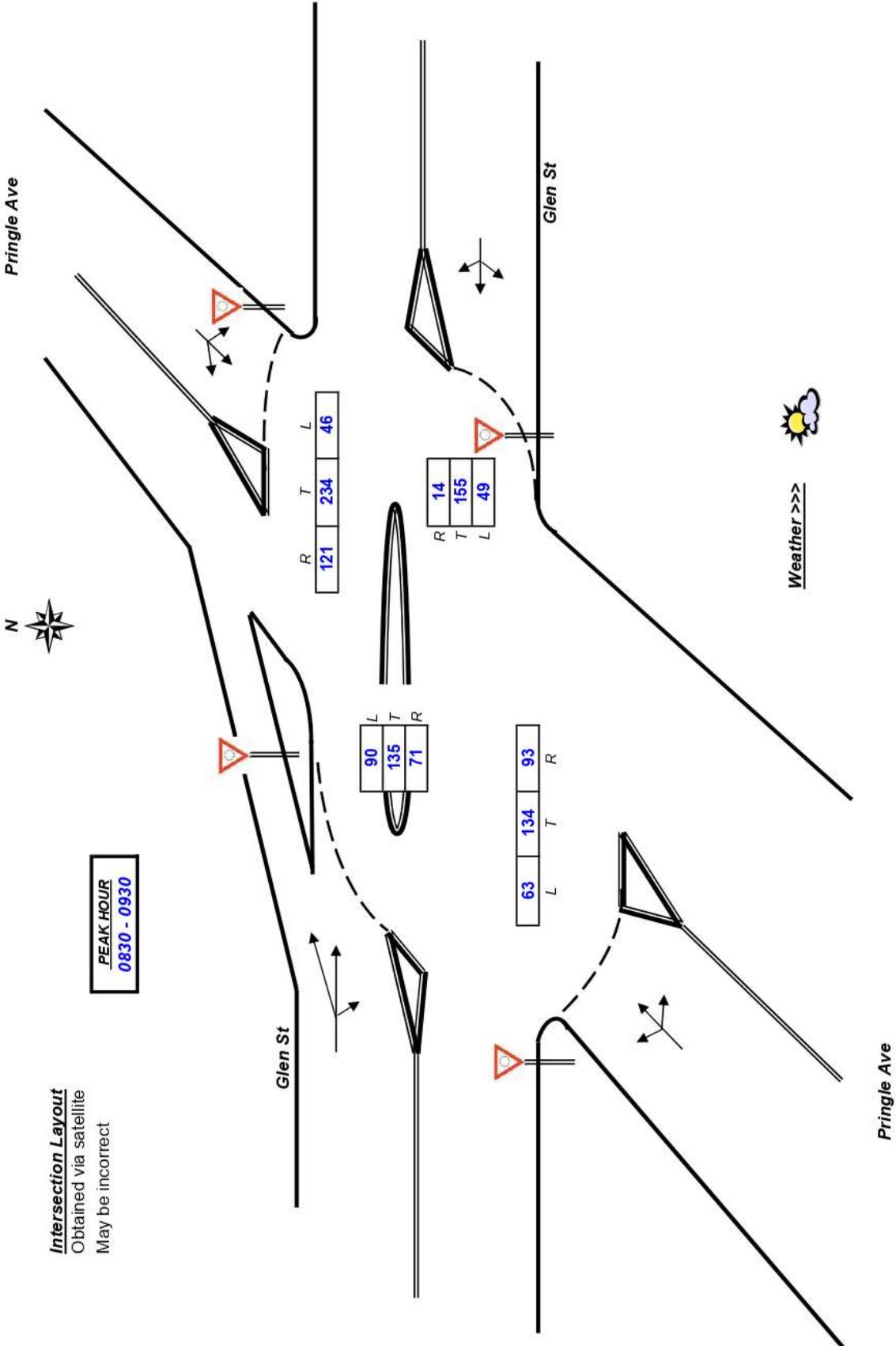
<b>Address</b>	<b>Pringle Avenue &amp; Glen Street, Belrose</b>
<b>Proposal</b>	<b>Roundabout upgrade &amp; Marked pedestrian facilities</b>

<b>Properties Consulted</b>	35
<b>Responses Received</b>	6
<b>Support</b>	5
<b>Do Not Support</b>	1

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Vehicle & Pedestrian conflict at driveway	Concerned about conflict with pedestrians while getting out of the driveway. The pedestrian crossing is too far for the pedestrians to walk. Suggest to retain the existing children crossing.	<p>Drivers must slow down and stop when a pedestrian steps onto a marked pedestrian crossing. Drivers must give way to any pedestrian on the crossing.</p> <p>While getting in or out of a driveway, all vehicles have to stop for pedestrians on footpath and cars on the road, as they have the right of way.</p> <p>The proposed pedestrian crossing is only 20m from the roundabout. Pedestrians are expected to use the crossing as it will provide a safer crossing opportunity with kerb ramps and improved line of sight.</p>
Location	Suggest to retain the existing 'Children's Crossing' or convert the 'Children's Crossing' to a Pedestrian Crossing.	<p>The existing 'Children Crossing' operates during School Days on Fridays (8:45AM-9:30AM &amp; 10:45AM-11:30AM). It is primarily used by children from Wakehurst Public School to access Frenchs Forest Showground. The Lionel Watts Park and the Frenchs Forest Showground has been recently upgraded and attracts a good number of visitors for this reason.</p> <p>Therefore, a direct pedestrian access to the park/showground is needed park/showground visitors from the north-west side. A pedestrian refuge exists on the southern leg of the roundabout and a raised pedestrian crossing outside Wakehurst Public School for pedestrians from the south-east side to access the park/showground. The proposed pedestrian facilities will improve connectivity to the park/showground and also to the Glenrose Shopping centre.</p>

Client : Northern Beaches Council  
Job No/Name : 7199 DAVIDSON Pringle Ave  
Day/Date : Friday 25th October 2019

**R.O.A.R. DATA**  
*Reliable, Original & Authentic Results*  
Ph.88196847, Mob.0418-239019



Client: : Northern Beaches Council  
Job No/Name : 7199 DAVIDSON Pringle Ave  
Day/Date : Friday 25th October 2019

**R.O.A.R. DATA**  
*Reliable, Original & Authentic Results*  
Ph.88196847, Fax 88196849, Mob.0418-239019



Peds Time Period	WEST Glen St		NORTH Pringle Ave		EAST Glen St		SOUTH PRINGLE AVE SCHOOL CROSSING				TOT
	UNCLASSIFIED		UNCLASSIFIED		UNCLASSIFIED		Eastbound		Westbound		
							Adults	Children	Adults	Children	
0730 - 0830	3	35	2	5	2	2	2	0	2	3	50
<b>0745 - 0845</b>	2	<b>42</b>	2	2	2	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>53</b>
0800 - 0900	4	36	3	3	2	2	2	0	2	3	50
0815 - 0915	5	35	2	2	1	1	2	0	2	0	45
<b>0830 - 0930</b>	12	27	2	2	1	1	2	0	2	0	44
<b>0845 - 0945</b>	14	16	6	<b>6</b>	1	1	3	0	3	0	40
<b>0900 - 1000</b>	<b>15</b>	12	5	5	0	0	3	0	3	0	35
0915 - 1015	14	7	1	6	1	1	4	0	4	0	32
0930 - 1030	6	6	1	5	1	1	4	0	4	0	22
0945 - 1045	4	3	1	1	1	1	5	0	5	0	14
1000 - 1100	1	4	1	1	5	0	5	0	5	0	16
1015 - 1115	1	4	4	0	4	4	4	0	4	0	13
1030 - 1130	1	4	1	1	4	4	3	0	3	0	13
1045 - 1145	1	4	1	1	4	4	2	0	2	0	12
1100 - 1200	1	3	1	1	1	1	3	0	3	0	9
1115 - 1215	2	4	2	2	2	2	3	0	3	0	13
1130 - 1230	3	4	1	1	3	3	3	0	3	0	14
1145 - 1245	4	3	1	1	4	4	1	0	1	0	13
1200 - 1300	4	3	1	1	3	3	0	0	0	0	11
1215 - 1315	3	1	0	0	4	4	0	0	0	0	8
1230 - 1330	2	0	0	0	3	3	0	0	0	0	5
1245 - 1345	2	0	0	0	3	3	2	0	2	0	7
1300 - 1400	1	0	0	0	5	5	2	0	2	0	8
1315 - 1415	1	0	0	0	3	3	2	0	2	0	6
1330 - 1430	2	1	0	0	3	3	3	0	3	0	9
1345 - 1445	1	2	0	0	2	2	1	0	1	0	6
1400 - 1500	2	2	0	0	0	0	1	0	1	0	5
1415 - 1515	2	3	0	0	0	0	1	0	1	0	6
1430 - 1530	1	15	3	3	0	0	0	0	0	0	19
1445 - 1545	2	23	3	3	1	1	0	0	0	0	29
1500 - 1600	2	25	3	3	1	1	0	0	0	0	31
<b>1515 - 1615</b>	<b>29</b>	<b>55</b>	<b>13</b>	<b>13</b>	<b>17</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>15</b>	<b>2</b>	<b>131</b>
1530 - 1630	26	51	12	12	16	0	15	2	15	2	122
1545 - 1645	27	48	12	12	16	1	15	2	15	2	121
1600 - 1700	3	5	1	1	1	1	1	1	1	2	14
<b>PEAK HR</b>	<b>12</b>	<b>27</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>44</b>

Client : Northern Beaches Council  
Job No/Name : 7199 DAVIDSON Pringle Ave  
Day/Date : Friday 25th October 2019

**R.O.A.R. DATA**  
Reliable, Original & Authentic Results  
Ph.88196847, Mob.0418-239019



All Vehicles	NORTH			WEST			SOUTH			EAST			
	Pringle Ave			Glen St			Pringle Ave			Glen St			
	L	I	R	L	I	R	L	I	R	L	I	R	
0730 - 0745	5	49	12	13	19	9	17	19	12	10	16	3	184
0745 - 0800	14	61	29	12	35	17	19	29	10	12	25	6	289
0800 - 0815	11	73	18	26	19	17	16	28	10	13	17	5	253
0815 - 0830	13	69	22	23	34	13	14	33	10	12	16	3	262
0830 - 0845	11	57	28	25	35	21	18	34	26	14	33	2	304
0845 - 0900	11	71	32	16	29	17	19	40	29	13	51	4	332
0900 - 0915	13	57	31	19	29	21	17	32	18	8	37	4	286
0915 - 0930	11	49	30	30	42	12	9	28	20	14	34	4	283
0930 - 0945	7	29	19	18	30	15	24	18	8	6	28	2	204
0945 - 1000	4	36	21	19	35	20	14	23	6	17	28	4	227
1000 - 1015	6	22	29	17	38	13	20	28	9	10	40	3	235
1015 - 1030	6	12	12	20	36	19	16	15	8	4	21	2	171
1030 - 1045	1	22	17	18	46	8	16	32	8	6	33	3	210
1045 - 1100	6	33	21	27	48	16	25	24	7	7	31	4	249
1100 - 1115	3	30	23	17	35	11	17	26	8	8	27	2	207
1115 - 1130	5	32	22	31	37	8	22	22	7	10	31	3	230
1130 - 1145	13	26	18	30	35	18	17	18	14	10	35	7	241
1145 - 1200	11	14	20	23	42	19	12	25	7	10	41	5	229
1200 - 1215	8	21	24	22	30	25	22	22	11	10	26	8	229
1215 - 1230	7	37	26	22	43	17	21	24	8	3	27	7	242
1230 - 1245	6	32	22	21	40	18	24	28	7	4	28	6	236
1245 - 1300	7	22	19	24	41	13	30	31	9	6	26	5	233
1300 - 1315	6	18	16	23	42	14	30	34	8	9	25	3	228
1315 - 1330	4	23	20	30	45	20	25	24	8	6	27	3	235
1330 - 1345	15	26	18	23	40	14	16	21	4	9	28	7	221
1345 - 1400	7	17	20	38	42	18	17	23	8	15	38	3	246
1400 - 1415	4	26	11	21	45	11	26	26	13	5	26	3	217
1415 - 1430	7	22	13	21	38	13	23	25	8	11	30	4	215
1430 - 1445	7	16	16	22	48	19	15	24	13	13	17	4	214
1445 - 1500	2	27	17	24	44	6	19	35	6	13	34	7	234
1500 - 1515	11	48	25	28	36	16	19	33	13	8	32	7	276
1515 - 1530	2	36	25	28	34	15	10	32	27	23	35	5	272
1530 - 1545	7	25	20	23	36	15	18	46	11	18	41	7	287
1545 - 1600	10	27	18	26	48	22	14	39	7	14	46	3	274
1600 - 1615	9	35	18	22	45	19	15	44	5	14	58	8	292
1615 - 1630	8	32	19	32	45	9	28	48	8	13	34	7	283
1630 - 1645	10	23	14	19	33	18	24	35	12	11	19	4	222
1645 - 1700	8	31	12	21	41	15	26	32	8	12	32	5	243
<b>Period End</b>	<b>296</b>	<b>1286</b>	<b>777</b>	<b>874</b>	<b>1440</b>	<b>591</b>	<b>734</b>	<b>1100</b>	<b>411</b>	<b>401</b>	<b>1173</b>	<b>172</b>	<b>9255</b>

All Vehicles	NORTH			WEST			SOUTH			EAST			
Peak Time	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0730 - 0830	43	252	81	74	107	56	66	109	42	47	74	17	968
0745 - 0845	49	260	97	86	123	68	67	124	56	51	91	16	1088
0800 - 0900	46	270	100	90	117	68	67	135	75	52	117	14	1151
0815 - 0915	48	254	113	83	127	72	68	139	83	47	137	13	1184
0830 - 0930	46	234	121	80	135	71	63	134	93	49	155	14	1205
0845 - 0945	42	206	112	83	130	65	69	118	75	41	150	14	1105
0900 - 1000	35	171	101	86	136	68	64	101	52	45	127	14	1000
0915 - 1015	28	136	99	84	145	60	67	97	43	47	130	13	949
0930 - 1030	23	99	81	74	139	67	74	84	31	37	117	11	837
0945 - 1045	17	92	79	74	155	60	66	98	31	37	122	12	843
1000 - 1100	19	89	79	82	168	56	77	99	32	27	125	12	865
1015 - 1115	16	97	73	82	165	54	74	97	31	25	112	11	837
1030 - 1130	15	117	83	93	166	43	80	104	30	31	122	12	896
1045 - 1145	27	121	84	105	155	53	81	90	36	35	124	16	927
1100 - 1200	32	102	83	101	149	56	68	91	36	38	134	17	907
1115 - 1215	37	93	84	106	144	70	73	87	39	40	133	23	929
1130 - 1230	39	98	88	97	150	79	72	89	40	33	129	27	941
1145 - 1245	32	104	92	88	155	79	79	99	33	27	122	26	936
1200 - 1300	28	112	91	89	154	73	97	105	35	23	107	26	940
1215 - 1315	26	109	83	90	166	62	105	117	32	22	106	21	939
1230 - 1330	23	95	77	98	168	65	109	117	32	25	106	17	932
1245 - 1345	32	89	73	100	168	61	101	110	29	30	106	18	917
1300 - 1400	32	84	74	114	169	66	88	102	28	39	118	16	930
1315 - 1415	30	92	69	112	172	63	84	94	33	35	119	16	919
1330 - 1430	33	91	62	103	165	56	82	95	33	40	122	17	899
1345 - 1445	25	81	60	102	173	61	81	98	42	44	111	14	892
1400 - 1500	20	91	57	88	175	49	83	110	40	42	107	18	880
1415 - 1515	27	113	71	95	166	54	76	117	40	45	113	22	939
1430 - 1530	22	127	83	102	162	56	63	124	59	57	118	23	996
1445 - 1545	22	136	87	103	150	52	66	146	57	62	142	26	1049
1500 - 1600	30	136	88	105	154	68	61	150	58	63	154	22	1089
1515 - 1615	28	123	81	99	163	71	57	161	50	69	180	23	1105
1530 - 1630	34	119	75	103	174	65	75	177	31	59	179	25	1116
1545 - 1645	37	117	69	99	171	68	81	166	32	52	157	22	1071
1600 - 1700	35	121	63	94	164	61	93	159	33	50	143	24	1040
<b>PEAK HOUR</b>	<b>46</b>	<b>234</b>	<b>121</b>	<b>90</b>	<b>135</b>	<b>71</b>	<b>63</b>	<b>134</b>	<b>93</b>	<b>49</b>	<b>155</b>	<b>14</b>	<b>1205</b>



Glen Street Open Space Masterplan  
Final - 10th May 2018



### Masterplan Principles

**Vision:** to maximise the potential for the sporting and recreational use of the site whilst conserving and enhancing the natural environment and heritage values of this important open space.

#### Key objectives:

- Maximise usage of the sportsground with a range of sports activities supported by adequate levels of car parking to minimise impact on surrounding residences
- Successfully integrate a wide range of uses on the showground site such as dog walking and equestrian events with inclusive childrens' play and fitness in a unified parkland.
- Improving pedestrian access and shared access across the site
- Expanding and repurposing key buildings on site for club and community use.

### Major Structures

#### Lionel Watts Sports Amenities & Community Centre West – Upgrade

- Building extension to the south for increased capacity for facilities and storage
- Lower level to cater for sports storage requirements e.g.: AFL, Soccer, Cricket
- Upper level with meeting room for casual hire
- Improve ramp entry from parking area and new accessible pathway
- Modify parking area to allow for disabled parking bays and delivery / drop-off zone only

#### Lionel Watts Oval Sports Amenities East building – Upgrade

- Alterations to and expansion of existing building on eastern and northern side to accommodate café / kiosk, kitchen facilities, multi-use room and storage for Forest Agricultural and Horticultural Society activities (FFA & HSS) and sports users (i.e.: rugby league, touch, athletics)
- Upgrade existing public toilet facilities for accessible requirements
- Potential viewing deck towards showground
- Vehicular ramp access from showground to FFA & HSS storage areas of Lionel Watts Oval Sports Building East
- Vehicular access from Lionel Watts carpark for delivery and maintenance

#### Existing Frenchs Forest Showground Pavilion for playspace and passive recreation

- Demolish building to allow for expanded new playspace and relocate activities (FFA & HSS) within upgraded Lionel Watts and Sports Amenities East building.

#### New Shelters

- Shelters to provide shaded areas for gathering adjacent the recreation and sporting activities

#### Skate

- Create a neighbourhood skate facility that will provide for skaters of varying abilities

#### Active Recreation

- Provide a series of fitness hubs throughout the open space
- Provide parkour facilities, seating spaces and wifi

#### Inclusive Playspace

- Create a new inclusive playspace which provides facilities for children of all abilities and their carers
- Ensure that the main entry is safe and welcoming with disabled parking adjacent
- Create a central focus in the playspace for socialising and for orientation and surveillance
- New amenities including accessible family toilets within playspace
- Use landscaped areas to enhance nature play
- Create play experiences that are exhilarating such as flying foxes, swinging and climbing - and imaginative and passive activities using water play and public art



### Vehicle Entry and Car Parking

#### Blackbutts Road

- Additional parking for sports users to the western end of Lionel Watts car park
- Revise traffic direction in car park to one-way, by entering car park at western entrance and exiting at eastern entry

#### Pringle Avenue

- New car park entry and exit off Pringle Avenue
- Entry only for smaller vehicles off Blackbutts Road
- Linemarked parking bays
- New paved turning area and drop off shared zone with adjacent disabled parking bays for close and safe access to the playspace
- Main vehicle/emergency entry on eastern side of showground used for access for events
- Provide long vehicle parking for equestrian events on grassed areas around outside of oval perimeter

#### Water sensitive Urban Design (WSUD)

- Synthetic surfaces - Collect run off beneath surfaces and drain to tanks off field
- Create vegetated bio retention basins in Lionel Watts car park
- Create vegetated bio swales:
  - along edge of netball courts
  - northern edge of showground car park

#### Native Vegetation and Biodiversity

- Enhance the site with additional tree planting to offset removals and increase shade canopy
- Protect and restore high value native vegetation along Glen Street, Pringle Avenue and Blackbutts Road frontages
- Plant an avenue of native trees around the showground to provide additional shade
- Embellish native tree planting along Pringle Avenue car park frontage with low grasses and groundcover



**Showground & Carpark section**

Scale: 1:200 @ A3





3. Frenchs Forest Road East Precinct: *Nandi Avenue, Bimbadeen Crescent, Romford Road and Newell Place.*
4. Warringah Road Precinct: *Karingal Crescent, Akora Road, Hilmer Street, Primrose Avenue and Bantry Bay Road.*
5. Frenchs Forest Road West Precinct: *Gladys Avenue, Bluegum Crescent, Sylvia Place, Cobb Street, Gidya Street and Rabbett Street (North).*

## ISSUES

- The introduction of paid parking at the NBH has encouraged NBH staff and contractors to seek free parking alternatives off-site.
- Availability of on-street parking in the surrounding residential streets has declined since the construction and subsequent opening of NBH. Not only is it increasing traffic congestion but also creating safety issues.
- During construction stage of the Hospital, Council had to introduce parking restrictions on some of the streets surrounding the hospital. The restrictions would be reviewed after the construction of the hospital and road works is completed.
- The restrictions were introduced after consultation with the residents of those streets. Therefore, different restrictions were introduced on each street based on the feedback from the impacted residents.

## PROPOSAL

Council has undertaken a review of the report prepared by ARRB, and has noted the following:

- Prior to the Hospital, streets were not occupied at full capacity, as is the case currently.
- The Hospital Car Park is being underutilised as the Hospital is currently not operating at maximum occupancy.
- The Hospital Car Park currently operates as 'user pay' which encourages staff, visitors and contractors to find alternative parking options.
- The number of parking spaces being offset, due to paid parking, into the local streets is significant enough to have notably deteriorated the surrounding parking amenity.
- Council will be required to monitor parking on the surrounding streets more often due to the development of the Northern Beaches Hospital.
- Based on the current NBH operation levels, it is envisaged that, as the hospital increases their internal capacity (full staffing and bed occupancy), the parking situation is likely to deteriorate further.

By taking into consideration the above, Council's Compliance Team will need to continue to monitor the parking on the surrounding residential streets more often, and post satisfaction of condition **F3** of the Department of Planning.

It must be noted that once NBH satisfies condition **F3**, the hospital manager will no longer have any involvement in the parking management outside their site boundary. Therefore, it is critical to ensure the current and future impact of NBH on the local parking amenity, particularly when the hospital begins to operate at full capacity, is managed appropriately at this stage.

Council will also need to mark parking bays and install signage to reduce instances of illegal parking and ensure fair and equitable parking opportunities due to the increased demand brought on by the hospital.

The ARRB report suggests that 'An evidence-based approach should be adopted by Council to develop a framework for consistent and transparent decision-making to promote the efficient, fair and equitable use of available street parking to where and when pricing and time restrictions need to be introduced'.

The report also states that 'Additional supporting infrastructure will be required to implement the initiatives, if adopted by the Northern Beaches Council Local Traffic Committee. This will include the infrastructure and works required on-street as well as the infrastructure Northern Beaches Council deems necessary to improve the efficiency of current enforcement and subsequent compliance'.

Council's Transport Network Team recommend the following infrastructure as necessary to meet the above requirements;

- 'PARK IN MARKED BAYS ONLY' Signage,
- Marked parking bay delineation lines.
- Parking Sensors

Council proposes that the recommended infrastructure above should be carried out and funded by the proponent. The data derived from the installation of the parking sensor technology will provide Northern Beaches Council with up-to-date data which can be used to monitor occupancy and support a proactive evidence-based approach to on-street parking management.

Council does not recommend the introduction of '2P' or '10P' parking restrictions as suggested by the report as this will likely result in the request for exemptions for residents. Any exemption would be in the form of a Residential Parking Scheme (RPS). Unfortunately, the local area does not meet the criteria or the warrants for the implementation of an RPS.

Any future need to implement timed restrictions of any kind will be managed by Council via consultation with the affected residents, and upon review of data which would be obtained from the infrastructure the proponent shall install.

The need to implement monitoring measures is directly related to the presence and impact of the hospital. As such, any and all infrastructure requirements should be provided by the proponent, at no cost to Council.

## **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

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

## **CONSULTATION**

Consultation letters have been distributed to 336 properties throughout the Study Area to participate in a survey by ARRB.

38 responses were received which included 36 via the website and 2 via e-mail.

This represents 11% of the Study Area. The full results of the Resident Parking Survey are provided as Consultation Table in the Traffic Committee Report and as Appendix B in the ARRB report.

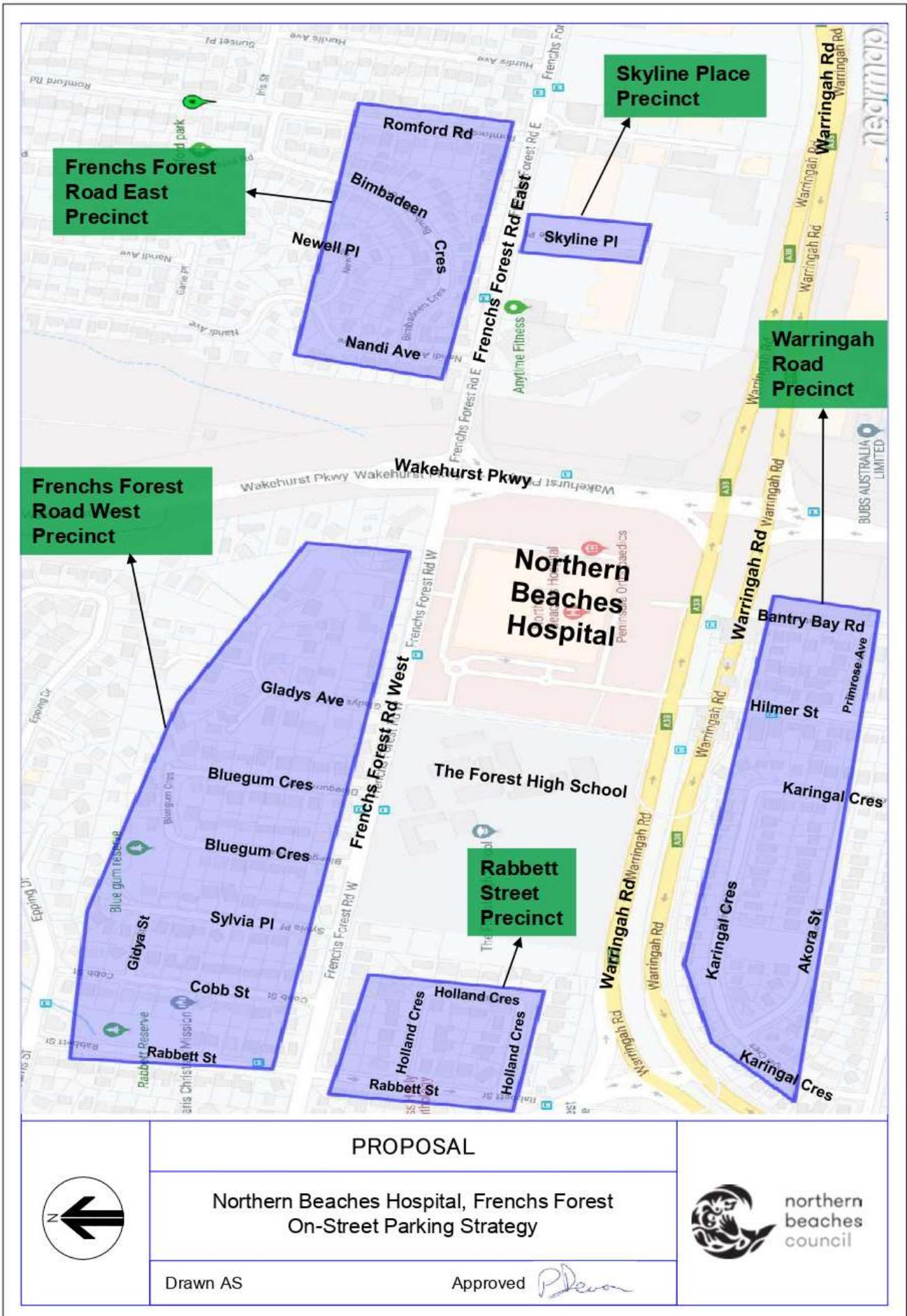
**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee:

- A. Requests the proponent to fund and implement the recommended infrastructure for Council to take the 'evidence-based approach' to parking within the precinct.

As outlined in the ARRB report the following infrastructure will be required:

- 'PARK IN MARKED BAYS ONLY' Signage
  - Marked parking bay delineation lines
  - Parking Sensors
- B. Requests a further post implementation report be provided to the Northern Beaches Council Local Traffic Committee in April 2021, for the period September 2020 – March 2021.



App B Table 1 Summary of responses to survey questions 1 – 4 and 10.

RESIDENT STREET	CROSS STREET	OFF-STREET PARKING	NUMBER OF CARS	COMMENTS
Bluegum Crescent	Frenchs Forest Road	2	3	We need resident to be provided with parking stickers and non residents only 2 hour parking limits. The hospital needs to encourage workers and visitors to park in the car park by offering discounts or free parking
Hilmer Street	Warringah Road	1	2	Fixed time parking zones with residents excluded.
Bluegum Crescent	Frenchs Forest Road	2	5*	The council have put yellow lines on the roads but these are frequently being ignored. When the lines were first put down the rangers came several times a week to police the parking. Now unless we ring we do not see a ranger.
Karingal Crescent	Fitzpatrick	2	2	"We do live beside the footbridge to the hospital and the few parking spaces near our house are often occupied by hospital workers and/or visitors. It's the same cars most days and the drivers are in hospital uniforms or have their id tags showing.
Sylvia Place	Frenchs Forest Road	3	2	It's only challenging for us if we have guests over (typically weekends)"
Karingal Crescent	Fitzpatrick st	4	2	Leaving notes on the vehicles has improved the situation a bit, but unfortunately there are a few hospital staff who choose to ignore the requests
Nandi Avenue	Frenchs Forest Road East	1	2	Revert Karingal Crescent to both side street parking to spread out the extra work truck vehicles and multiple cars attached to share houses, boats and trailers and campervans parked and if required turn the Crescent into one way only to ensure extra parking to accommodate these vehicles and ensure smooth and safe traffic flow.
Holland Crescent Frenchs Forest	Rabbett street	3	4	We requested that be residential parking prior to opening of the hospital, can this be looked at now. Ideally restricted time limits for non residents.
Nandi Avenue	Frenchs Forest Road East	2	2	The high volume of weekly commuter traffic has caused a lot of damage to the road
Bluegum Crescent	Frenchs Forest Road	2	4	Hospital workers - can see them parking and walking up to hospital. Sky racing employees- seen parking on Nandi and then walking over the road to work . Need some sort of restrictions for non residential parking
Nandi Avenue	Bimbadeen Crescent	1	3*	Either the hospital does not have adequate parking or parking is too expensive. Every resident has been affected by the hospital..WE WANT RESIDENT/VISITOR PARKING PARKING ONLY We had a dinner party recently, one of our guests ended up parking in the hospital. Enough is enough with this poorly situated hospital
Karingal Crescent	Fitzpatrick Avenue	7	3	People very often park across our driveway.
Bluegum Crescent	Frenchs Forest Road West	2	2	No parking on North side of Karingal between 9am and 4pm
Rabbett Street	Frenchs Forest Road West	2	2	In order to allow visitors to arrive at our home, we use street parking so that visitors can park in our home parking, which is unacceptable. The NBH needs to waive fees for staff parking so that the issue would be removed. Additionally, we recommend a maximum of 3 hours parking in our street during the day, with residence excepted. Feel free to contact me for further input. Regards David Weaver 0400 232 621.
Karingal Crescent	Fitzpatrick Avenue East	3	1	"- Hospital parking is expensive so the surrounding streets are overflowing.
Bluegum Crescent	Frenchs Forest Road West	2	2	- Building workers park in the streets
Gladys Avenue	Frenchs Forest Road	3	3	- As do commuters leaving their cars to catch the bus into town
Karingal Crescent	Fitzpatrick Avenue	1	2	- a nightmare for the residents living closest to the NB Hospital"
Karingal Crescent	Fitzpatrick Avenue East	1	2	No further comments.
Bluegum Crescent	Frenchs Forrest Road	2	2	Higher subsidies and easier booking system for hospital staff would help to park onsite. They travel long distances (I speak to them in the morning) and for

RESIDENT STREET	CROSS STREET	OFF-STREET PARKING	NUMBER OF CARS	COMMENTS
				their wage / salary is do the same and park in residential streets versus using the onsite car park.
Bimbadeen Crescent	Nandi Avenue	3	3	Quite often I can't even get into my driveway as people from the hospital are parking over my driveway.
Bimbadeen Crescent	Nandi Avenue	1	3	No further comments.
Cobb Street	Frenchs Forest Road	4	2	"It is only on the odd occasion there might be congested parking on our street but it is rarely a problem. I have only ever seen a handful of people parking on our street in all the time the hospital has been opened. We have not really had problems parking since construction finished.
Bimbadeen Crescent	Nandi Avenue	3	5	Questions 8 and 9 are not really applicable to me and they were compulsory to answer but there was not an option to say not applicable so I just ticked the first box. "
Bluegum Crescent	Frenchs Forest Road	1	2	No further comments.
Bimbadeen Crescent	Nandi Avenue	3	5	"We have found most cars parking here are either working at the hospital and park for the day or hospital visitors. Some morning I need to wait to leave our house due to people finding parks and in the evening need to park 5 minutes away due to cars parked along our street.
Karingal Crescent	Fitzpatrick Avenue East	2	2	No further comments.
Bimbadeen Crescent	Nandi Avenue	1	3	We also find parking is done on both sides of the road making Bimbadeen a very small road and recendy a traffic jam in the momings "
Sylvia Place	Frenchs Forest Road West	1	2	Obviously the new hospital does not have enough staff parking because staff are parking in our street up to 12 hours at one time, during the day and overnight. I find it really difficult with deliveries, there is nowhere for them to stop to deliver and there is nowhere for friends to park when they visit. Is there some solution to this problem? Thank you.
Sylvia Place	Gidya Street	2	2	Narrow street. If vehicles parked both sides of street, it's very difficult to drive along street
Akora Street	Karingal Crescent	2	2	Commuters and hospital workers parking around the intersection of Bimbadeen Cres and Nandi Ave make it extremely unsafe approaching the intersection. Cars park in both sides of this road which is narrow. They race around the bend. Visibility is very limited and a few times I've nearly been hit in this section of the road. Difficult getting out of the drive because cars parked around entrance/exit
Bluegum Crescent	French's Forest Road	1	1	Ever since the Northern Beaches hospital commenced construction we have had all sub-contractor, contractor and hospital personnel parking in Bluegum Crescent. Even today we watched two DOCTORS in green scrubs park right outside our house even though they are supplied with subsidized parking at the hospital car park. To be honest..... no conditions precedent of Director General requirements were met and conditions subsequent Re: residential Parking are being met by the proponent. An absolute joke of the planning scheme and an absolute joke of the uneducated people who try and administer the local and state policies.
Bluegum Crescent	Frenchs Forest Road West.	2	3	The hospital should provide parking for staff patients and visitors. Sky should do the same. The staff of these 2 concerns are parking I our street and blocking the intersection. The corner of Namdi and Bimbadeen has become a very dangerous intersection. Bimbadeen is a narrow and winding road and cars travel too fast making it dangerous for residents. There is not enough parking in Bimbadeen for residents and visitors.
Cobb Street	Naree Road	3	7	I am concerned about the congestion in the street when the hospital is fully staffed as family and friends cannot find parking near my home
Cobb Street	Frenchs Forest Road West.	2	2	Often difficult to get in or out of our driveway and often difficult to maneuver in the street because of too many vehicles.
Akora Street	Karingal Crescent	1	2	like the fact that consideration is being given towards parking in the area and potential impact from the hospital. However, I would say that there are differing

RESIDENT STREET	CROSS STREET	OFF-STREET PARKING	NUMBER OF CARS	COMMENTS
				parking issues surrounding the hospital at present. The bantry bay side, in which I am located, is still affected by the ongoing road works and subsequent workers, but only mildly in my street. Thus I see this survey as being premature as one cannot gauge the true impact from the hospital alone, which is what you seem to be gauging. At commencement of all the works (hospital and road) parking in our street became severely congested, resulting in parking signs and restricted hours being implemented. However, on completion of the hospital the parking congestion eased considerably, so much so that I would like to see the parking hours revised to allow parking all day Saturday (both sides). I don't mind the weekday restrictions as passage down the street has been easier with only one sided street parking
	<b>Total</b>	<b>78</b>	<b>96</b>	
	<b>Average</b>	<b>2.16</b>	<b>2.67</b>	
*Includes trailer				
<b>Additional Comments Received Via Email.</b>				
Bimbadeen Crescent	Frenchs Forest Road East			<p>Cars park both sides of the western end of Bimbadeen cres and on Nandi Ave, our nearest cross st. These cars are either commuters &amp;/or hospital workers. There is only just room for one car to access Nandi ave and Frenchs Forest rd. East. causing dangerous congestion with vehicles trying to enter Nandi Ave from Frenchs Forest rd.</p> <p>This could be easily solved by having parking only on one side of Nandi ave between Frenchs Forest rd east &amp; on Bimbadeen cres. for 100m on the western end . A weekday survey of the area would show this problem.</p>
Bluegum Crescent	Frenchs Forest Road West.			<p>I am a resident in Bluegum Crescent, which is located within the immediate area of the Hospital. I have already had need to use the Hospital's Parking facilities on a number of occasions. In this concern I have found the design of the 'inter level ramps' to be very tight, causing larger vehicles to reverse in order to negotiate the ramps.</p> <p>Parking spaces for Disabled Drivers are virtually non-existent.</p> <p>Concerning Bluegum Crescent parking, there has been an overflow of parked vehicles which has necessitated the introduction of parking restrictions.</p> <p>Despite these initiatives by the Northern Beaches Council, all day parking is permitted on both sides of the street at the northern end of the Crescent. This arrangement has reduced the traffic flow to one lane between the parked vehicles. As a result, transiting vehicles are required to 'back up' to enable traffic flow. The movement of large vehicles e.g. Garbage Trucks, is severely restricted under existing parking conditions.</p>

#### Road Damage

- E8. The cost of repairing any damage caused to Council or other Public Authority's assets in the vicinity of the Subject Site as a result of construction works associated with the approved development, is to be met in full by the proponent/developer prior to the occupation of the building.

#### Registration of Easements

- E9. Prior to the occupation of any building, the proponent shall provide to the Certifying Authority evidence that all matters required to be registered on title including easements and asset protection zones required by this approval, approvals, and other consents have been lodged for registration or registered at the NSW Land and Property Information.

#### Post-construction Dilapidation Report

- E10. Prior to occupation of the building:
- The proponent shall engage a suitably qualified person to prepare a post-construction dilapidation report at the completion of the construction works. This report to ascertain whether the construction works created any structural damage to adjoining buildings, infrastructure and roads.
  - The report is to be submitted to the Certifying Authority. In ascertaining whether adverse structural damage has occurred to adjoining buildings, infrastructure and roads, the Certifying Authority must:
    - compare the post-construction dilapidation report with the pre-construction dilapidation report required by these conditions and
    - have written confirmation from the relevant authority that there is no adverse structural damage to their infrastructure and roads.
  - A copy of this report is to be forwarded to the Council.

#### Bushfire Risk Management

- E11. Prior to occupation of the buildings the subject of this approval, a suitably qualified consultant shall submit to the Department, Council and the Certifying Authority certification that the landscaping, internal access road and water, electricity and gas supply comply with the requirements of the document 'Planning for Bush Fire Protection 2006'.
- E12. Prior to occupation of the buildings the subject of this approval, an emergency and evacuation plan shall be prepared for the site and must address Section 4.2.7 of 'Planning for Bushfire Protection 2006'. A copy shall be submitted to Council and the Certifying Authority prior to the occupation of the facilities the subject of this approval.

#### Fire Safety Certification

- E13. Prior to the occupation of the building, a Fire Safety Certificate shall be obtained for all the Essential Fire or Other Safety Measures forming part of this approval. A copy of the Fire Safety Certificate must be submitted to the relevant authority and Council. The Fire Safety Certificate must be prominently displayed in the building.

#### Structural Inspection Certificate

- E14. A Structural Inspection Certificate or a Compliance Certificate must be submitted to the satisfaction of the Certifying Authority prior to the occupation of the building. A copy of the Certificate with an electronic set of final drawings (contact approval authority for specific electronic format) shall be submitted to the approval authority and the Council after:
- The site has been periodically inspected and the structural engineering certifier is satisfied that the structural works is deemed to comply with the final design drawings.
  - The drawings listed on the Inspection Certificate have been checked with those listed on the final Design Certificate/s.

### PART F POST OCCUPATION

#### Car Parking Management Strategy

- F1. The proponent shall prepare a Car Parking Management Strategy within six months of the commencement of use of the hospital, or timing otherwise agreed by the Secretary. The Car Parking Management Strategy must be prepared in consultation with the RMS, Council and local residents and must address, but not be limited to, on-street car parking management, including details of any supporting infrastructure required for the proposed management measures, responsibilities for the implementation and enforcement of the measures and timing for implementation.
- F2. The Car Parking Management Strategy required by condition F1 must be endorsed by the local traffic committee if the Strategy proposes to install or alter any existing traffic control devices or traffic control facilities outside of the site.

- F3 A monitoring report on the implementation of the Car Parking Management Strategy shall be submitted to the Secretary within six months of implementation of the Strategy.

**Car Park Operations**

- F4 The proponent shall ensure car parking fees for staff entering the car park (regardless of whether they park in the nested Staff zone or spaces allocated to Staff only) are consistent with the standard level for staff pursuant to the NSW Health's *Hospital Car Parking Fees Policy: Campuses which are subject to car parking development policy directive* or any superseding policy directive.

**Sustainable Travel Plan and Travel Access Guide**

- F5 Within 12 months of occupation of the buildings the subject of this approval, a sustainable travel plan and travel access guide must be prepared and submitted to the Department.

**Bushfire Risk Management**

- F6 The entire site shall be managed as an asset protection zone in perpetuity as outlined in 'Planning for Bush Fire Protection 2006' and 'Standards for asset protection zones'.

**Loading and Unloading**

- F7 All loading and unloading of service vehicles in connection with the use of the premises shall be carried out wholly within the Subject Site at all times.

**Unobstructed Driveways and Parking Areas**

- F8 All driveways and parking areas shall be unobstructed at all times. Driveways and car spaces shall not be used for the manufacture, storage or display of goods, materials or any other equipment and shall be used solely for vehicular access and for the parking of vehicles associated with the use of the premises.

**Noise Control – Plant and Machinery**

- F9 Noise associated with the operation of any plant, machinery or other equipment on the Subject Site, shall not exceed 5 dB(A) above the rating background noise level when measured at the boundary of the nearest noise sensitive receiver in accordance with the NSW Industrial Noise Policy.

**Storage of Hazardous or Toxic Material**

- F10 Any hazardous or toxic materials must be stored in accordance with Workcover Authority requirements and all tanks, drums and containers of toxic and hazardous materials shall be stored in a bunded area. The bund walls and floors shall be constructed of impervious materials and shall be of sufficient size to contain 110 per cent of the volume of the largest tank plus the volume displaced by any additional tanks within the bunded area.

**Public Way to be Unobstructed**

- F11 The public way must not be obstructed by any materials, vehicles, refuse, skips or the like under any circumstances.

**External Lighting**

- F12 External Lighting shall comply with AS4282: 1997 Control of the Obtrusive Effects of Outdoor Lighting. Upon installation of lighting, but before it is finally commissioned, the proponent shall submit to the Certifier evidence from a qualified practitioner demonstrating compliance in accordance with this condition.



SHAPING OUR  
TRANSPORT  
FUTURE

# Northern Beaches Hospital On - street Parking Management Strategy

ARRB Project No.: 014456

Author: Michael Moses

Prepared for: Healthscope

10/10/19

Final Report

## VERSION CONTROL

REPORT VERSION NO.	DATE	RELEASED TO CLIENT BY	NATURE OF REVISION
1	08/10/19	Michael Moses	Draft Report
2	10/10/19	Michael Moses	Final Report

## SUMMARY

### BACKGROUND

The newly developed Northern Beaches Hospital (NBH) commenced operating during November 2018. As part of the post commissioning requirements, an On-street Car Parking Management Strategy (Strategy) is to be submitted to Northern Beaches Council (NBC), Roads and Maritime Services (RMS) as well as the Local Traffic Committee for endorsement.

Colliers International Project Management (CIPM), as project managers acting for Healthscope, has engaged ARRB to undertake the development of the Strategy.

### STATED GOALS

The project involves determining the existing surrounding parking environment, with emphasis on the on-street parking impacts resulting from the development of NBH. The Strategy is to consider the issues and appropriate management policy for the benefit of all key stakeholders.

In summary, the Department of Planning, requires Healthscope to undertake the following three key tasks and satisfy the conditions of consent.:

- Prepare a Strategy for submission to the Secretary within six months of the commencement of use of the hospital, including details of any supporting infrastructure required for the proposed management measures, responsibilities for the implementation and enforcement of the measures and timing for implementation. (Condition of Consent F1).
- The Strategy must be endorsed by the local traffic committee. (Condition of Consent F2).
- A monitoring report on the implementation of the Strategy shall be submitted to the Secretary within six months of implementation of the Strategy. (Condition of Consent F3).

### KEY FINDINGS

The key findings from the study are as follows:

- The Forest High School, located off Frenchs Forest Road, has approximately 140 off-street parking spaces dedicated to staff, student and visitor parking. NBH, located off Frenchs Forest and Warringah Roads adjacent to Forest High School, has 1,400 off-street spaces dedicated to staff, contractor and visitor parking.
- A number of two and three storey business parks are located along Warringah Road, between Wakehurst Parkway and Allambie Road, as well as in the Skyline Place Precinct. Each business park has dedicated off-street parking available for staff and visitors.
- Since the demolition of the Bantry Bay Shops, there is no significant strip retail or shops located in the Study Area. However, in proximity to the western boundary, is the Forestway Shopping Centre located at the intersection of Forest Way and Warringah Road. The centre includes an ALDI and Woolworths supermarkets with around 50 additional other stores and a 400 space free car park.

- The NBH car park offers concessional discounts with up to 3 hours free and daily multiple uses are available for regular patients and visitors. NBH staff are provided with heavily discounted parking rates with the opportunity to salary sacrifice fortnightly payments.
- While there is sufficient off-street parking supply to meet parker demand at the Forest high School and NBH, there is insufficient off-street parking supply to meet the parking demands of commuters and some of the business parks. Parking overspill is not being created due to insufficient parking supply on-site at the NBH.
- While Healthscope advise all permanent staff are currently automatically being charged for parking, the evidence suggests both permanent and part-time staff are parking on-street to avoid the cost of parking.
- The Sydney Bus 169 city service has been re-routed to pass by the NBH along Frenchs Forest Road to and from the city. There is a major bus hub located at the corner of Forest Way and Rabbett Street which many city commuters use.
- While there were many complaints received by NBC during the construction phase, there was no evidence of any negative correspondence or requests since commissioning being logged by constituents. The Forest High School stated the only real problem that had occurred was the increased incidence of Hospital visitors parking in their car park, which fronts Frenchs Forest Road, after 5.00pm. The School now lock the gates shut in the evenings which has solved the problem
- The estimated Zone of Influence (ZOI) suggests the most likely precincts where the Hospital is impacting on-street parking are the Frenchs Forest Road West, Frenchs Forest Road East and Warringah Road precincts.
- The existing parking controls enforced by NBC are 2P **Time Restricted** (8.30am – 6.00pm Monday to Friday, 8.30am – 12.30pm Saturday) which is limited to 59 spaces located along Bantry Bay Road; four types of **No Parking** including unrestricted. 8.30am – 6.00pm Monday to Friday, 8.00am – 12.00pm Monday, 8.00am – 12.00pm Monday, 8.30am – 4.00pm Monday to Friday, 8.00am and 1.00pm Saturday totally 188 spaces; and, 14 **No Stopping spaces**.
- The on-street parking supply in the Study Area **totals 982 spaces** consisting of **59 Time Restricted; 701 Unrestricted; 188 No Parking; and, 14 No Stopping**.
- The precincts exhibiting high overall occupancy levels either exceeding or approaching the 85% threshold are Skyline Place and Rabbett Street.
- Compared with the Wednesday survey results, the Saturday occupancy rates for the Skyline Place and Rabbett Street precincts are substantially lower suggesting there is a high level of commuter and business park staff parking demand during normal workdays.
- Sections of the Frenchs Forest Road East, Frenchs Forest Road West and Warringah Road Precincts display high occupancy levels (around 80%) that are attributable to long-stay parking. More specifically, segments of Sylvia Place; Bluegum Crescent; Gladys Avenue; Nandi Avenue; Karingal Crescent; and, Akora Street.
- The Bantry Bay Road 2P parking is only averaging around 50% midweek daily occupancy.
- The P Plate survey conducted in the Babbett Street precinct revealed demand from student P Plate drivers was minimal. Due to the proximity of the precinct to a major bus transport hub, the high parking utilisation rate is considered to be attributable to city commuters rather than Forest High School students.

- The available off-street parking total for all respondents of the Resident Parking Survey was 78 spaces at an average of 2.16 per residence. The total vehicles owned by the same respondents was 96 vehicles at an average of 2.67 per residence.
- 31% of residents responded they *frequently* found it difficult to find parking in their street, while 25% responded *all the time*. The major reasons provided by respondents were *workers from surrounding businesses* (around 60%) and *commuters* (around 24%).
- A synopsis of the comments and suggestions received from residents includes: introduce 2P zones with Resident Permit Parking; Hospital and business park staff as well as commuters are parking in the streets; no visitor parking available due to hospital staff parking; safety issues are arising with cars parking on both sides of the streets and attempting to enter Frenchs Forest Road; cars parking across driveways; need more *No Parking and Visitor* zones; parking causing localised traffic congestion; and, needs increased enforcement.

## RECOMMENDATIONS

A summary of ARRB's recommendations follows. A more detailed explanation of the recommendations is included in Section 8 of the Report.

### Parking Hierarchy

To enable equitable sharing of parking resources, it is necessary for NBC to identify all the different parking user groups and prepare a parking hierarchy. It is recommended the below parking hierarchy be adopted.

PRIORITY	OUTSIDE TOWN CENTRE PARKING	
	On-street	Off-street
<b>Highest</b>  	Public transport	Long-stay commuter, facility user
	Residents	Short to medium-stay
	Short to medium-stay	Drop-off/pick-up
	Disability permit holders	Park and Ride
	Loading	Residents,
	Drop-off/pick up & motorcycle/scooter & cyclists	Motorcycle/scooter
<b>Lowest</b>	Long-stay commuter, facility users	Disability permit holders & loading & cyclists
<b>Not allowed in this zone</b>		Public transport

### Time Restricted Parking Zones

The following road segments should be converted to 2P (8.30am – 6.00pm Monday to Friday, 8.30am – 12.30pm Saturday): Gladys Avenue; Bluegum Crescent; Sylvia Place; Cobb Street; Gidya Street; Nandi Avenue (up to the Newell Place junction); Bimbadeen Crescent (up to the Ilford Road junction).

### Resident Permit Parking Scheme

The introduction of a Resident Permit Parking Scheme (RPPS) will encourage car ownership and lead to increased congestion. Given the overwhelming majority of residences have adequate off-street parking, the introduction of a RPPS is not recommended.

### No Parking Zones

It is recommended NBC consider rationalising the number of *No Parking* restrictions with a view to retaining only the unrestricted and one other time restricted classification.

### No Stopping Zones

At least 2 *No Stopping* spaces are maintained on either side of the following local roads where they intersect with Frenchs Forest Road: Rabbett Street; Cobb Street; Sylvia Place; Blue Gum Crescent; Gladys Avenue; Nandi Avenue; Romford Road.

### Bantry Bay Road Parking

30 spaces should be converted from 2P to 10P to provide additional long-stay parking capacity. To support this initiative NBC is to communicate the change in parking arrangements to the public as well as NBH.

### Paid Parking

The introduction of paid parking is not recommended at this stage.

### Enforcement

The frequency and efficiency of patrols and enforcement of all existing parking controls be increased including the recommended new *time restricted parking*, *no parking* and *no stopping* zones.

### Commuter Parking

NBC is to investigate whether there is suitable land, or a location available, such as Forestway Shopping Centre, available to develop additional commuter parking in collaboration with the State Government and key stakeholders.

### Evidence Based Approach

An evidence-based approach should be adopted by NBC to develop a framework for consistent and transparent decision-making to promote the efficient, fair and equitable use of available street parking to where and when pricing and time restrictions need to be introduced. It is recommended further parking utilisation and demand surveys be undertaken within six months and every two years thereafter, or when special circumstances apply such as a major property development leading to a change in land use occurs.

### Infrastructure Requirements

Additional supporting infrastructure will be required to implement the initiatives, if adopted by the Local Traffic Committee. This will include the infrastructure and works required on-street as well as the infrastructure NBC deem necessary to improve the efficiency of current enforcement and subsequent compliance.

### Engagement and Education

An education program undertaken by NBC needs to be aimed at all stakeholders including planners, developers, designers, retailers, tenants, elected officials and council officers, business and community groups, students, residents, visitors, commuters, and the general public. Education and appreciation of the unsustainability of current parking demand should be available and regularly communicated in Council's publications.

### CONCLUSION

Parking control measures were implemented during the construction phase of NBH to mitigate the impact on surrounding residential street parking posed by construction workers, contractors and administrative staff. Since the commencement of operations at NBH, different parker user groups, including Hospital staff and contractors, have the potential to impact on-street parking in proximity. The Study found that long stay parking by commuters, Hospital and Business Park staff is negatively impacting parking in the area.

It may not be necessary for NBH to consider the parking issues surrounding city commuters and staff of businesses in Frenchs Forest, the Study has taken a holistic approach in addressing all of the issues.

While NBH staff are offered heavily discounted parking rates the introduction of paid parking at the NBH has encouraged a minority of Hospital Staff and Contractors to seek free parking alternatives off-site, however remote the location. This behaviour is impacting the availability of on-street parking in the surrounding residential streets. Not only is it increasing traffic congestion but also creating safety issues.

The On-street Parking Management Strategy has considered all of the localised issues and constraints within each Precinct and recommended initiatives to protect the supply of on-street short stay parking as well as address many of the resident's concerns.

It is recommended the Report be forwarded to NSW Health Infrastructure and then Department of Planning for final review and later endorsement by the Local Traffic Committee.

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## 1 INTRODUCTION

The newly developed Northern Beaches Hospital (NBH) commenced operating during November 2018. As part of the post commissioning requirements, an On-street Car Parking Management Strategy (Strategy) is to be submitted to Northern Beaches Council (NBC), Roads and Maritime Services (RMS) as well as the Local Traffic Committee for endorsement.

Colliers International Project Management (CIPM) as project managers acting for Healthscope, has engaged ARRB to undertake the development of the Strategy. The project involves determining the existing surrounding parking environment, with emphasis on the on-street parking impacts resulting from the development of NBH. The Strategy is to consider the issues and appropriate management policy for the benefit of all key stakeholders.

The project requires the collection of parking utilisation and parking demand data, to enable the development of evidence-based policy, as well as considerable consultation with all key stakeholders. The strategy will also provide advice regarding future infrastructure requirements. Finally, a Monitoring Report is to be provided following full implementation of the Strategy to determine whether the Strategy has achieved the desired outcomes.

## 2 POST OCCUPATION COMMISSIONING REQUIREMENTS

As part of the post occupation commissioning process the State Government, more specifically the Department of Planning, requires Healthscope to satisfy the following three conditions of consent:

F1. The proponent shall prepare a Car Parking Management Strategy within six months of the commencement of use of the hospital, or timing otherwise agreed by the Secretary. The Car Parking Management Strategy must be prepared in consultation with the RMS, Council and local residents and must address, but not be limited to, on-street car parking management, including details of any supporting infrastructure required for the proposed management measures, responsibilities for the implementation and enforcement of the measures and timing for implementation.

F2. The Car Parking Management Strategy required by condition F1 must be endorsed by the local traffic committee if the Strategy proposes to install or alter any existing traffic control devices or traffic control facilities outside of the site.

F3. A monitoring report on the implementation of the Car Parking Management Strategy shall be submitted to the Secretary within six months of implementation of the Strategy.

In broad terms, Healthscope is to undertake an independent assessment to determine the extent (if any) of any impacts arising from the Hospital development which detrimentally affect the availability of on-street parking in the proximity of the Hospital.

The assessment is to include a Parking Strategy, to be endorsed by the Local Traffic Committee, to mitigate any determined issues such as parker overspill or excessive utilisation of on-street parking directly attributable to the Hospital.

### 3 METHODOLOGY

The following methodology was used in developing the On-street Parking Management Strategy Report:

#### INCEPTION

An inception meeting was convened between ARRB and Colliers International (acting on behalf of Healthscope).

#### PRECINCT VISITS

ARRB undertook precinct and captured video and photographic evidence.

#### CONSULTATION WITH COUNCIL

ARRB met with NBC to confirm process, issues and Local Traffic Committee requirements as well as the geographic boundaries and streets to be considered. Additionally, ARRB sought to confirm the necessary stakeholder engagement plan and a log of historical and current complaints.

#### REVIEW OF BACKGROUND INFORMATION

All background data and documentation provided by NBC and Healthscope was then reviewed.

#### UTILISATION SURVEYS

To determine existing parking inventory, utilisation and demand surveys were undertaken on a Wednesday and a Saturday.

#### SPATIAL ANALYSIS

This included a review of the current parking environment and existing parking controls.

#### STRATEGY OPTIONS AND TOOLS

Parking management strategy options, initiatives and control tools were then considered for implementation to improve the efficiency and performance of existing on-street parking infrastructure.

#### STAKEHOLDER ENGAGEMENT

Interviews were undertaken both the NBH and the Forest High School.

#### KEY FINDINGS

The key findings from each task were then summarised in the Report.

#### RECOMMENDATIONS

Recommendations based on the key findings were then provided.

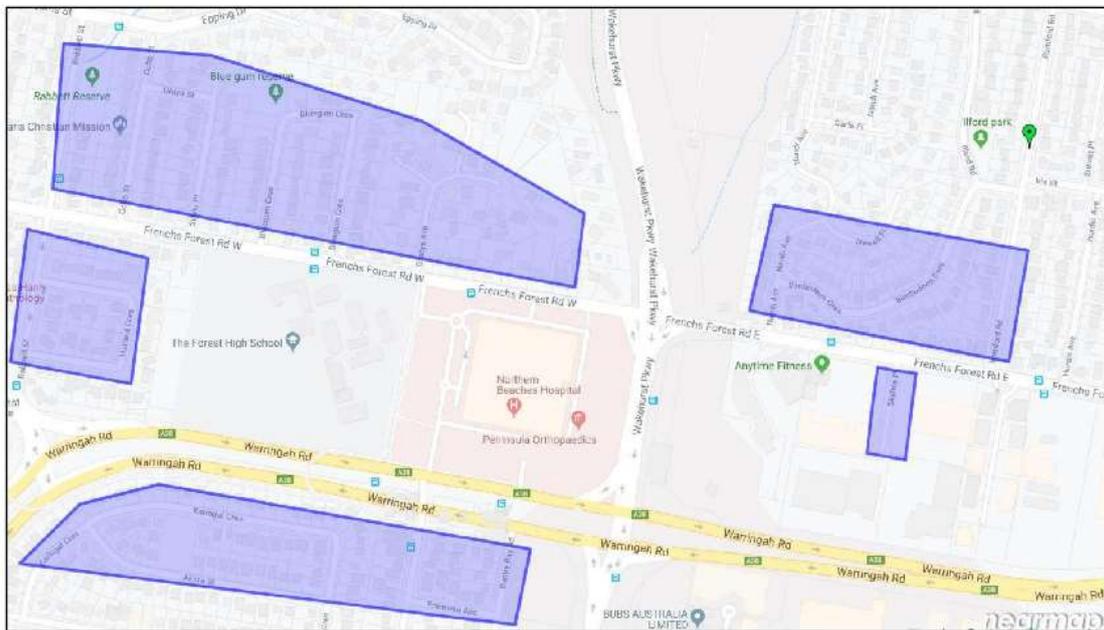
#### APPENDICES

The Survey Report and the results from the Resident Survey are provided as separate appendices in the Report.

## 4 THE STUDY AREA

Following consultation with NBC, the agreed study area was developed into five precincts which are highlighted in blue in Figure 4-1.

Figure 4-1 The study area



For the purpose of the study, the five precincts were given the following nomenclature:

1. Skyline Place Precinct
2. Rabbett Street Precinct
3. Frenchs Forest Road East Precinct
4. Warringah Road Precinct
5. Frenchs Forest Road West Precinct

## 5 STRATEGY, MANAGEMENT TOOLS AND OPTIONS

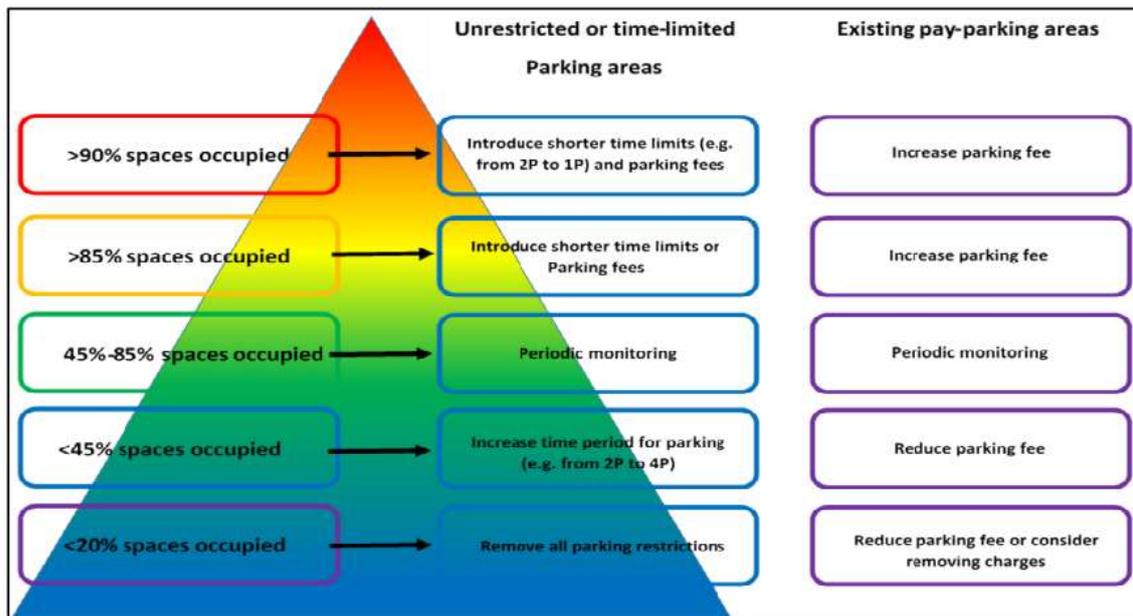
### 5.1 STREET PARKING PLAN

A Street parking plan intends to provide a framework to promote consistent and transparent decision-making which supports sustainable outcomes.

The plan is developed around the concept of maintaining the ‘operational efficiency’ of street parking areas, and parking to support the viable operation of land-use activities. Parking areas that are operating efficiently provide reasonable opportunity to access parking spaces, thereby alleviating ‘cruising’ and Town Centre congestion. Cruising is the term referring to drivers circulating in search of a parking space. This behaviour is triggered when parking facilities are more than 85% occupied and parking spaces are not readily available. This causes visitors to search or wait for parking spaces to become available.

In general, a parking area which is operating efficiently is defined as operating at 45–85% occupancy. Above and below this range indicates that the parking spaces are not effectively being managed. Using these thresholds, a parking plan has been developed which promotes a consistent and objective review of street parking areas as illustrated in Figure 5-1.

Figure 5-1 Street parking plan



A street parking plan provides a consistent approach to parking management based on parking occupancy thresholds. Each threshold has a different degree or severity for parking controls. For areas that reach more than 85% occupancy, controls promote mode shift to alternative transport thereby promoting sustainability. The plan provides a flexible approach to parking management, enabling parking controls to adapt to the dynamic and transforming nature of communities and places.

When demand for parking exceeds supply, there needs to be recognition of different user priorities through the introduction of a parking hierarchy. The objectives of the parking hierarchy are to:

- Provide for the safety and convenience of all road users.
- Encourage the use of alternative transport modes such as walking, bus, train and cycling.
- Promote equitable and transparent allocation of parking spaces across all user groups.
- Facilitate consistent decision-making regarding parking infrastructure.

The parking user hierarchy should be applied to planning decisions in the Frenchs Forest area. Policies should be developed to implement the parking hierarchy through pricing, time regulations and enforcement. For example, disabled parking is a high priority in commercial centres and where it cannot be provided in off-street car parks, should take priority over all other potential uses of kerbside parking space.

This hierarchy is desirable to support growth and intensification goals. Requests for alterations to kerbside allocation should be reviewed to determine if they fit within the parking hierarchy for the precinct or location.

## 5.2 PARKING CONTROLS

It is important to manage and prioritise access to street parking spaces to one group of road users over another. For example, in areas alongside cafés and restaurants, parking limits of two hours during the weekday act to prioritise parking for visitors who will spend time and money at these establishments over long-stay parkers and commuters.

Parking controls should support the viable operation of the adjacent land-use and user needs.

### 5.2.1 COMMERCIAL AND MIXED-USE AREAS

Parking controls in streets dominated by retail, commercial, health services and educational facility frontages will aim to support the viability and efficient operation of local businesses. The parking controls will encourage street parking turnover and encourage use of off-street parking facilities whilst providing sufficient time for visitors to access services and amenities.

For example, where demand is high for on-street parking by visitors who need more time, daytime controls of two hours would be considered appropriate. Again, changes to the parking time limits can be adapted through monitoring and feedback about parking conditions in reference to the parking plan presented in long-stay parking on the periphery of retail and commercial areas is supplemented by the availability of off-street parking facilities.

Paid parking in activity centres will act to improve parking compliance and reduce reliance on enforcement activity. Prices for kerbside parking in these areas will be set to encourage visitors to firstly consider parking in dedicated off-street parking spaces and secondly, to increase the availability of kerbside parking to support local businesses. Pricing will be the key mechanism that regulates demand and will again be monitored and adjusted in accordance to the plan in Figure 5-1.

### 5.2.2 RESIDENTIAL AREAS

Parking controls in residential areas aim to balance the parking needs of residents with the needs of all households who require street space for visitors, family, care workers and tradespeople. Parking spaces are to be prioritised for residents in streets near shops, businesses, hospitals and other facilities where there is a high staff and visitor demand for parking. This can be managed through the introduction of time restricted parking, adapted to local residential arrangements and lifestyles.

Ticket parking eventually will be used in high parking demand areas to facilitate effective and efficient enforcement.

Two-hour parking controls are the preferred parking restriction in residential areas as it allows reasonable access for short visits, without the need for permits. However, local conditions may justify different time limits and hours of implementation depending on adjacent land uses and available parking capacity.

A Resident Permit Parking Scheme (RPPS) may also be considered. The objective of a resident parking policy is to improve amenity for particular classes of road users in locations where there is insufficient off-street parking and where on-street parking is restricted. Permit parking helps to balance the needs of the local community with those of the broader community in high demand areas, but exclusive kerbside residential parking will not be considered.

To achieve the general object of this policy, the following principles should be used in determining how best to manage permit parking in Frenchs Forest:

- The needs of commercial facilities must not be prejudiced by provision of on-street permit parking.
- Acknowledging the limits of parking availability within a locality, parking permits will be issued to residents and their visitors to optimise access to on-street parking facilities.
- Community access to residential areas is to be maintained and exclusive on-street residential parking will generally not be acceptable.

The Permit Parking Guidance (version 4) published by Roads and Maritime Services legislates that street parking cannot be wholly allocated to residents. Subsequently, permit parking zones are introduced alongside a two-hour parking restriction '2P permit holders exempt'. This restriction enables non-permit holders to use any available street parking spaces within the zone; however, the time-limit also ensures that a space is vacated multiple times during the day, thereby creating parking opportunity for other visitors or returning residents.

Throughout streets where long-stay employee and commuter parking occurs, for example on the fringe of business centres, shopping centres, and adjacent to bus stops, hospitals or schools, parking spaces are also to be prioritised to favour visitors and residents. However, in recognition that not all employees reside locally, and many arrive from areas where the car is the only economical or viable transport option, 10P ticket parking controls may be implemented. Again, metered parking may be used to facilitate effective and efficient enforcement in these streets.

Ticket parking should only be installed after community consultation. The ticket parking prices in residential areas will be lower than in commercial areas. This will ensure that pricing does not exclude present and future employees from accessing jobs in the area. However, pricing will be at a level which will actively encourage those travelling locally, to choose alternative and more sustainable transport methods.

### 5.2.3 NO PARKING AND NO STOPPING ZONES

No Parking zones mean that you may not stop for longer than 2 minutes and only to drop off or pick up passengers or goods. Additionally, you are required to remain within 3 metres of your vehicle.

They are designed to improve traffic flow and mitigate congestion by restricting usage and introducing very high parking turnover. They can be day and time restricted, for example, on a Saturday only or from 8.00am to 12.00pm only. Time restricted zones are a tool which may be used to exclude certain parker groups such as commuters or morning shift hospital staff.

No Stopping zones mean you may not stop your vehicle for any reason at any time, not even to quickly drop someone off.

These zones are designed to both improve traffic flow as well as enhance safety. They can be employed where the width of streets does not allow safe vehicular movement where there are vehicles parked on one or both sides of a street. They can also be installed at street intersections to ensure safe distances when making left and right turns as well as enhance the line of sight of drivers seeking approaching and entering cross intersecting streets and roads (such as Frenchs Forest Road).

### 5.3 PARKING MANAGEMENT STRATEGY

Successful parking management increases the availability of parking for competing users of the road space (cars, public transport and bike infrastructure) who need or value it most in a given situation. The intended outcome of a parking management program is a balanced parking system that efficiently prioritises and matches user profiles to available supply.

The anticipated result is that as many people as possible have the opportunity to reach their intended destinations and pursue their activities as planned. While this may not mean everyone is able to park directly in front of their destination, the goal is to provide and access parking options that are within a reasonable distance.

Some areas may not require significant levels of management, while other areas with high demand or limited supply may require more intensive management to support needs that vary by days or times of day (such as for commuters, employees and weekend school sports participants and visitors).

In summary, the On-street Parking Management Strategy needs to consider the activation of the following management tools:

- Extending the time restricted parking zones.
- Introducing a Resident Permit Parking Scheme.
- Extending the No Parking zones.
- Extending the No Stopping zones.
- Introducing paid parking zones.

## 6 LOCAL TRAFFIC COMMITTEE REQUIREMENTS

Figure 5.1 presents the NBC Template for Traffic Committee Agenda Report which outlines the general requirements of the Local Traffic Committee requirements.

Figure 6-1 NBC Template for Traffic Committee Agenda Report

		<p>REPORT FOR APPROVAL BY COUNCIL DELEGATION ITEM NO. – 3 APRIL 2018</p>	
ITEM 0	STREET NAME, SUBURB		
	- DESCRIPTION OF PROPOSAL		
REPORTING OFFICER			
TRIM FILE REF			
ATTACHMENTS	<ol style="list-style-type: none"> <li>1 Street Name, Suburb – Plan</li> <li>2 Table of Consultation</li> <li>3 Street Name, Suburb – Site Photographs</li> </ol>		
GEOCODES:			
REPORT			
BACKGROUND			
Council has received concerns from local residents regarding...			
LOCATION			
<ul style="list-style-type: none"> <li>• Street name is a collector/local road etc. with a xxxkm/h speed limit</li> <li>• Street name is a one/two lane road etc. with a width of approximately xxm</li> <li>• Street description: cul-de-sac, intersection type, cross streets etc.</li> <li>• Existing lines/signs/parking restrictions/traffic calming/pedestrian crossing etc.</li> <li>• Street name is a bus route for the xxx service which runs approximately every xxx in each direction</li> <li>• Other relevant information e.g. nearby school, hospital, shops etc.</li> </ul>			
ISSUES			
•			
PROPOSAL			
Council has undertaken a review of the location and issues and proposes...			
PEDESTRIAN AND CYCLING IMPACT STATEMENT			
This proposal will have the following impact(s) on pedestrians and people cycling:			
•			
CONSULTATION			
Consultation letters have been distributed to xxx properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation			
OR Consultation letters have been distributed to xxx properties within the immediate vicinity of the location providing notification of the proposed changes. No submissions were received at the time of reporting.			
OR Public consultation is not necessary as the impact on residents is very low and the proposal enhances safety.			
RECOMMENDATION TO TRAFFIC COMMITTEE			
That the Traffic Committee supports the:			
A.			

The Study has examined the issues and undertaken the appropriate consultation to enable the preparation of the Traffic Committee Agenda Report.

## 7 KEY FINDINGS

### 7.1 THE PARKING ENVIRONMENT

Frenchs Forest is 13 kilometres north of the Sydney central business district in the local government area of Northern Beaches Council. In the 2016 census of Population and Housing, the population of the Frenchs Forest postcode area was 13,473 people. Of occupied private dwellings in Frenchs Forest, 93.3% were separate houses and 4.7% were semi-detached.

#### 7.1.1 NORTHERN BEACHES HOSPITAL

The Hospital is located close to Warringah Road, Forest Way and Wakehurst Parkway, which are major arterial roads currently carry about 140,000 vehicles per day.

NBH, located off Frenchs Forest and Warringah Roads adjacent to Forest High School, offers nearly 500 beds with associated health services as well as 1400 under cover multi-level and at-grade parking spaces.

The car parks can be accessed from Warringah Road or Frenchs Forest Road. The hourly parking fees are presented in Table 7-1.

Table 7-1 NBH parking fees

LENGTH OF STAY	FEE
0 - 15 mins	Free
15 mins -1 hour	\$6.70
1 – 2 hours	9.90
2 – 3 hours	13.30
3 – 4 hours	15.50
4 – 5 hours	17.80
5 hours plus	19.90
Maximum daily	19.90

Concessional discounts including up to 3 hours free and daily multiple uses are available for regular patients and visitors.

NBH staff are offered heavily discounted parking rates with the opportunity to salary sacrifice fortnightly payments.

#### 7.1.2 SCHOOLS

The Forest High School, located off Frenchs Forest Road, with an approximate student population of 750, has approximately 140 off-street spaces dedicated to staff, student and visitor parking.

#### 7.1.3 SHOPS AND RETAIL

Since the demolition of the Bantry Bay Shops, there is no significant strip retail or shops located in the Study Area. However, in proximity to the western boundary the Forestway Shopping Centre

located at the intersection of Forest Way and Warringah Road. The centre includes an ALDI and Woolworths supermarkets with around 50 additional other stores and a 400 space free car park.

In proximity to the eastern boundary lies the strip retail Skyline Shops located at the corner of Frenchs Forest East and Allambie Road. The shops have 20 dedicated on-street 2P 90 degree parking spaces.

#### 7.1.4 BUSINESS

A number of two and three storey business parks are located along Warringah Road between Wakehurst Parkway and Allambie Road as well as in the Skyline Place Precinct.

Each business park has dedicated off-street parking available for staff and visitors. is characterised by two to three storey office and warehouse buildings.

#### 7.1.5 PUBLIC TRANSPORT

Sydney Bus routes 136, 141, 169, 193 and Forest Bus Services route 280 as well as school bus services run through Frenchs Forest and now stop at the front of the Hospital on Frenchs Forest Road. These routes run East to Dee Why, Warringah Mall and Manly and West to Chatswood, Belrose and the City.

There is a major bus hub located at the corner of Forest Way and Rabbett Street which many city commuters use.

## 7.2 EXISTING PARKING CONTROLS

The existing parking controls and inventory located throughout each of the precincts is presented in Table 7-2.

Table 7-2 Parking inventory in each precinct

PRECINCT	TIME RESTRICTED	UNRESTRICTED	NO PARKING	NO STOPPING	TOTAL
Skyline Place		25			25
Rabbett Street		87	40	5	132
Frenchs Forest Road East		152	5	2	159
Warringah Road	59	169	119		347
Frenchs Forest Road West		268	24	7	299
<b>Total Spaces</b>	<b>59</b>	<b>701</b>	<b>188</b>	<b>14</b>	<b>982</b>

#### 7.2.1 TIME RESTRICTED

Time restricted parking is limited to 90-degree 2P (8.30am – 6.00pm Monday to Friday, 8.30am – 12.30pm Saturday) spaces located along Bantry Bay Road) in the Warringah Road Precinct.

#### 7.2.2 NO PARKING

Four types of *No Parking* spaces are located in the study area with the following time restrictions:

- Unrestricted. Sylvia Place (2) and Gladys Avenue (20) in the Frenchs Forest Road West Precinct, Nandi Avenue (5) in the Frenchs Forest Road East Precinct.
- 8.30am – 6.00pm Monday to Friday. Holland Crescent (40) in the Rabbett Street Precinct.
- 8.00am – 12.00pm Monday. Karingal Crescent (14) in the Warringah Road Precinct.
- 8.30am – 4.00pm Monday to Friday, 8.00am to 1.00pm Saturday. Bluegum Crescent (2) in the Frenchs Forest Road West Precinct, Karingal Crescent (60) and Akora Street (45) in the Warringah Road Precinct.

#### 7.2.3 NO STOPPING

The *No Stopping* spaces are located at Rabbett Street (7), Sylvia Place (2), Bluegum Crescent (2), Gladys Avenue (1) in the Rabbett Street and Frenchs Forest Road West Precincts, Nandi Avenue (1), Romford Road (1) in the Frenchs Forest Road East precinct.

### 7.3 ZONE OF INFLUENCE

To assess potential parking overspill and demand for on-street parking emanating from the Hospital, acceptable walking distances<sup>1</sup> should be considered. Previous research suggests the following distances can be used as a guideline for different parker user groups:

- Less than 250 m (< 3 minutes) for visitors, staff and contractors.
- Less than 400 m (< 5 minutes) for staff and contractors.
- Less than 600 m (< 10 minutes) for staff and more economical parking.

These walking distances are based on the surrounding topography and the assumption most people can walk 250 m in less than 5 minutes.

The average walking distance to each precinct and likelihood of Hospital parker user groups parking in these areas is known as the Zone of Influence (ZOI) which is summarised for each presented in Table 7-3.

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<sup>1</sup> VTPI 'Online TDM Encyclopaedia' (<http://www.vtpi.org/tdm>).

Table 7-3 Zone of Influence hospital parker groups for each precinct

PRECINCT	WALKING DISTANCE	LIKELIHOOD
<b>Skyline Place</b>	600 - 650 metres	<b>Highly unlikely</b> , on the outer distance level and hilly terrain.
<b>Rabbett Street</b>	850 - 950 metres	<b>Highly unlikely</b> , far exceeds walking distance guidelines.
<b>Frenchs Forest Road East</b>	400 - 700 metres	<b>Likely</b> , only western fringe likely for staff but hilly terrain.
<b>Warringah Road</b>	850 - 950 metres	<b>Likely</b> , along the eastern fringe Remainder far exceeds walking distance guidelines.
<b>Frenchs Forest Road West</b>	350 - 700 metres	<b>Likely</b> , for staff and a proportion of visitors.

Given these findings, the most likely precincts where the Hospital is impacting on-street parking are the Frenchs Forest Road West, Frenchs Forest East and Warringah Road precincts.

## 7.4 NBC COMPLAINTS AND SUGGESTIONS LOG

ARRB requested from NBC a copy of the log of complaints and suggestions received since the Hospital commenced operations.

While there were many complaints received during the construction phase, there was no evidence of any negative correspondence or requests since commissioning being logged by constituents.

## 7.5 INTERVIEWS WITH KEY STAKEHOLDERS

### 7.5.1 FOREST HIGH SCHOOL

A telephone interview with the Principal of Forest High School, Rosemary McDowall, was conducted to ascertain whether the hospital had impacted their parking since commencing operations.

The Principal stated the only real problem that had occurred was the increased incidence of Hospital visitors parking in their car park, which fronts Frenchs Forest Road, after 5.00pm. The School now lock the gates shut in the evenings which has solved the problem.

The high parking occupancy levels in the Rabbett Street precinct were discussed and the Principal supported the view that it was a result of commuter parking demand and not School students or staff as they provide ample parking on site.

### 7.5.2 THE HOSPITAL (HEALTHSCOPE)

Katie Fox, the Human Resources Coordinator Northern Beaches Hospital was interviewed to determine the number and method of allocation of staff and contractor parking as well as available capacity and occupancy of their on-site parking.

Data was provided to ARRB which included a list of all staff and contractors with access to the parking. All permanent nursing staff are currently automatically being charged for parking which

acts as an incentive to utilise the on-site parking facilities rather than the surrounding on-street parking. Parking utilisation data was also provided.

The key findings from a review of the data are that parking the NBH parking supply is sufficient to meet the parking demands associated with the Hospital. The utilisation data revealed there is always space available for staff, visitors and contractors.

In summary, parking overspill is not being created due to insufficient parking supply capacity on-site at the Northern Beaches Hospital.

## 7.6 UTILISATION SURVEYS

### 7.6.1 WEDNESDAY RESULTS

A summary of the Wednesday utilisation survey results is presented in Table 7-4

Table 7-4 Summary of Wednesday utilisation survey results

PRECINCT	AVERAGE OCCUPANCY	PEAK OCCUPANCY	TIME OF DAY	AVERAGE DURATION (HRS)
Skyline Place	73%	88%	1.00pm	5.8
Rabbett Street	72%	79%	8.30am	5.2
Frenchs Forest Road East	33%	37%	10.00am	2.2
Warringah Road	39%	41%	12.00pm / 2.00pm	2.8
Frenchs Forest Road West	44%	49%	10.30am	3.5

The precincts exhibiting high overall occupancy levels either exceeding or approaching the 85% threshold are Skyline Place and Rabbett Street.

Sections of the Frenchs Forest Road East, Frenchs Forest Road West and Warringah Road Precincts display high occupancy levels that are attributable to long-stay parking, in particular segments of the following roads:

- Sylvia Place, Bluegum Crescent, Cobb Street and Gladys Avenue (Frenchs Forest Road West Precinct).
- Nandi Avenue (Frenchs Forest Road East Precinct).
- Karingal Crescent, Akora Street and Primrose Avenue (Warringah Road Precinct).

Based on the precinct inspection visits, survey data, community feedback and ZOI calculations it is assumed the long-stay parker overspill and high on-street parking occupancy (around 80%) displayed in these road segments is attributable to the generators presented in Table 7-5.

Table 7-5 Long-stay parker overspill assumed generators

ROAD SEGMENT / PRECINCT	ASSUMED GENERATOR
Rabbett Street (Precinct)	Bus Commuters, Shopping Centre staff
Skyline Place (Precinct)	Business park staff
Sylvia Place, Bluegum Crescent, Gladys Avenue	Hospital staff, bus commuters. Forest High Staff, Students and visitors less frequently.
Nandi Avenue	Hospital staff, business park staff and bus commuters
Karingal Crescent, Akora Street, Primrose Avenue	Bus commuters

#### 7.6.2 SATURDAY RESULTS

A summary of the Saturday utilisation survey results is presented in Table 7-6

Table 7-6 Summary of Saturday utilisation survey results

PRECINCT	AVERAGE OCCUPANCY	PEAK OCCUPANCY	TIME OF DAY	AVERAGE DURATION (HRS)
<b>Skyline Place</b>	41%	52%	8.00am	2.4
<b>Rabbett Street</b>	30%	38%	1.00pm	2.3
<b>Frenchs Forest Road East</b>	31%	34%	11.30am / 3.00pm	1.8
<b>Warringah Road</b>	38%	50%	11.00am	2.5
<b>Frenchs Forest Road West</b>	41%	49%	1.30pm	3.1

Compared with the Wednesday survey results, the Saturday occupancy rates for the Skyline Place and Rabbett Street precincts are substantially lower suggesting there is a high level of commuter and business park staff parking demand during normal workdays.

#### 7.6.3 P PLATE SURVEY

At the request of NBC, additional surveys were undertaken to determine the extent of parking overspill from Forest High students that may be contributing to parking demand in the residential parking precinct containing Rabbett Street and Holland Crescent.

Those vehicles parked and displaying P plates were recorded. The spot survey revealed 2 vehicles were displaying P Plates in Holland Crescent and an additional 2 in Rabbett Street. Therefore, only 5% of the total vehicles could be attributed to P Plate drivers.

The results suggest demand from P plate drivers was minimal. Due to the close proximity of the precinct to a major bus transport hub, the high parking utilisation rate is considered to be attributable to city commuters rather than Forest High School students.

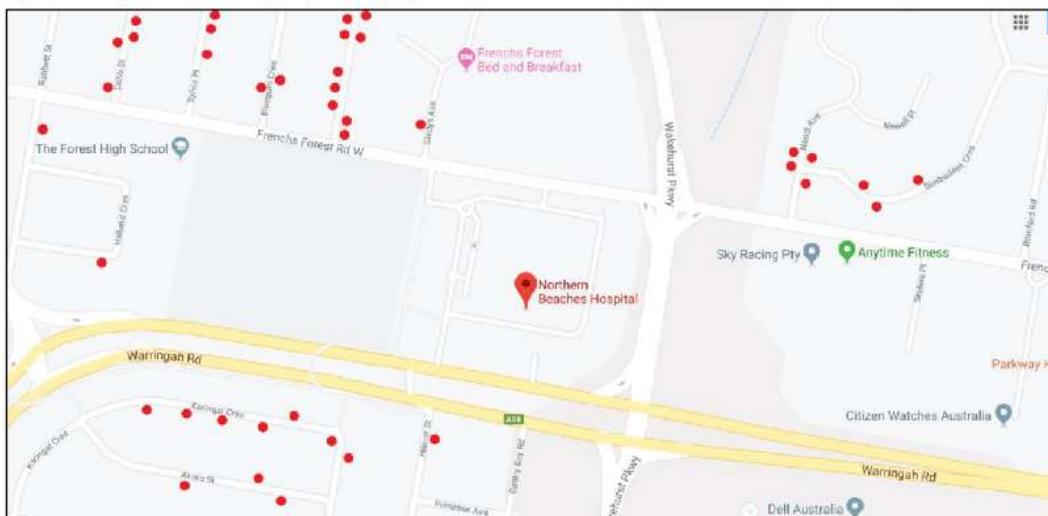
## 7.7 RESIDENT SURVEYS

336 copies of a letter inviting residents to participate in a survey were dropped in letter boxes throughout the Study Area. 38 responses were received which included 36 via the website and 2 via email, which represents an 11% sample of the Study Area. The full results of the Resident Parking Survey are provided as Appendix B in this report. The key findings derived from the responses to the survey questions are as follows:

*What is your residential street address?  
What is your nearest cross street?*

Figure 7-1 presents the origins of each survey response highlighted as red circles.

Figure 7-1 Origins of each survey response highlighted as red circles



*Do you have any off-street parking, if so for how many cars?*

The available parking total for all respondents was 78 spaces at an average of 2.16 per residence.

*How many cars do you own?*

The total for all respondents was 96 vehicles at an average of 2.67 per residence.

*Do you find it difficult to find parking in your street?*

The total number of responses for each choice is presented in Figure 7-2 25% of residents responded with *all the time*, while 31% responded *frequently*.

Figure 7-2 Survey responses to *Do you find it difficult to find parking in your street?*



*What do you think are the main reasons that parking is difficult near your home?*

The total number of responses for each choice is presented in Figure 7-3 The major reasons provided by respondents was *workers from surrounding businesses* (around 60%) and *commuters* (around 24%).

Figure 7-3 Survey responses *What do you think are the main reasons that parking is difficult near your home?*



*Do you have any additional comments or information?*

A summary of the responses received from residents referenced to the road segments they reside in is presented in Table 7-7

Table 7-7 Summary of comments received from residents reference to road segment origin.

ROAD SEGMENTS	REQUESTS / COMMENTS / INFORMATION PROVIDED
<b>Cobb Street, Sylvia Place, Bluegum Crescent, Gladys Avenue</b>	2P zones with resident permit parking scheme Needs increased enforcement Hospital staff parking in street Difficult for guests to park on weekends No visitor parking available due to hospital staff parking Conditions precedent for parking arrangements set by the Director General have not been satisfied Commuters parking all day People are parking in the areas marked with yellow lines Safety issues with cars parking on both sides of the streets Safety issues attempting to enter Frenchs Forest Road
<b>Bimbadeen Crescent, Nandi Avenue</b>	Hospital staff parking across driveways Traffic congestion due to both sides of street being parked, Need to wait at home until congestion slows down before attempting to leave Sky Racing and Hospital staff parking in street Commuter traffic damaging roads Need time zones, resident and visitor parking Driver safety issues arising.
<b>Holland Crescent</b>	2P zones with resident permit parking scheme Commuter/staff parking occurring
<b>Karingal Crescent, Akora Street, Hilmer Street, Primrose Avenue</b>	2P zones with resident permit parking scheme Hospital staff parking in street People parking across driveways Need more <i>No Parking</i> on north side of Karingal Crescent

## 7.8 SUMMARY OF FINDINGS

The key findings from the Study are summarised below.

- The Forest High School, located off Frenchs Forest Road, has approximately 140 off-street parking spaces dedicated to staff, student and visitor parking. NBH, located off Frenchs Forest and Warringah Roads adjacent to Forest High School, has 1,400 off-street spaces dedicated to staff, contractor and visitor parking.
- A number of two and three storey business parks are located along Warringah Road, between Wakehurst Parkway and Allambie Road, as well as in the Skyline Place Precinct. Each business park has dedicated off-street parking available for staff and visitors.
- Since the demolition of the Bantry Bay Shops, there is no significant strip retail or shops located in the Study Area. However, in proximity to the western boundary, is the Forestway Shopping Centre located at the intersection of Forest Way and Warringah Road. The centre includes an ALDI and Woolworths supermarkets with around 50 additional other stores and a 400 space free car park.

- The NBH car park offers concessional discounts with up to 3 hours free and daily multiple uses are available for regular patients and visitors. NBH staff are provided with heavily discounted parking rates with the opportunity to salary sacrifice fortnightly payments.
- While there is sufficient off-street parking supply to meet parker demand at the Forest high School and NBH, there is insufficient off-street parking supply to meet the parking demands of commuters and some of the business parks. Parking overspill is not being created due to insufficient parking supply on-site at the NBH.
- While Healthscope advise all permanent staff are currently automatically being charged for parking, the evidence suggests both permanent and part-time staff are parking on-street to avoid the cost of parking.
- The Sydney Bus 169 city service has been re-routed to pass by the NBH along Frenchs Forest Road to and from the city. There is a major bus hub located at the corner of Forest Way and Rabbett Street which many city commuters use.
- While there were many complaints received by NBC during the construction phase, there was no evidence of any negative correspondence or requests since commissioning being logged by constituents. The Forest High School stated the only real problem that had occurred was the increased incidence of Hospital visitors parking in their car park, which fronts Frenchs Forest Road, after 5.00pm. The School now lock the gates shut in the evenings which has solved the problem
- The estimated Zone of Influence (ZOI) suggests the most likely precincts where the Hospital is impacting on-street parking are the Frenchs Forest Road West, Frenchs Forest Road East and Warringah Road precincts.
- The existing parking controls enforced by NBC are 2P **Time Restricted** (8.30am – 6.00pm Monday to Friday, 8.30am – 12.30pm Saturday) which is limited to 59 spaces located along Bantry Bay Road; four types of **No Parking** including unrestricted. 8.30am – 6.00pm Monday to Friday, 8.00am – 12.00pm Monday, 8.00am – 12.00pm Monday, 8.30am – 4.00pm Monday to Friday, 8.00am and 1.00pm Saturday totally 188 spaces; and, 14 **No Stopping spaces**.
- The on-street parking supply in the Study Area **totals 982 spaces** consisting of **59 Time Restricted; 701 Unrestricted; 188 No Parking; and, 14 No Stopping**.
- The precincts exhibiting high overall occupancy levels either exceeding or approaching the 85% threshold are Skyline Place and Rabbett Street.
- Compared with the Wednesday survey results, the Saturday occupancy rates for the Skyline Place and Rabbett Street precincts are substantially lower suggesting there is a high level of commuter and business park staff parking demand during normal workdays.
- Sections of the Frenchs Forest Road East, Frenchs Forest Road West and Warringah Road Precincts display high occupancy levels (around 80%) that are attributable to long-stay parking. More specifically, segments of Sylvia Place; Bluegum Crescent; Gladys Avenue; Nandi Avenue; Karingal Crescent; and, Akora Street.
- The Bantry Bay Road 2P parking is only averaging around 50% midweek daily occupancy.
- The P Plate survey conducted in the Babbett Street precinct revealed demand from student P Plate drivers was minimal. Due to the proximity of the precinct to a major bus transport

hub, the high parking utilisation rate is considered to be attributable to city commuters rather than Forest High School students.

- The available off-street parking total for all respondents of the Resident Parking Survey was 78 spaces at an average of 2.16 per residence. The total vehicles owned by the same respondents was 96 vehicles at an average of 2.67 per residence.
- 31% of residents responded they *frequently* found it difficult to find parking in their street, while 25% responded *all the time*. The major reasons provided by respondents were *workers from surrounding businesses* (around 60%) and *commuters* (around 24%).
- A synopsis of the comments and suggestions received from residents includes: introduce 2P zones with Resident Permit Parking; Hospital and business park staff as well as commuters are parking in the streets; no visitor parking available due to hospital staff parking; safety issues are arising with cars parking on both sides of the streets and attempting to enter Frenchs Forest Road; cars parking across driveways; need more *No Parking and Visitor* zones; parking causing localised traffic congestion; and, needs increased enforcement.

## 8 RECOMMENDATIONS

The extent of long-stay parker overspill stemming from the Hospital is not a systemic problem for residents when examining the occupancy levels of the entire Study Area, or in fact, the entire precincts nominated to be considered in the Study. Determining parking utilisation using this whole precinct approach can sometimes skew results and often does not present the real picture for local streets and parking demand hotspots.

There are road segments and streets in Frenchs Forest currently experiencing high levels of parker overspill from surrounding businesses, facilities and commuters including the NBH. It is attributable to a finite supply of on-street parking combined with insufficient off-street parking supply for some long stay parker user groups.

Additionally, the introduction of paid parking at the NBH has encouraged a minority of NBH staff and contractors to seek free parking alternatives off-site, however remote the location. This behaviour is impacting the availability of on-street parking in the surrounding residential streets. Not only is it increasing traffic congestion but also creating safety issues. The Parking Management Strategy needs to consider all of the localised issues and constraints within each Precinct.

ARRB provide the following recommendations.

### 8.1 PARKING HIERARCHY

To enable equitable sharing of parking resources, it is necessary for NBC to identify all the different parking user groups and prepare a parking hierarchy.

The parking hierarchy assumes there are no other competing interests for the kerbside or off-street parking spaces e.g. pedestrian paths and footpath trading or eating, bus priority or cycle lanes.

Table 8-1. presents the recommended parking hierarchy to be adopted by NBC. Long-stay commuters and facility users (such as Hospital staff) are given low priority for on-street parking compared with high priority for off-street parking.

Table 8-1 Recommended parker user hierarchy for Frenchs Forest

PRIORITY	OUTSIDE TOWN CENTRE PARKING	
	On-street	Off-street
<b>Highest</b> 	Public transport	Long-stay commuter, facility user
	Residents	Short to medium-stay
	Short to medium-stay	Drop-off/pick-up
	Disability permit holders	Park and Ride
	Loading	Residents,
	Drop-off/pick up & motorcycle/scooter & cyclists	Motorcycle/scooter
<b>Lowest</b>	Long-stay commuter, facility users	Disability permit holders & loading & cyclists
<b>Not allowed in this zone</b>		Public transport

## 8.2 TIME RESTRICTED PARKING ZONES.

The introduction of additional time restricted parking zones in the road segments that are being utilised by Hospital staff for on-street long-stay parking will compel this parker group to make a decision.

Two parking choices will be available to these parkers, either search for even more remote parking (which will add time to their daily commute to and from work), or to take advantage of the convenience of the NBH on-site parking and accept the parking fees. The tolerances stemming from the ZOI of individual parkers within this group vary, however, it is forecast the majority will change their parking habits and commence using the NBH car park as the risk of receiving infringement notices increases combined with the additional daily commute time. Additionally, a proportion of this parker group will commence using the 10P spaces to be introduced along Bantry Bay Road as described in Section 8.6 of the Report.

It is recommended the following road segments be converted to 2P (8.30am – 6.00pm Monday to Friday, 8.30am – 12.30pm Saturday): Gladys Avenue; Bluegum Crescent; Sylvia Place; Cobb Street; Gidya Street; Nandi Avenue (up to the Newell Place junction); Bimbadeen Crescent (up to the Ilford Road junction).

## 8.3 RESIDENT PERMIT PARKING SCHEME

All residents in the Study Area currently have access to at least one, and most have two off-street car parking spaces. Residential parking policy and permit schemes should manage the demands of resident and visitor parking, whilst discouraging motor vehicle use. Enforcement must ensure that access is not blocked to residents' off-street parking.

It is doubtful whether the RMS would approve the introduction of a RPPS. Rather it is more beneficial to increase parking controls in specific areas to ensure increased availability of short stay parking for visitors, carers and contractors.

The introduction of a RPPS will encourage car ownership and lead to increased congestion. Given the overwhelming majority of residences have adequate off-street parking, the introduction of a RPPS is not recommended.

## 8.4 NO PARKING ZONES.

There are currently four different types of *No Parking* zones with varying time restrictions. These different time restrictions have been implemented to deal with localised issues arising on a street by street basis. However, they can be confusing, especially for visitors to the different precincts.

It is recommended NBC consider rationalising these restrictions with a view to retaining only the unrestricted and one other time restricted classification.

## 8.5 NO STOPPING ZONES

To further mitigate the safety risk of local traffic attempting to enter Frenchs Forest Road by improving the line of sight of drivers and vehicle manoeuvrability, additional *No Stopping* zones should be introduced. Currently, in some areas especially when 4WD vehicles are parked near to the intersections, residents are finding it difficult to safely enter Frenchs Forest Road.

It is recommended at least 2 *No Stopping* spaces are maintained on either side of the following local roads where they intersect with Frenchs Forest Road: Rabbett Street; Cobb Street; Sylvia Place; Blue Gum Crescent; Gladys Avenue; Nandi Avenue; Romford Road.

## 8.6 BANTRY BAY ROAD

The 2P time restricted parking area located along Bantry Bay Road Set is currently underutilised, averaging around 50% occupancy. As the strip retail and shops in Bantry Bay Road have been demolished, the necessity to provide 59 2P spaces no longer exists. Current demand for short-stay parking suggests half the current supply will be sufficient. Conversely, there is currently strong demand for long-stay parking in this location from commuters and Hospital staff.

It is recommended 30 spaces be converted from 2P to 10P to provide additional long-stay parking capacity. To support this initiative NBC is to communicate the change in parking arrangements to the public as well as NBH.

## 8.7 PAID PARKING

There is no current evidence to support the introduction of paid parking in any of the precincts. The only existing time restricted parking area in Bantry Bay Road displays a high level of compliance.

It is not best practice to introduce paid parking where high compliance with time restricted parking exists or where time restricted parking is not currently implemented. The implementation of paid parking at NBH will inevitably lead to the introduction of on-street paid parking sometime in the future as Forestway Shopping Centre follows suit and visitors and residents accept the fact that all parking facilities are provided at a cost. The introduction of paid on-street parking will be the final deterrent to NBH staff parking overspill onto the surrounding streets.

Increasing the extent of time restricted parking should currently be the priority strategy and first step as the initial deterrence. A recommendation from the follow up monitoring report, to be delivered within six months of implementation of this strategy, may well be implementation of paid parking if the Strategy has not achieved the desired outcomes. However, it would be premature at this stage.

The introduction of paid parking is not recommended.

## 8.8 ENFORCEMENT

The effectiveness of time restricted parking is reliant upon enforcement and consequent compliance. The expansion of existing parking controls will require a commensurate increase in parking patrols and enforcement.

While the enforcement of the 2P parking zone appears adequate, feedback from residents suggests the patrolling of other areas and zones is inadequate.

ARRB recommends the frequency and efficiency of patrols and enforcement of all existing parking controls be increased including the recommended new *time restricted parking*, *no parking* and *no stopping* zones.

## 8.9 COMMUTER PARKING

NBC is to investigate whether there is suitable land or a location available, such as Forestway Shopping Centre, available to develop additional commuter parking in collaboration with the State Government and key stakeholders.

The commuter parking needs to be located within close proximity to the major bus hubs. Similar business rules to those prevailing at the Dee Why PCYC car park should be employed in managing the car park.

### 8.10 EVIDENCE BASED APPROACH

An evidence-based approach should be adopted by NBC to develop a framework for consistent and transparent decision-making to promote the efficient, fair and equitable use of available street parking to where and when pricing and time restrictions need to be introduced.

This will require undertaking parking surveys on a regular basis to establish parking demands and availability during these periods as well as measuring parking occupancy, turnover and compliance to the existing controls.

Additionally, it will require improved levels of engagement between the key stakeholders being NBH, NBC and residents to keep abreast of all of the concerns and issues.

It is recommended further parking utilisation and demand surveys be undertaken within six months and every two years thereafter, or when special circumstances apply such as a major property development leading to a change in land use occurs.

### 8.11 INFRASTRUCTURE REQUIREMENTS

Additional supporting infrastructure will be required to implement the initiatives, if adopted by the Local Traffic Committee. This will include the infrastructure and works required on-street as well as the infrastructure NBC deem necessary to improve the efficiency of current enforcement and subsequent compliance as follows:

#### On-street

- Street signage.
- Civil works associated with the installation of the signage
- Pavement and line marking as required

#### Enforcement

- Mobile Licence Plate recognition cameras, software and hand-held units.
- The installation of parking sensor technology
- Bay marking required for sensor technology

It is worth noting, the data derived from the installation of the parking sensor technology will provide NBC with live streamed data which can be used to monitor occupancy and support a proactive evidence based approach to on-street parking management as described in Section 8.10 of the Report.

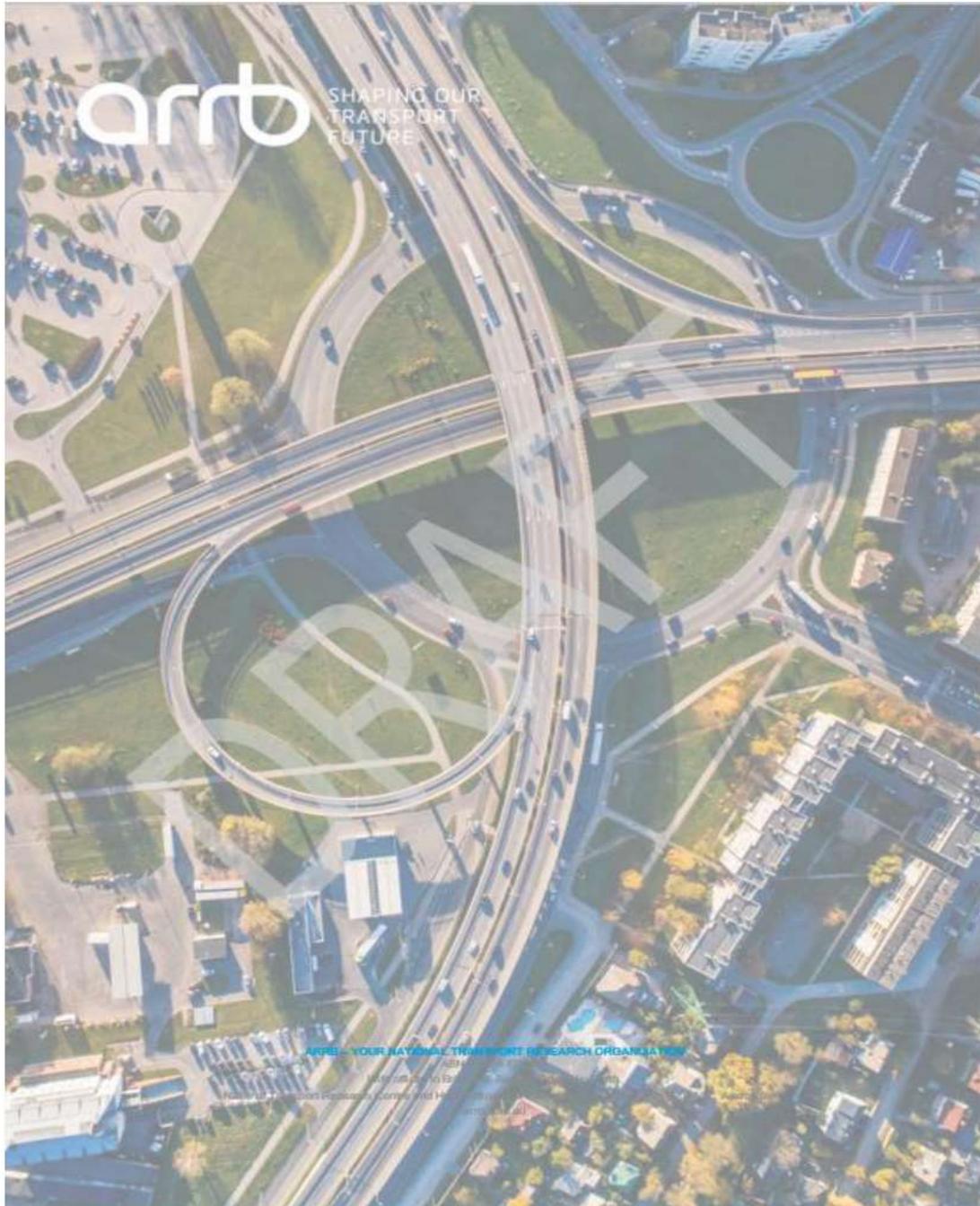
### 8.12 ENGAGEMENT AND EDUCATION

An education program undertaken by NBC needs to be aimed at all stakeholders including planners, developers, designers, retailers, tenants, elected officials and council officers, business and community groups, students, residents, visitors, commuters, and the general public. Education and appreciation of the unsustainability of current parking demand should be available and regularly communicated in Council's publications.

### 8.13 MOVING FORWARD

It is recommended the Report be forwarded to NSW Health Infrastructure and then Department of Planning for final review and later endorsement by the Local Traffic Committee.

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# 1 METHODOLOGY

An analysis of the supply and demand survey data collected has been used as the basis for comment in this section.

## 1.1 PARKING INVENTORY

Prior to the surveys, a basic parking inventory was developed. The inventory generally will cover the number of parking bays, applicable time and other restrictions.

## 1.2 SURVEY TIMES

The parking demand and utilisation surveys were conducted on Wednesday 19 June and the following Saturday 22 June at half-hourly intervals from 8 am to 6 pm on both days.

## 1.3 TECHNOLOGY AND DATA COLLECTION

Right of Way (ROW) survey vehicles were engaged to undertake the surveys. **Error! Reference source not found.** below presents an image of an ROW survey vehicle and Figure 1.2 confirms the camera configuration used to capture the data.



Figure 1-1 ROW vehicle

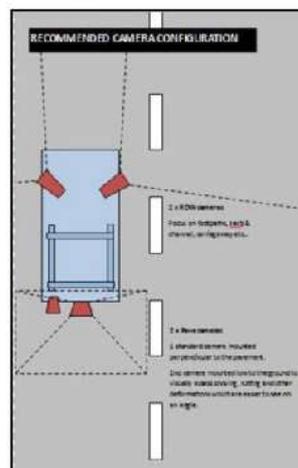


Figure 1-2 Camera configuration

The ROW vehicles captured data for the parking inventory and assets. The HD video was analysed off-site and the parking supply and restrictions were extracted. The vehicles circulated the area each hour and collected parking demand and duration of stay information.

The HD video is GPS tagged, and to achieve maximum accuracy, the algorithm uses multiple GPS receiver and extrapolations from multiple spatial points. The GPS accuracy is less than one meter.

#### **1.4 P PLATE FOLLOW UP SPOT SURVEY**

A follow up spot survey was undertaken of the Rabbett Street Precinct to determine whether the high midweek utilisation established from the initial video surveys was attributable to students from Forest High School parking in the precinct.

The spot survey entailed a physical count of vehicles parking in the Precinct from 9.30 am to 10.00 am on Wednesday, August 2019, both with and without P Plates attached to the vehicles.

## 2 SURVEY PRECINCTS

The study area was divided into 5 precincts. The location and extent of the 5 parking survey precincts are shown in Figure 2-1.

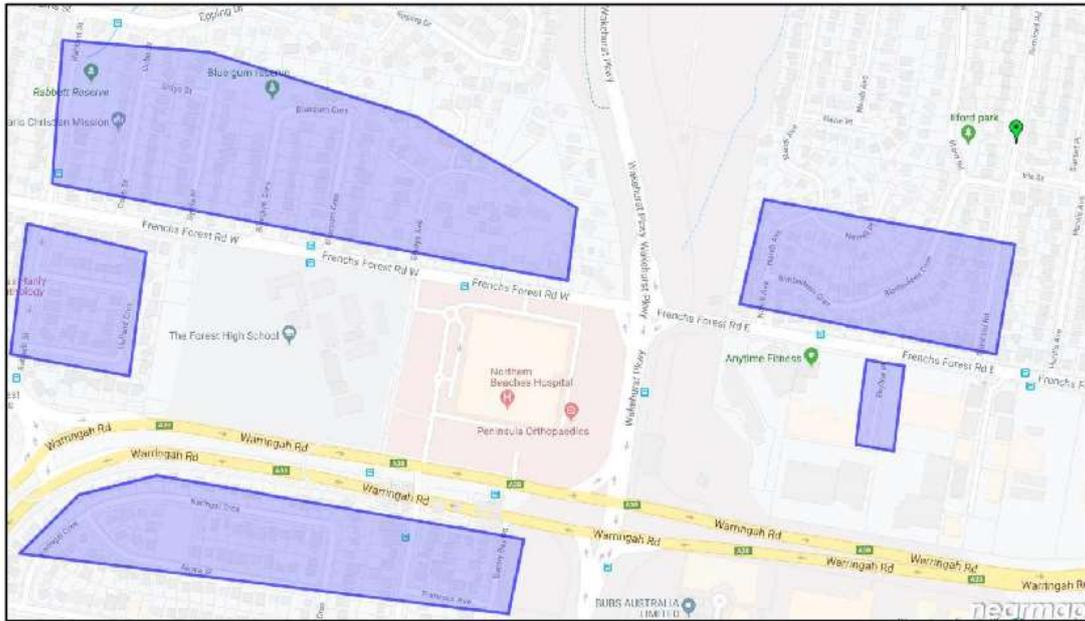


Figure 2-1 Parking survey precincts

## 3 RESULTS

A basic inventory of parking supply was developed using a combination of camera recognition software, site inspection and a review of existing information.

The parking duration surveys were conducted by Trans Traffic Survey (TTS), a subcontractor of ARRB, on Wednesday 19 June, 2019, and Saturday 22 June, 2019, between 8.00am and 6.00pm at 30 minute time intervals on both days. Automatic licence plate recognition (ANPR) technology was used to survey the study area. This comprised an unobtrusive camera which was attached to a vehicle.

### 3.1 PARKING SUPPLY SURVEY

A detailed inventory of current parking facilities was prepared. The time restrictions for all parking was recorded in the inventory.

The following was included:

- On-street time-restricted parking.
- On-street unrestricted parking.
- On-street no parking.
- On-street no stopping.

### 3.2 PARKING UTILISATION SURVEY

This survey investigated:

- Car parking demand at various times of the day.
- Average parking demand.
- Peak car parking demand and time period.
- Bay turnover.
- Car parking duration of stay.
- Driver compliance with local parking restrictions.

### 3.3 SKYLINE PLACE PRECINCT

The Skyline Place precinct is presented in Figure 3-1.



Figure 3-1 Skyline Place precinct

#### 3.3.1 PARKING SUPPLY SURVEY

The supply survey identified 25 parking spaces within the precinct. A summary of the overall parking supply in the precinct is provided in Table 3-1, while Figure 3-2 shows the distribution of parking types in pie chart format.

Table 3-1 Parking inventory within the precinct

Parking Type	Parking Spaces	% of Total
Time-restricted parking	0	0%
Unrestricted parking	25	100%
No parking	0	0%
No stopping	0	0%
<b>Total overall supply</b>	<b>25</b>	<b>100%</b>



Figure 3-2 Distribution of parking types

### 3.3.2 DURATION, TURNOVER AND DEMAND

Table 3-2 and Figure 3-3 present the half-hourly parking occupancy of the precinct.

Table 3-2 Skyline Place precinct half-hourly occupancy

Time	Occupancy			
	Occupied bays		% Occupied	
	Wednesday	Saturday	Wednesday	Saturday
8:00	20	13	80%	52%
8:30	21	9	84%	36%
9:00	21	9	84%	36%
9:30	20	10	80%	40%
10:00	20	10	80%	40%
10:30	21	9	84%	36%
11:00	21	8	84%	32%
11:30	20	8	80%	32%
12:00	21	8	84%	32%
12:30	21	8	84%	32%
13:00	22	11	88%	44%
13:30	22	12	88%	48%
14:00	21	10	84%	40%
14:30	17	10	68%	40%
15:00	17	10	68%	40%
15:30	17	11	68%	44%
16:00	15	10	60%	40%
16:30	14	12	56%	48%
17:00	11	12	44%	48%
17:30	11	12	44%	48%
18:00	11	11	44%	44%

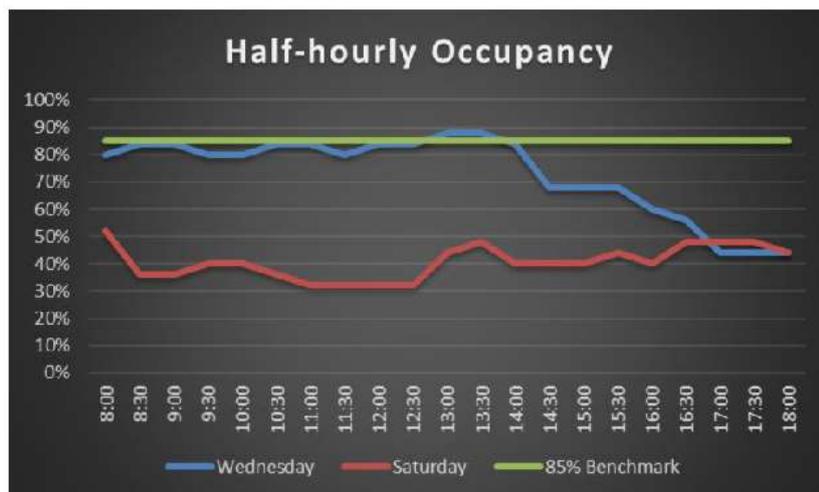


Figure 3-3 Half-hourly occupancy

Table 3-3 presents the average and peak overall occupancy for the Skyline Place precinct.

Table 3-3 Parking capacity and occupancy

Capacity	Average Occupancy		Peak Occupancy	
	Wednesday	Saturday	Wednesday	Saturday
25	73%	41%	88%	52%

Figure 3-4 presents the average and peak occupancy in comparison to the optimal 85% occupancy rate.

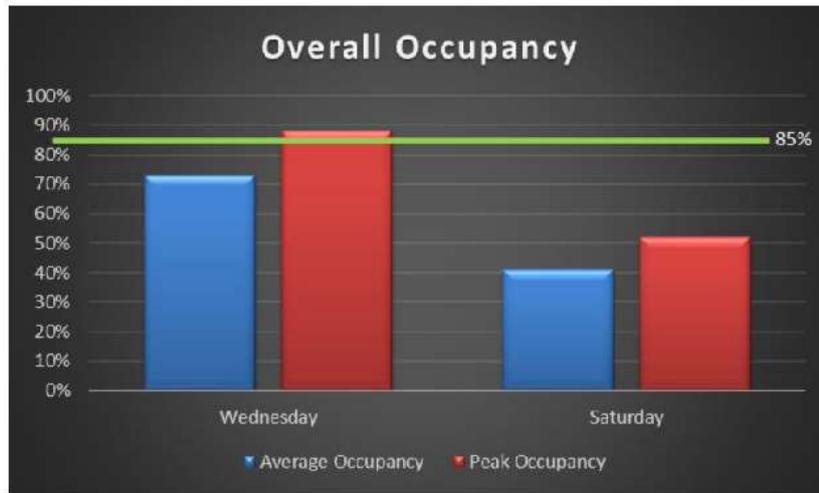


Figure 3-4 Occupancy comparison

Table 3-4 and Figure 3-5 present the Wednesday and Saturday duration of stay for the Skyline Place precinct.

Table 3-4 Duration of stay

Time	Length of Stay	
	Wednesday	Saturday
0-1 hr	5	6
1-2 hrs	5	4
2-4 hrs	3	7
4-6 hrs	4	4
6-8 hrs	7	2
8 hrs +	10	4
<b>Total</b>	<b>34</b>	<b>27</b>
<b>Turnover per bay</b>	<b>1.4</b>	<b>1.1</b>
<b>Average length of stay (hours)</b>	<b>5.8</b>	<b>2.4</b>

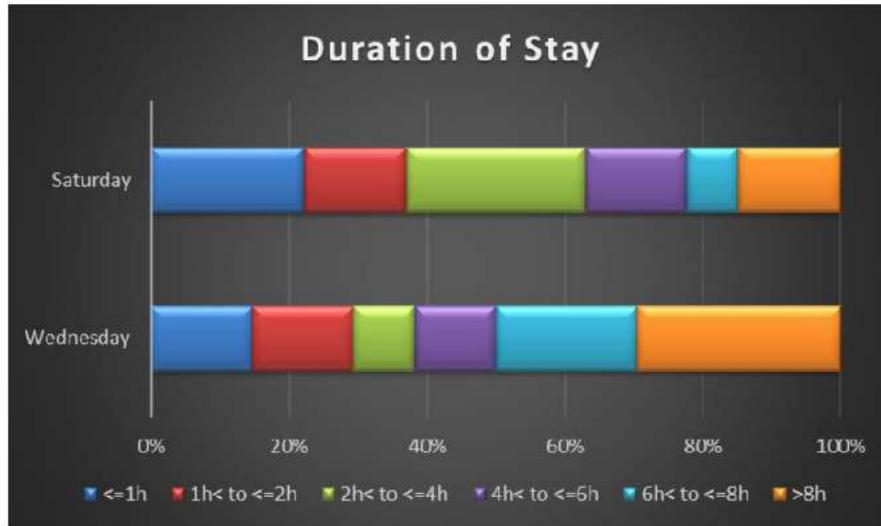


Figure 3-5 Duration of stay

### 3.3.3 SUMMARY OF KEY FINDINGS

The key findings derived from the surveys are as follows:

- There are 25 parking spaces located within the precinct. Of these, 0% are time-restricted and 100% are unrestricted.
- Peak occupancy is 88% on a Wednesday from 1.00pm to 2.00pm and 52% on a Saturday with peak demand occurring at 8.00am.
- The average length of stay is 5.8 hours on a Wednesday. The average length of stay on a Saturday is 2.4 hours.

### 3.4 RABBETT STREET PRECINCT

The Rabbett Street precinct is presented in Figure 3-6.

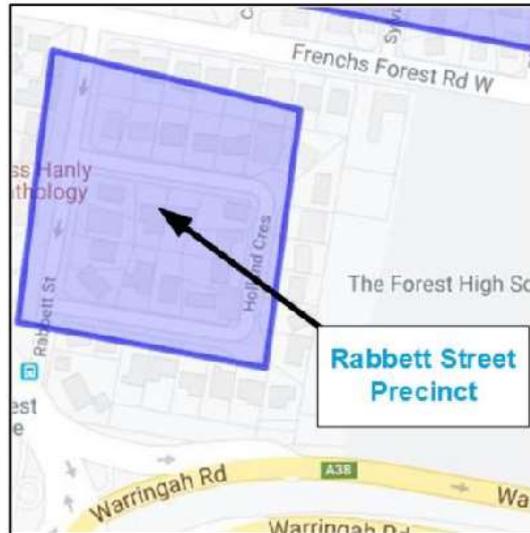


Figure 3-6 Rabbett Street precinct

#### 3.4.1 PARKING SUPPLY SURVEY

The supply survey identified 132 parking spaces within the precinct. A summary of the overall parking supply in the precinct is provided in Table 3-5, while Figure 3-7 shows the distribution of parking types in pie chart format.

Table 3-5 Parking inventory within the precinct

Parking Type	Parking Spaces	% of Total
Time-restricted parking	0	0%
Unrestricted parking	87	66%
No parking	40	30%
No stopping	5	4%
<b>Total overall supply</b>	<b>132</b>	<b>100%</b>



Figure 3-7 Distribution of parking types

### 3.4.2 DURATION, TURNOVER AND DEMAND

Table 3-6 and Figure 3-8 present the half-hourly parking occupancy of the precinct. It should be noted that the available capacity was 87 bays on Wednesday and 127 bays on Saturday.

Table 3-6 Rabbett Street precinct half-hourly occupancy

Time	Occupancy			
	Occupied bays		% Occupied	
	Wednesday	Saturday	Wednesday	Saturday
8:00	67	34	77%	27%
8:30	69	34	79%	27%
9:00	67	34	77%	27%
9:30	63	35	72%	28%
10:00	64	35	74%	28%
10:30	64	38	74%	30%
11:00	65	42	75%	33%
11:30	64	43	74%	34%
12:00	65	44	75%	35%
12:30	65	44	75%	35%
13:00	65	48	75%	38%
13:30	65	45	75%	35%
14:00	65	45	75%	35%
14:30	66	45	76%	35%
15:00	65	46	75%	36%
15:30	64	39	74%	31%
16:00	61	35	70%	28%
16:30	60	30	69%	24%
17:00	59	29	68%	23%
17:30	47	26	54%	20%
18:00	47	26	54%	20%

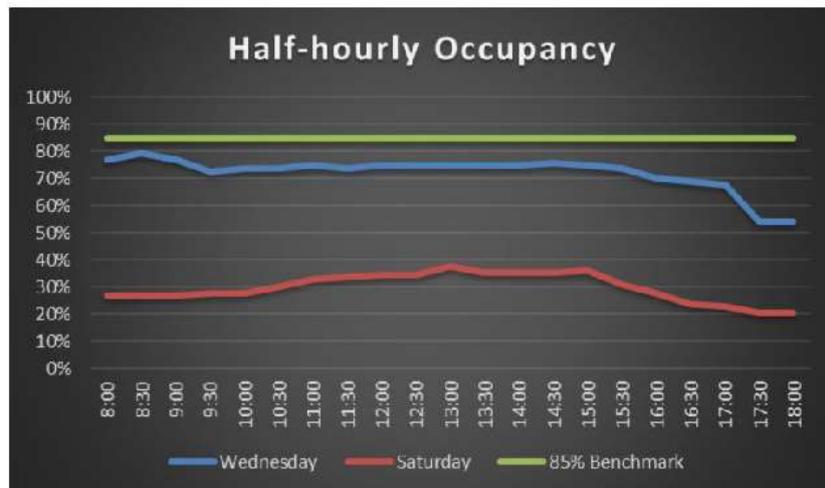


Figure 3-8 Half-hourly occupancy

Table 3-7 presents the average and peak overall occupancy for the Rabbett Street precinct.

Table 3-7 Parking capacity and occupancy

Capacity		Average Occupancy		Peak Occupancy	
Wednesday	Saturday	Wednesday	Saturday	Wednesday	Saturday
87	127	72%	30%	79%	38%

Figure 3-9 presents the average and peak occupancy in comparison to the optimal 85% occupancy rate.

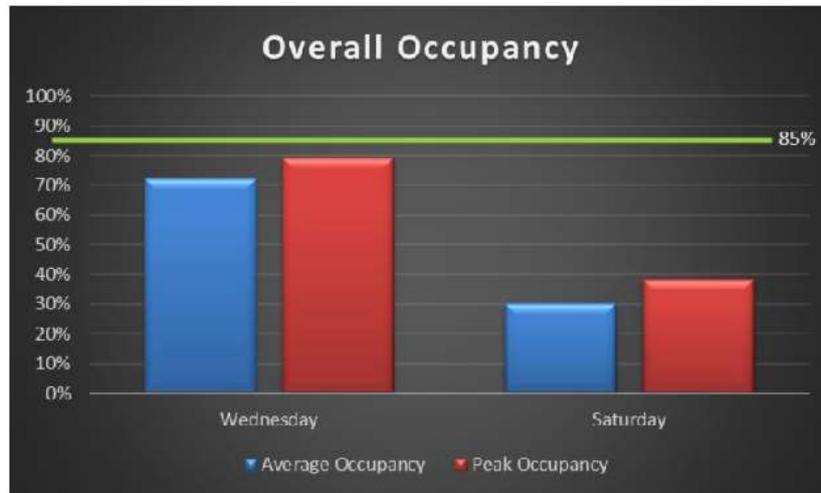


Figure 3-9 Occupancy comparison

Table 3-8 and Figure 3-10 present the Wednesday and Saturday duration of stay for the Rabbett Street precinct.

Table 3-8 Duration of stay

Time	Length of Stay	
	Wednesday	Saturday
0-1 hr	12	10
1-2 hrs	13	9
2-4 hrs	15	18
4-6 hrs	13	14
6-8 hrs	14	18
8 hrs +	41	12
<b>Total</b>	<b>108</b>	<b>81</b>
<b>Turnover per bay</b>	<b>1.3</b>	<b>0.7</b>
<b>Average length of stay (hours)</b>	<b>5.2</b>	<b>2.3</b>

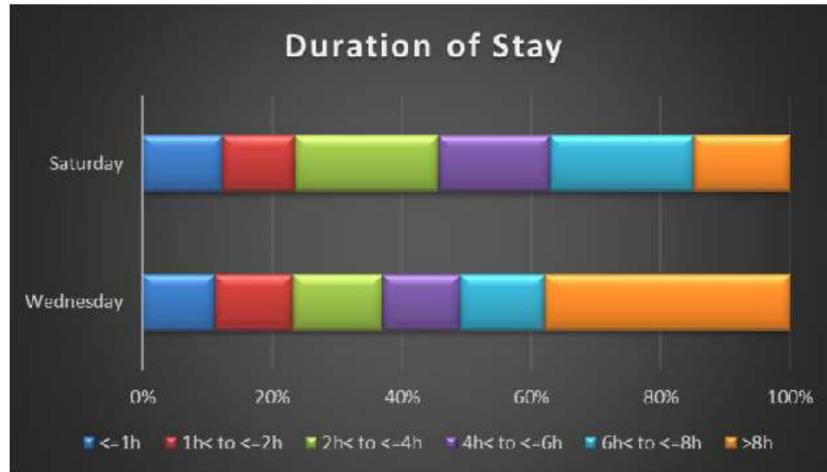


Figure 3-10 Duration of stay

### 3.4.3 SUMMARY OF KEY FINDINGS

The key findings derived from the surveys are as follows:

- There are 132 parking spaces located within the precinct. Of these, 0% are time-restricted and 66% are unrestricted.
- Peak occupancy is 79% on a Wednesday at 8.30am and 38% on a Saturday with peak demand occurring at 1.00pm.
- The average length of stay is 5.2 hours on a Wednesday. The average length of stay on a Saturday is 2.3 hours.

### 3.4.4 P PLATE SPOT SURVEY

At the request of NBC, additional surveys were undertaken to determine the extent of parking overspill from Forest High students that may be contributing to parking demand in the residential parking precinct containing Rabbett Street and Holland Crescent.

Those vehicles parked and displaying P plates were recorded. The spot survey revealed 2 vehicles were displaying P Plates in Holland Crescent and an additional 2 in Rabbett Street. Therefore, only 5% of the total vehicles could be attributed to P Plate drivers.

The results suggested demand from P plate drivers was minimal. Due to the proximity of the precinct to a major bus transport hub, the high parking utilisation rate is considered to be attributable to city commuters rather than Forest High School students.

### 3.5 FRENCHS FOREST ROAD EAST PRECINCT

The Frenchs Forest Road East precinct is presented in Figure 3-11.

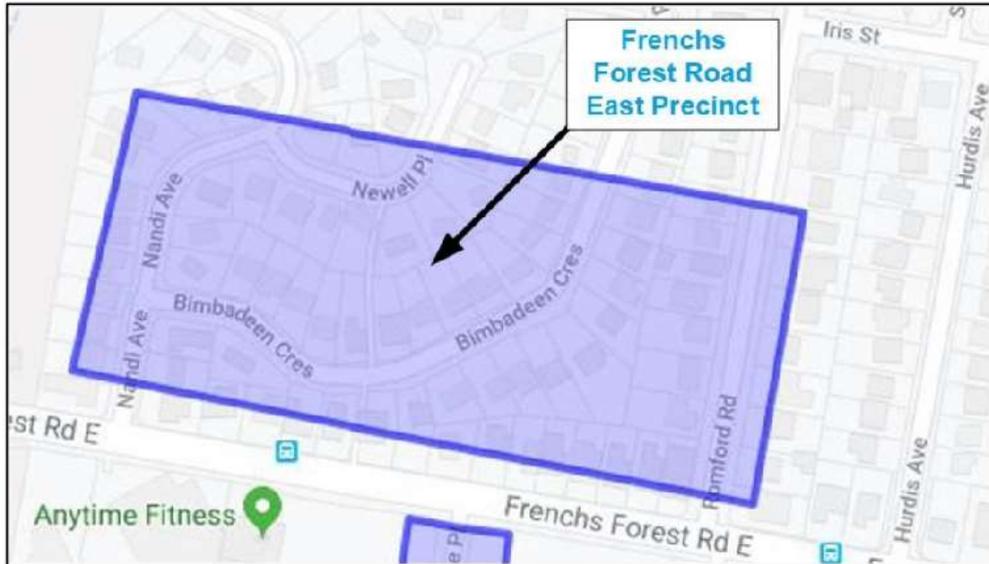


Figure 3-11 Frenchs Forest Road East precinct

#### 3.5.1 PARKING SUPPLY SURVEY

The supply survey identified 159 parking spaces within the precinct. A summary of the overall parking supply in the precinct is provided in Table 3-9, while Figure 3-12 shows the distribution of parking types in pie chart format.

Table 3-9 Parking inventory within the precinct

Parking Type	Parking Spaces	% of Total
Time-restricted parking	0	0%
Unrestricted parking	152	96%
No parking	5	3%
No stopping	2	1%
<b>Total overall supply</b>	<b>159</b>	<b>100%</b>



Figure 3-12 Distribution of parking types

### 3.5.2 DURATION, TURNOVER AND DEMAND

Table 3-10 and Figure 3-13 present the half-hourly parking occupancy of the precinct.

Table 3-10 Frenchs Forest Road East precinct half-hourly occupancy

Time	Occupancy			
	Occupied bays		% Occupied	
	Wednesday	Saturday	Wednesday	Saturday
8:00	51	50	34%	33%
8:30	51	49	34%	32%
9:00	53	42	35%	28%
9:30	53	43	35%	28%
10:00	56	47	37%	31%
10:30	55	48	36%	32%
11:00	53	48	35%	32%
11:30	53	51	35%	34%
12:00	53	48	35%	32%
12:30	54	46	36%	30%
13:00	49	42	32%	28%
13:30	50	46	33%	30%
14:00	54	50	36%	33%
14:30	55	49	36%	32%
15:00	54	51	36%	34%
15:30	48	48	32%	32%
16:00	44	49	29%	32%
16:30	44	48	29%	32%
17:00	45	45	30%	30%
17:30	44	42	29%	28%
18:00	41	41	27%	27%

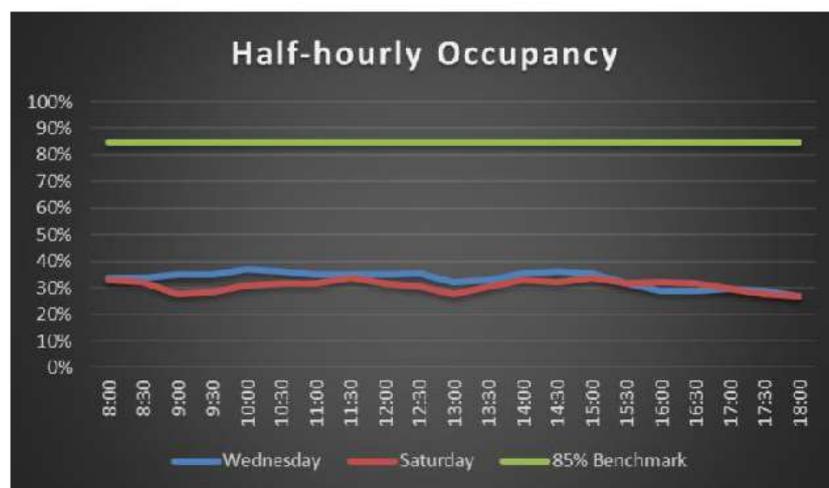


Figure 3-13 Half-hourly occupancy

Table 3-11 presents the average and peak overall occupancy for the Frenchs Forest Road East precinct.

Table 3-11 Parking capacity and occupancy

Capacity	Average Occupancy		Peak Occupancy	
	Wednesday	Saturday	Wednesday	Saturday
152	33%	31%	37%	34%

Figure 3-14 presents the average and peak occupancy in comparison to the optimal 85% occupancy rate.



Figure 3-14 Occupancy comparison

Table 3-12 and Figure 3-15 present the Wednesday and Saturday duration of stay for the Frenchs Forest Road East precinct.

Table 3-12 Duration of stay

Time	Length of Stay	
	Wednesday	Saturday
0-1 hr	18	24
1-2 hrs	17	18
2-4 hrs	23	16
4-6 hrs	24	23
6-8 hrs	13	9
8 hrs +	20	21
<b>Total</b>	<b>115</b>	<b>111</b>
<b>Turnover per bay</b>	<b>0.7</b>	<b>0.7</b>
<b>Average length of stay (hours)</b>	<b>2.2</b>	<b>1.8</b>

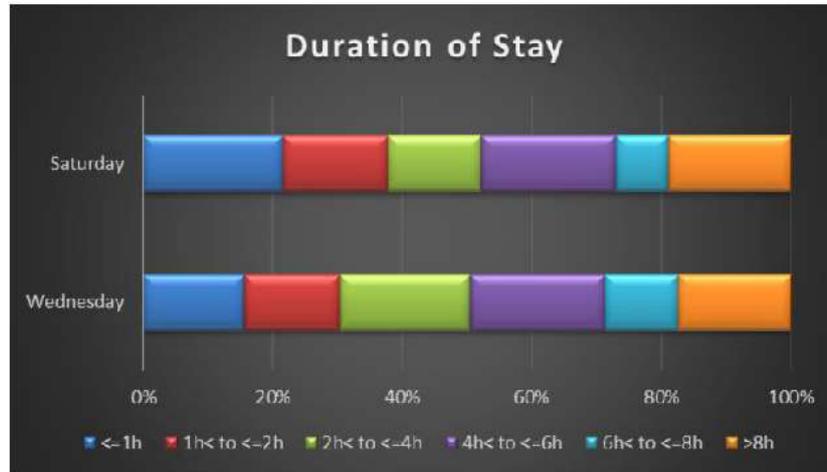


Figure 3-15 Duration of stay

### 3.5.3 SUMMARY OF KEY FINDINGS

The key findings derived from the surveys are as follows:

- There are 159 parking spaces located within the precinct. Of these, 0% are time-restricted and 96% are unrestricted.
- Peak occupancy is 37% on a Wednesday at 10.00am and 34% on a Saturday with peak demand occurring at 11.30am and 3.00pm.
- The average length of stay is 2.2 hours on a Wednesday. The average length of stay on a Saturday is 1.8 hours.

## 3.6 WARRINGAH ROAD PRECINCT

The Warringah Road precinct is presented in Figure 3-16.



Figure 3-16 Warringah Road precinct

### 3.6.1 PARKING SUPPLY SURVEY

The supply survey identified 347 parking spaces within the precinct. A summary of the overall parking supply in the precinct is provided in Table 3-13, while Figure 3-17 shows the distribution of parking types in pie chart format.

Table 3-13 Parking inventory within the precinct

Parking Type	Parking Spaces	% of Total
Time-restricted parking	59	17%
Unrestricted parking	169	49%

Parking Type	Parking Spaces	% of Total
No parking	119	34%
No stopping	0	0%
<b>Total overall supply</b>	<b>347</b>	<b>100%</b>



Figure 3-17 Distribution of parking types

### 3.6.2 DURATION, TURNOVER AND DEMAND

Table 3-14 and Figure 3-18 present the half-hourly parking occupancy of the precinct. It should be noted that the available capacity was 242 bays on Wednesday and Saturday.

Table 3-14 Warringah Road precinct half-hourly occupancy

Time	Occupancy			
	Occupied bays		% Occupied	
	Wednesday	Saturday	Wednesday	Saturday
8:00	93	83	38%	34%
8:30	93	87	38%	36%
9:00	98	94	40%	39%
9:30	97	90	40%	37%
10:00	95	90	39%	37%
10:30	95	109	39%	45%
11:00	93	121	38%	50%
11:30	98	115	40%	48%
12:00	99	105	41%	43%
12:30	97	101	40%	42%
13:00	95	101	39%	42%
13:30	98	99	40%	41%
14:00	99	99	41%	41%
14:30	96	92	40%	38%
15:00	95	83	39%	34%
15:30	94	84	39%	35%
16:00	92	82	38%	34%

Occupancy				
16:30	88	78	36%	32%
17:00	92	77	38%	32%
17:30	85	73	35%	30%
18:00	77	64	32%	26%

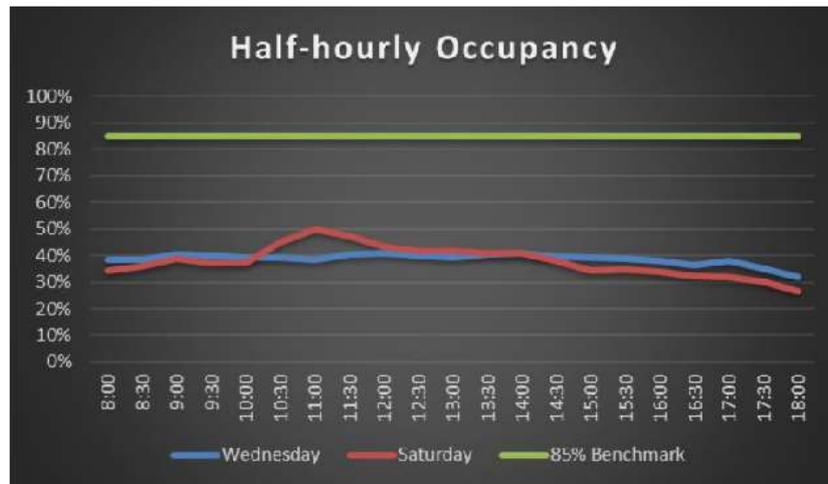


Figure 3-18 Half-hourly occupancy

Table 3-15 presents the average and peak overall occupancy for the Warringah Road precinct.

Table 3-15 Parking capacity and occupancy

Capacity	Average Occupancy		Peak Occupancy	
	Wednesday	Saturday	Wednesday	Saturday
242	39%	38%	41%	50%

Figure 3-19 presents the average and peak occupancy in comparison to the optimal 85% occupancy rate.



Figure 3-19 Occupancy comparison

Table 3-16 and Figure 3-20 present the Wednesday and Saturday duration of stay for the Warringah Road precinct.

Table 3-16 Duration of stay

Length of Stay		
Time	Wednesday	Saturday
0-1 hr	45	38
1-2 hrs	85	39
2-4 hrs	80	53
4-6 hrs	25	27
6-8 hrs	13	24
8 hrs +	34	39
<b>Total</b>	<b>282</b>	<b>220</b>
<b>Turnover per bay</b>	<b>1.2</b>	<b>0.9</b>
<b>Average length of stay (hours)</b>	<b>2.8</b>	<b>2.5</b>

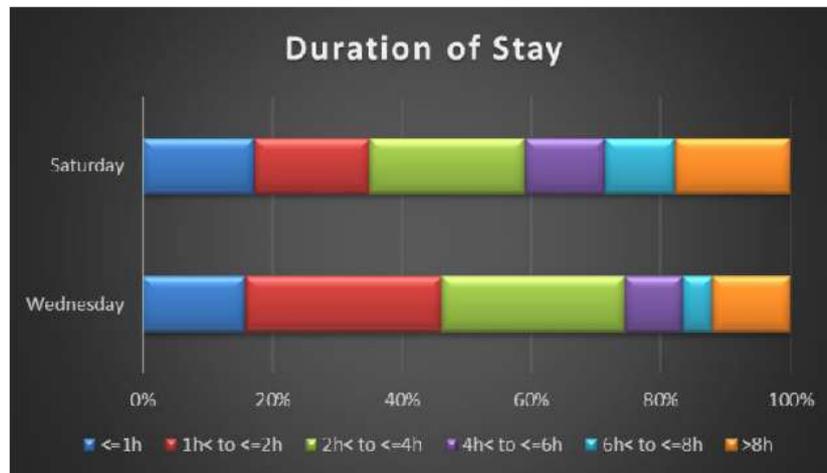


Figure 3-20 Duration of stay

### 3.6.3 SUMMARY OF KEY FINDINGS

The key findings derived from the surveys are as follows:

- There are 347 parking spaces located within the precinct. Of these, 17% are time-restricted and 49% are unrestricted.
- Peak occupancy is 41% on a Wednesday at 12.00pm and 2.00pm and 50% on a Saturday with peak demand occurring at 11.00am.
- The average length of stay is 2.8 hours on a Wednesday. The average length of stay on a Saturday is 2.5 hours.

### 3.7 FRENCHS FOREST ROAD WEST PRECINCT

The Frenchs Forest Road West precinct is presented in Figure 3-21.



Figure 3-21 Frenchs Forest Road West precinct

#### 3.7.1 PARKING SUPPLY SURVEY

The supply survey identified 299 parking spaces within the precinct. A summary of the overall parking supply in the precinct is provided in Table 3-17, while Figure 3-22 shows the distribution of parking types in pie chart format.

Table 3-17 Parking inventory within the precinct

Parking Type	Parking Spaces	% of Total
Time-restricted parking	0	0%
Unrestricted parking	268	90%
No parking	24	8%
No stopping	7	2%
<b>Total overall supply</b>	<b>299</b>	<b>100%</b>



Figure 3-22 Distribution of parking types

### 3.7.2 DURATION, TURNOVER AND DEMAND

Table 3-18 and Figure 3-23 present the half-hourly parking occupancy of the precinct. It should be noted that the available capacity was 268 bays on Wednesday and Saturday.

Table 3-18 Frenchs Forest Road West precinct half-hourly occupancy

Time	Occupancy			
	Occupied bays		% Occupied	
	Wednesday	Saturday	Wednesday	Saturday
8:00	126	105	47%	39%
8:30	123	110	46%	41%
9:00	120	113	45%	42%
9:30	125	114	47%	43%
10:00	129	108	48%	40%
10:30	130	107	49%	40%
11:00	127	110	47%	41%
11:30	125	114	47%	43%
12:00	123	114	46%	43%
12:30	128	116	48%	43%
13:00	123	118	46%	44%
13:30	119	127	44%	47%
14:00	120	119	45%	44%
14:30	118	115	44%	43%
15:00	118	110	44%	41%
15:30	118	116	44%	43%
16:00	100	109	37%	41%
16:30	102	105	38%	39%
17:00	102	103	38%	38%
17:30	100	99	37%	37%
18:00	95	96	35%	36%

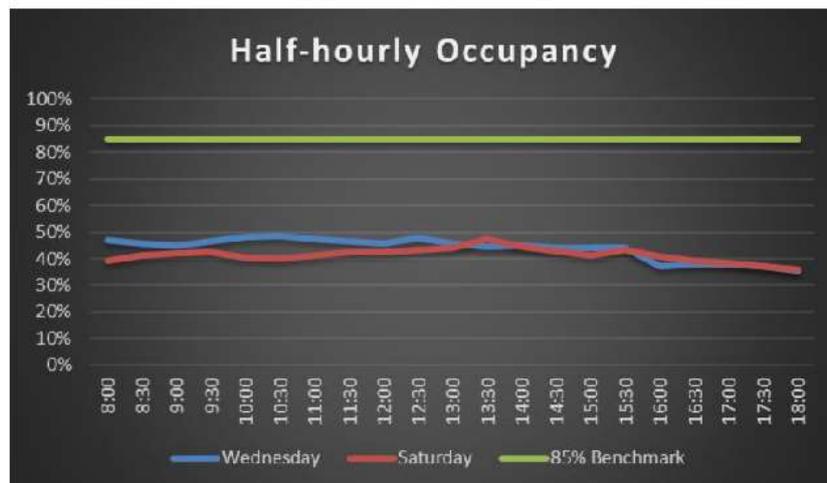


Figure 3-23 Half-hourly occupancy

Table 3-19 presents the average and peak overall occupancy for the Frenchs Forest Road West precinct.

Table 3-19 Parking capacity and occupancy

Capacity	Average Occupancy		Peak Occupancy	
	Wednesday	Saturday	Wednesday	Saturday
268	44%	41%	49%	47%

Figure 3-24 presents the average and peak occupancy in comparison to the optimal 85% occupancy rate.

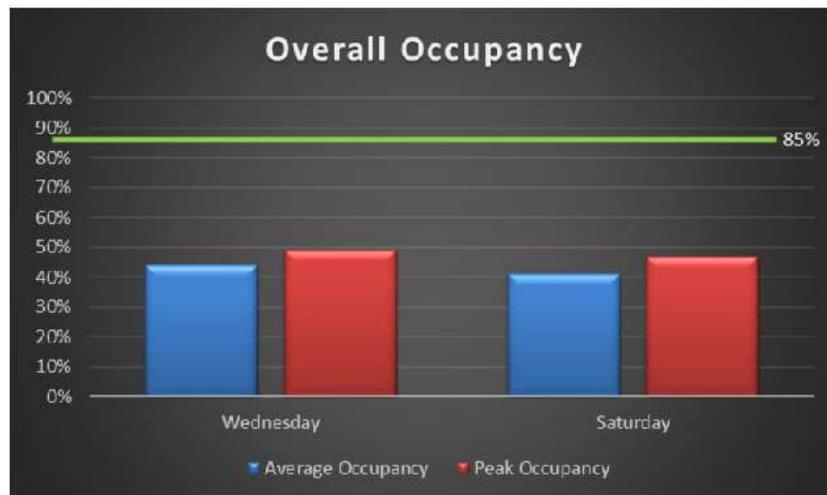


Figure 3-24 Occupancy comparison

Table 3-20 and Figure 3-25 present the Wednesday and Saturday duration of stay for the Frenchs Forest Road West precinct.

Table 3-20 Duration of stay

Time	Length of Stay	
	Wednesday	Saturday
0-1 hr	32	29
1-2 hrs	22	22
2-4 hrs	46	51
4-6 hrs	56	34
6-8 hrs	37	36
8 hrs +	46	49
<b>Total</b>	<b>239</b>	<b>221</b>
<b>Turnover per bay</b>	<b>1.0</b>	<b>0.9</b>
<b>Average length of stay (hours)</b>	<b>3.5</b>	<b>3.1</b>

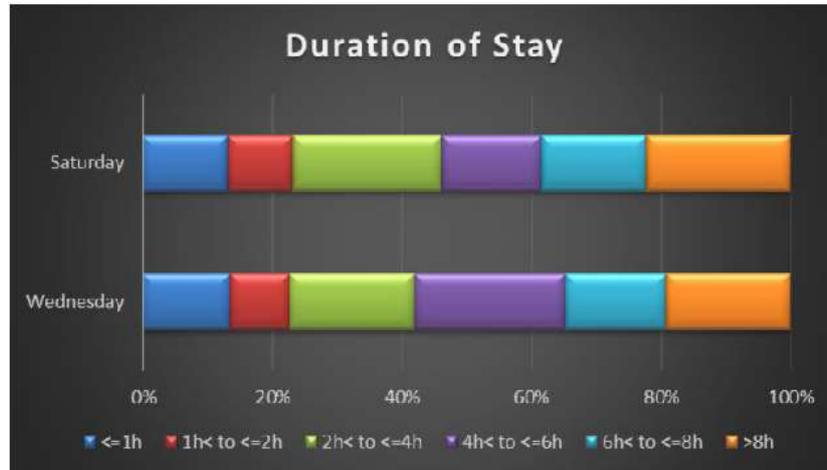


Figure 3-25 Duration of stay

### 3.7.3 SUMMARY OF KEY FINDINGS

The key findings derived from the surveys are as follows:

- There are 299 parking spaces located within the precinct. Of these, 10% are time-restricted and 90% are unrestricted.
- Peak occupancy is 49% on a Wednesday at 10.30am and 47% on a Saturday with peak demand occurring at 1.30pm.
- The average length of stay is 3.5 hours on a Wednesday. The average length of stay on a Saturday is 3.1 hours.

## APPENDIX B RESIDENT SURVEY RESULTS

336 copies of the letter presented in App B Figure 1 were dropped in letter boxes throughout the Study Area. 38 responses were received which included 36 via the website and 2 via email.

App B Figure 1 Survey letter



SHAPING OUR  
TRANSPORT  
FUTURE

The Australian Road Research Board (ARRB) has been engaged by the Northern Beaches Hospital to develop a Parking Management Strategy for the Hospital and the surrounding area.

The Strategy will consider the parking implications and impacts arising from the development of the Hospital and will plan for and manage parking issues in the Hospital precinct and surrounds.

Your feedback will be a critical part of informing the Strategy and we'd like to invite you to participate in a survey about parking in the area.

The survey will only take five minutes of your time and is completely anonymous.

You can fill in the survey online here by using the following link: <https://tinyurl.com/nbparkingsurvey> which can also be accessed using the QR code below.



The information gathered in the survey will be analysed by ARRB and any themes included in the Strategy with a set of recommendations for how the Hospital can most effectively manage parking now and in future.

Thank you for your participation and we value your feedback. If you have any questions about the survey, please contact Michael Moses via email on [michael.moses@arb.com.au](mailto:michael.moses@arb.com.au).

**YOUR NATIONAL TRANSPORT  
RESEARCH ORGANISATION**



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QLD | 21 McLachlan St Fortitude Valley, QLD 4006, Australia | +61 7 3268 3500

SA | PO Box 31 Rundle Mall, Adelaide, SA 5000, Australia, Australia | +61 8 8235 3300

WA | 791 Curt Place Leederville, WA 6007, Australia | +61 8 9227 3000

Page 1 of 1

The Resident Parking Survey consisted of eleven questions, six of which were multiple choice as presented in App B Figure 2.

App B Figure 2 Resident Parking Survey form

## Resident Parking Survey

1. What is your residential street address? \*

2. What is your nearest cross street? \*

3. Do you have any off-street Parking, if so for how many cars? \*

4. How many cars do you own? \*

5. Do you find it difficult to find parking in your street? \*

All the time

Frequently

Sometimes

Never

6. Are you required to park in surrounding streets if you cannot find parking in your street? \*

Yes

No

Sometimes

7. Are you required to find parking more than 5 minutes' walk from your home?

All the time

Frequently

Sometimes

Never

8. Which days do you find most difficult to park near your home? (Please choose more than one as required). \*

- Monday
- Tuesday
- Wednesday
- Thursday
- Friday
- Saturday
- Sunday

9. What times of day do you have most difficulty parking close to your home? (Please choose more than one as required). \*

- Between 6am and 9am
- Between 9am and 12pm
- Between 12pm and 3pm
- Between 3pm and 6pm
- Between 6pm and 6am

10. What do you think are the main reasons that parking is difficult near your home? \*

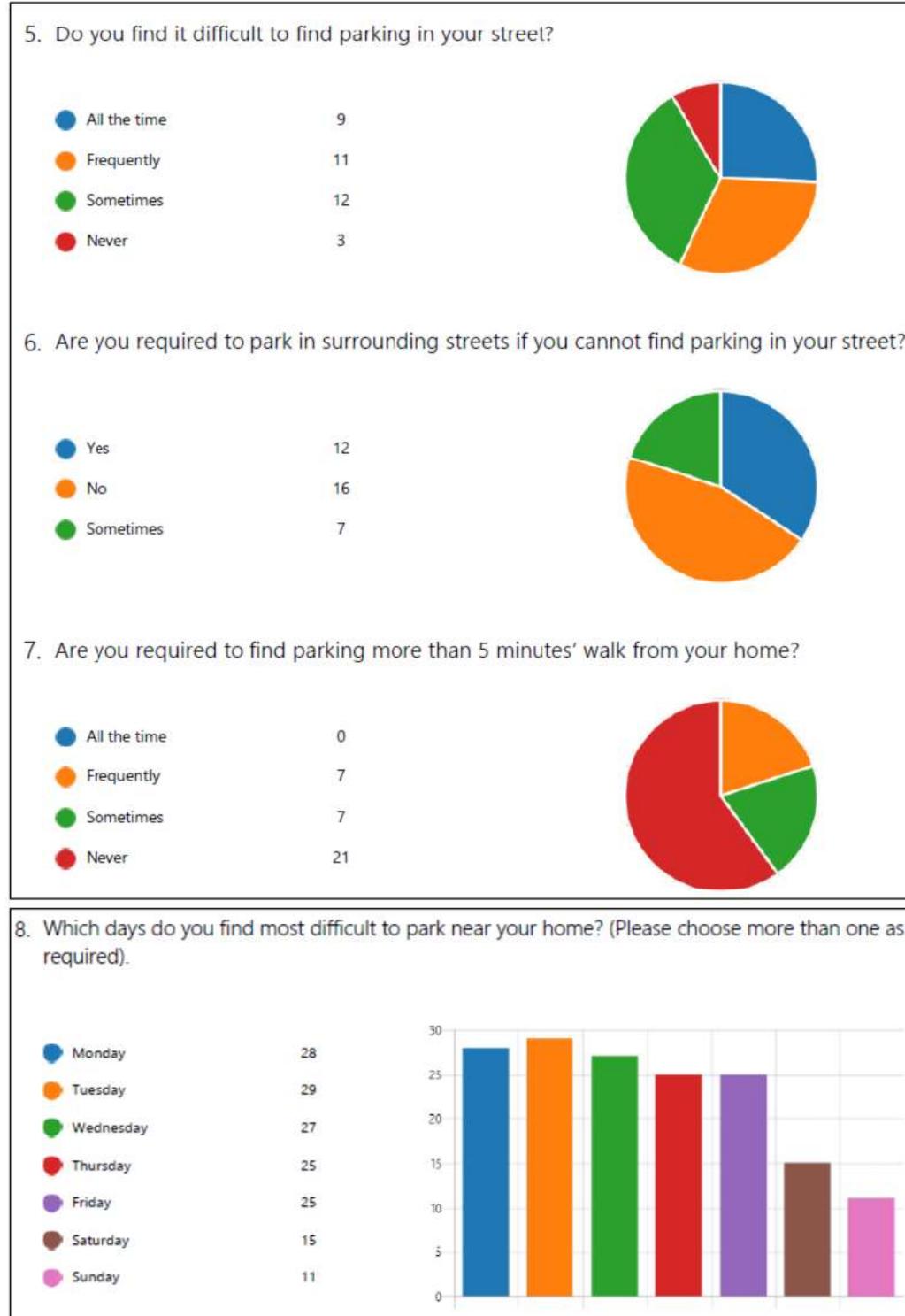
- Not enough on-street parking spaces
- Others are parking illegally (overstaying time limits)
- Commuter Parking
- Workers from surrounding businesses/hospital
- Other

11. Do you have any additional comments or information?

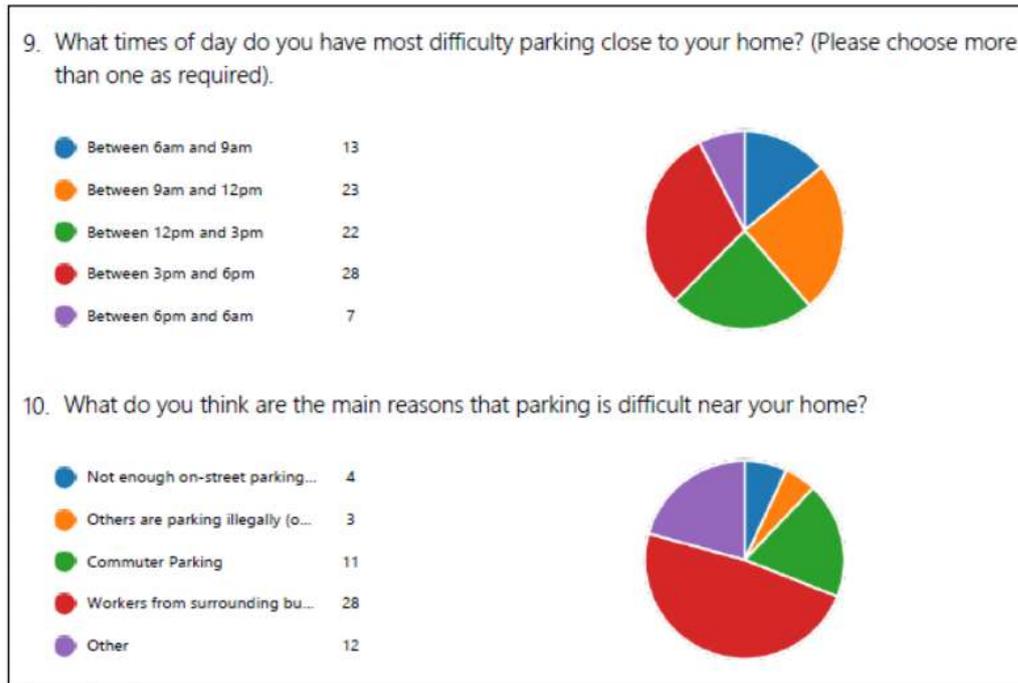
Enter your answer

The summary of responses to the multiple choice questions 5 – 10 is presented in App B Figure 3 and App B Figure 4.

App B Figure 3 Multiple choice questions 5 - 8 survey results



App B Figure 4 Multiple choice questions 9 – 10 survey results



A summary of the responses to questions 1 – 4 and 10, which were not multiple choice, is presented in App B Table 1. The street numbers that were provided by many residents have been deleted to retain anonymity.

App B Table 1 Summary of responses to survey questions 1 – 4 and 10.

RESIDENT STREET	CROSS STREET	OFF-STREET PARKING	NUMBER OF CARS	COMMENTS
Bluegum Crescent	Frenchs Forest Road	2	3	We need resident to be provided with parking stickers and non residents only 2 hour parking limits. The hospital needs to encourage workers and visitors to park in the car park by offering discounts or free parking
Hilmer Street	Warringah Road	1	2	Fixed time parking zones with residents excluded.
Bluegum Crescent	Frenchs Forest Road	2	5*	The council have put yellow lines on the roads but these are frequently being ignored. When the lines were first put down the rangers came several times a week to police the parking. Now unless we ring we do not see a ranger.
Karingal Crescent	Fitzpatrick	2	2	"We do live beside the footbridge to the hospital and the few parking spaces near our house are often occupied by hospital workers and/or visitors. It's the same cars most days and the drivers are in hospital uniforms or have their id tags showing.
Sylvia Place	Frenchs Forest Road	3	2	It's only challenging for us if we have guests over (typically weekends)"
Karingal Crescent	Fitzpatrick st	4	2	Leaving notes on the vehicles has improved the situation a bit, but unfortunately there are a few hospital staff who choose to ignore the requests
Nandi Avenue	Frenchs Forest Road East	1	2	Revert Karingal Crescent to both side street parking to spread out the extra work truck vehicles and multiple cars attached to share houses, boats and trailers and campervans parked and if required turn the Crescent into one way only to ensure extra parking to accommodate these vehicles and ensure smooth and safe traffic flow.
Holland Crescent Frenchs Forest	Rabbett street	3	4	We requested that be residential parking prior to opening of the hospital, can this be looked at now. Ideally restricted time limits for non residents.
Nandi Avenue	Frenchs Forest Road East	2	2	The high volume of weekly commuter traffic has caused a lot of damage to the road
Bluegum Crescent	Frenchs Forest Road	2	4	Hospital workers - can see them parking and walking up to hospital. Sky racing employees- seen parking on Nandi and then walking over the road to work . Need some sort of restrictions for non residential parking
Nandi Avenue	Bimbadeen Crescent	1	3*	Either the hospital does not have adequate parking or parking is too expensive. Every resident has been affected by the hospital..WE WANT RESIDENT/VISITOR PARKING PARKING ONLY We had a dinner party recently, one of our guests ended up parking in the hospital. Enough is enough with this poorly situated hospital
Karingal Crescent	Fitzpatrick Avenue	7	3	People very often park across our driveway.
Bluegum Crescent	Frenchs Forest Road West	2	2	No parking on North side of Karingal between 9am and 4pm
Rabbett Street	Frenchs Forest Road West	2	2	In order to allow visitors to arrive at our home, we use street parking so that visitors can park in our home parking, which is unacceptable. The NBH needs to waive fees for staff parking so that the issue would be removed. Additionally, we recommend a maximum of 3 hours parking in our street during the day, with residence excepted. Fell free to contact me for further input. Regards David Weaver 0400 232 621.
Karingal Crescent	Fitzpatrick Avenue East	3	1	"- Hospital parking is expensive so the surrounding streets are overflowing.
Bluegum Crescent	Frenchs Forest Road West	2	2	- Building workers park in the streets
Gladys Avenue	Frenchs Forest Road	3	3	- As do commuters leaving their cars to catch the bus into town
Karingal Crescent	Fitzpatrick Avenue	1	2	- a nightmare for the residents living closest to the NB Hospital"
Karingal Crescent	Fitzpatrick Avenue East	1	2	No further comments.
Bluegum Crescent	Frenchs Forrest Road	2	2	Higher subsidies and easier booking system for hospital staff would help to park onsite. They travel long distances (I speak to them in the morning) and for

RESIDENT STREET	CROSS STREET	OFF-STREET PARKING	NUMBER OF CARS	COMMENTS
				their wage / salary is do the same and park in residential streets versus using the onsite car park.
Bimbadeen Crescent	Nandi Avenue	3	3	Quite often I can't even get into my driveway as people from the hospital are parking over my driveway.
Bimbadeen Crescent	Nandi Avenue	1	3	No further comments.
Cobb Street	Frenchs Forest Road	4	2	"It is only on the odd occasion there might be congested parking on our street but it is rarely a problem. I have only ever seen a handful of people parking on our street in all the time the hospital has been opened. We have not really had problems parking since construction finished.
Bimbadeen Crescent	Nandi Avenue	3	5	Questions 8 and 9 are not really applicable to me and they were compulsory to answer but there was not an option to say not applicable so I just ticked the first box. "
Bluegum Crescent	Frenchs Forest Road	1	2	No further comments.
Bimbadeen Crescent	Nandi Avenue	3	5	"We have found most cars parking here are either working at the hospital and park for the day or hospital visitors. Some morning I need to wait to leave our house due to people finding parks and in the evening need to park 5 minutes away due to cars parked along our street.
Karingal Crescent	Fitzpatrick Avenue East	2	2	No further comments.
Bimbadeen Crescent	Nandi Avenue	1	3	We also find parking is done on both sides of the road making Bimbadeen a very small road and recendy a traffic jam in the momings "
Sylvia Place	Frenchs Forest Road West	1	2	Obviously the new hospital does not have enough staff parking because staff are parking in our street up to 12 hours at one time, during the day and overnight. I find it really difficult with deliveries, there is nowhere for them to stop to deliver and there is nowhere for friends to park when they visit. Is there some solution to this problem? Thank you.
Sylvia Place	Gidya Street	2	2	Narrow street. If vehicles parked both sides of street, it's very difficult to drive along street
Akora Street	Karingal Crescent	2	2	Commuters and hospital workers parking around the intersection of Bimbadeen Cres and Nandi Ave make it extremely unsafe approaching the intersection. Cars park in both sides of this road which is narrow. They race around the bend. Visibility is very limited and a few times I've nearly been hit in this section of the road. Difficult getting out of the drive because cars parked around entrance/exit
Bluegum Crescent	French's Forest Road	1	1	Ever since the Northern Beaches hospital commenced construction we have had all sub-contractor, contractor and hospital personnel parking in Bluegum Crescent. Even today we watched two DOCTORS in green scrubs park right outside our house even though they are supplied with subsidized parking at the hospital car park. To be honest..... no conditions precedent of Director General requirements were met and conditions subsequent Re: residential Parking are being met by the proponent. An absolute joke of the planning scheme and an absolute joke of the uneducated people who try and administer the local and state policies.
Bluegum Crescent	Frenchs Forest Road West.	2	3	The hospital should provide parking for staff patients and visitors. Sky should do the same. The staff of these 2 concerns are parking I our street and blocking the intersection. The corner of Namdi and Bimbadeen has become a very dangerous intersection. Bimbadeen is a narrow and winding road and cars travel too fast making it dangerous for residents. There is not enough parking in Bimbadeen for residents and visitors.
Cobb Street	Naree Road	3	7	I am concerned about the congestion in the street when the hospital is fully staffed as family and friends cannot find parking near my home
Cobb Street	Frenchs Forest Road West.	2	2	Often difficult to get in or out of our driveway and often difficult to maneuver in the street because of too many vehicles.
Akora Street	Karingal Crescent	1	2	like the fact that consideration is being given towards parking in the area and potential impact from the hospital. However, I would say that there are differing

RESIDENT STREET	CROSS STREET	OFF-STREET PARKING	NUMBER OF CARS	COMMENTS
				parking issues surrounding the hospital at present. The bantry bay side, in which I am located, is still affected by the ongoing road works and subsequent workers, but only mildly in my street. Thus I see this survey as being premature as one cannot gauge the true impact from the hospital alone, which is what you seem to be gauging. At commencement of all the works (hospital and road) parking in our street became severely congested, resulting in parking signs and restricted hours being implemented. However, on completion of the hospital the parking congestion eased considerably, so much so that I would like to see the parking hours revised to allow parking all day Saturday (both sides). I don't mind the weekday restrictions as passage down the street has been easier with only one sided street parking
	<b>Total</b>	<b>78</b>	<b>96</b>	
	<b>Average</b>	<b>2.16</b>	<b>2.67</b>	

\*Includes trailer

Additional Comments Received Via Email.				
Bimbadeen Crescent	Frenchs Forest Road East			<p>Cars park both sides of the western end of Bimbadeen cres and on Nandi Ave, our nearest cross st. These cars are either commuters &amp;/or hospital workers. There is only just room for one car to access Nandi ave and Frenchs Forest rd. East. causing dangerous congestion with vehicles trying to enter Nandi Ave from Frenchs Forest rd.</p> <p>This could be easily solved by having parking only on one side of Nandi ave between Frenchs Forest rd east &amp; on Bimbadeen cres. for 100m on the western end . A weekday survey of the area would show this problem.</p>
Bluegum Crescent	Frenchs Forest Road West.			<p>I am a resident in Bluegum Crescent, which is located within the immediate area of the Hospital. I have already had need to use the Hospital's Parking facilities on a number of occasions. In this concern I have found the design of the 'inter level ramps' to be very tight, causing larger vehicles to reverse in order to negotiate the ramps.</p> <p>Parking spaces for Disabled Drivers are virtually non-existent.</p> <p>Concerning Bluegum Crescent parking, there has been an overflow of parked vehicles which has necessitated the introduction of parking restrictions.</p> <p>Despite these initiatives by the Northern Beaches Council, all day parking is permitted on both sides of the street at the northern end of the Crescent . This arrangement has reduced the traffic flow to one lane between the parked vehicles. As a result, transiting vehicles are required to 'back up' to enable traffic flow. The movement of large vehicles e.g. Garbage Trucks, is severely restricted under existing parking conditions.</p>

## CONTACT US

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<b>ITEM 4.3</b>	<b>LOWER PLATEAU ROAD, BILGOLA PLATEAU - EXTENSION OF NO PARKING RESTRICTIONS AND DIVIDING BARRIER LINES</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2020/362654</b>
<b>ATTACHMENTS</b>	<b>1 Lower Plateau Road, Bilgola Plateau - Plan 2 Table of Consultation</b>

**GEOCODES:** -33.644731, 151.312315

## **REPORT**

### **BACKGROUND**

Council has received ongoing concerns from residents regarding safety and vehicles parking near the bend outside No.218 Lower Plateau Road, Bilgola Plateau.

### **LOCATION**

- Lower Plateau Road is a collector road with a 50km/h speed limit.
- The road width is approximately 8m wide between kerbs.
- A section of Dividing Barrier Lines runs along the centre of the road between No.224 and No.242 Lower Plateau Road, and No Parking restrictions have been installed on the outside of the curve, from the driveway of No.216 to No.222.
- Kerb and gutter exists on both sides of the road; however, there is no constructed footpath.

### **ISSUES**

- Council continues to receive concerns from the community regarding inappropriate parking and safety concerns in the area and have requested further restrictions to address these issues.
- Lower Plateau Road provides the primary connection route for traffic linking Bilgola Plateau to Clareville.
- Vehicles parked on both sides of the road narrow the overall road width for through traffic.
- The installation of Dividing Barrier Lines reduces the availability of on-street parking in Lower Plateau Road. Parking is not permitted within 3m of the continuous line which affects both sides of the road due to the existing road width.
- Traffic sight distances are reduced when vehicles park on the curve near No.218 Lower Plateau Road.
- Properties on the inside of the bend have a low-level skew driveway profile that makes it difficult for vehicles to exit from the driveway.
- The parking of boat trailers and trucks cause obstructions on the road and affect sightlines.
- Heavy and long vehicles cannot stop on a length of road in a built-up area for longer than one hour. This includes the long-term parking of trucks or trailers with a Gross Vehicle Mass (GVM) of 4.5 tonnes or more or exceeding 7.5m in length. Boat trailers which have not moved for at least 28 days may also be impounded.

### **PROPOSAL**

Council has investigated and reviewed the parking situation, and further restrictions are considered necessary due to the continual safety concerns. The proposal includes the extension of the existing dividing barrier lines from outside No.224 to No.218 Lower Plateau Road, and the extension of the existing No Parking restrictions from No.216 to the driveway of No.214 Lower Plateau Road. Additional No Parking signs are to be installed between No.218 and 242, and

No.263 to 275, to reinforce the restrictions within 3m of the dividing barrier lines. Council also proposes that advanced warning curve with an advisory 35km/h speed limit signs be installed on the approaches to the bend in the road, to alert motorists to drive to the road conditions and at reduced speeds. An updated plan of the proposal is shown in Attachment 1 - Lower Plateau Road, Bilgola Plateau - Plan.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Improves safety for people cycling along Lower Plateau Road, by providing wider traffic lanes and improved sightlines for through traffic.
- The proposal does not affect any pedestrian facilities or impacts on walking paths.

## CONSULTATION

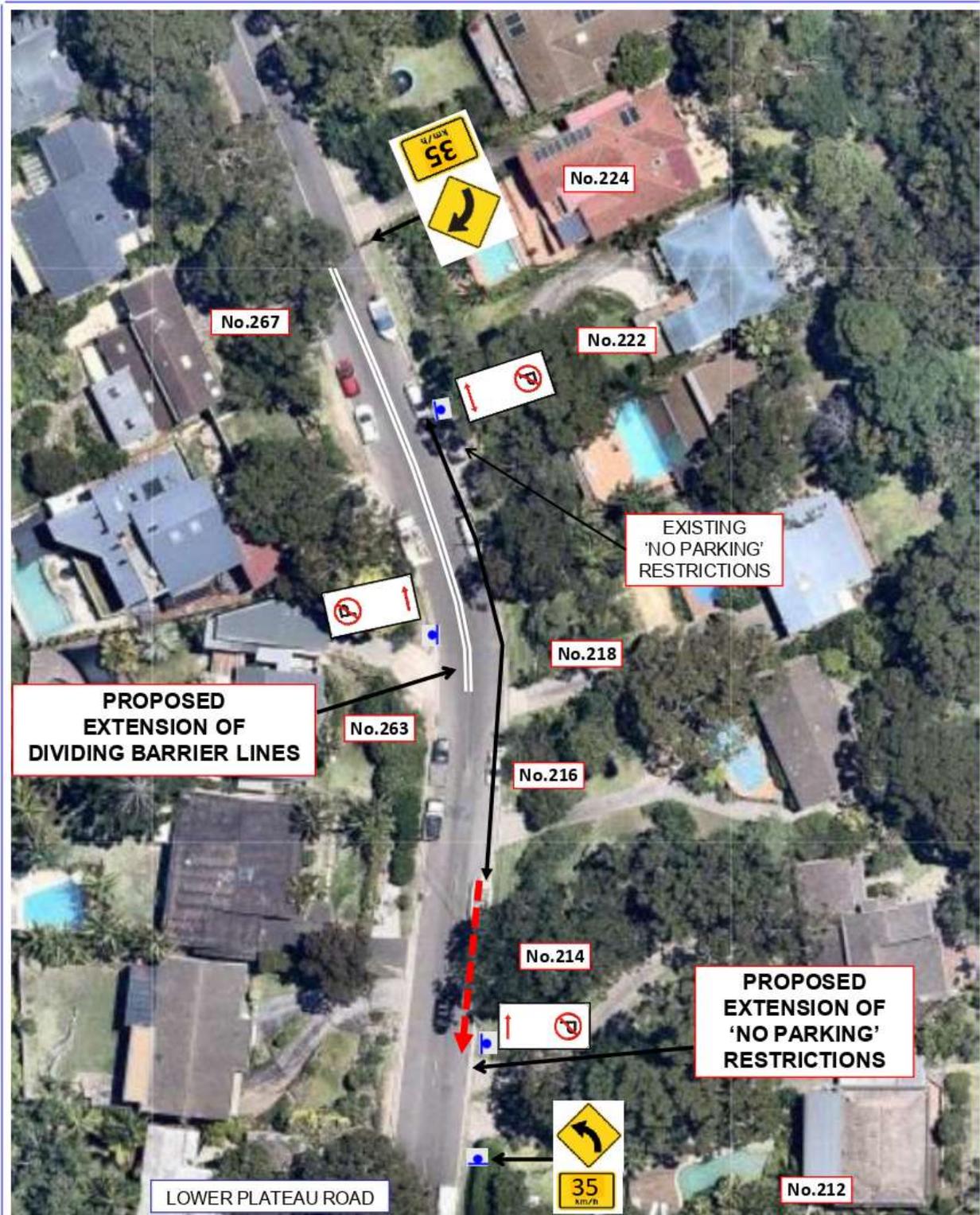
Consultation letters have been distributed to 270 properties. The area includes the section of Lower Plateau Road, between Loombah Street and Wandeen Road; as well as Hansford Parade, Yarrabee Place, Stromboli Place, Lisa Place, Mia Place, Wandeen Road and parts of Bilwara Avenue, Bilgola Plateau. A summary of the responses is noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following proposals in Lower Plateau Road, Bilgola Plateau:

- A. Extension of the existing Dividing Barrier Lines from outside No.224 to No.218.
- B. Extension of the existing No Parking restrictions from No.216 to the driveway of No.214.
- C. Installation of No Parking signs between No.218 and 242 and No.263 to 275, to reinforce the restrictions within 3m of the Dividing Barrier Lines.
- D. Installation of advanced warning curve with an advisory 35km/h speed limit signs on the eastern side of the road, at locations immediately south of the driveway to No.212 and 224.



	<b>PROPOSAL</b>	 northern beaches council	
	LOWER PLATEAU ROAD, BILGOLA PLATEAU EXTENSION OF 'NO PARKING' RESTRICTIONS & DIVIDING BARRIER LINES		
	Drawn RK		Approved <i>P. Deacon</i>

## Table of Consultation

<b>Address</b>	Lower Plateau Road, Bilgola Plateau			
<b>Proposal</b>	Extension of No Parking restrictions and Dividing Barrier Lines			
	<b>Lower Plateau Road (250m from bend)</b>	<b>Lower Plateau Road ( &gt; 250m from bend)</b>	<b>Wandeen Road</b>	<b>Other connecting roads*</b>
<b>Properties Consulted</b>	53	75	82	60
<b>Responses Received</b>	18	14	6	8
<b>Support</b>	11	13	5	7
<b>Do Not Support</b>	7	1	1	1

\*Other connecting roads includes Hansford Parade, Yarrabee Place, Stromboli Place, Lisa Place, Mia Place, and parts of Bilwara Avenue.

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Extension of dividing barrier lines	- Do not remove the parking outside 222 and 224. If Council are looking to improve flows, extend the no parking south outside 214 and 212, where there are less vehicles parked on the street, and there is more available parking. This will in turn, force the boat owner to finally move it, improving traffic flows. It will also allow southbound vehicles adequate time to slow before the new boat location at the end of the new no parking limit.	- The proposal includes the extension of the existing 'NO PARKING' restrictions from No.216 to the driveway of No.214, however it is considered necessary to extend the existing dividing barrier lines to include the bend outside No.218, due to reduced sight distances.
Extension of 'NO PARKING' restrictions	- I have no objection to the proposal to extend the dividing barrier lines as this takes in the corner, which without the lines creates dangerous driving conditions with cars parked on both sides. The proposal to extend the 'No Parking' along the flat stretch of road between No 218 and 212 does not make sense as this is a straight stretch of road where oncoming traffic can be seen by drivers, and is a safe place for parking. Further this proposal will further restrict available street parking with effected residents, who live adjacent to the divided barrier lines moving their street parked cars, boats and trailers to commence next to our driveway which has limited visibility.  - I would like to ask why have you chosen to have the 'No Parking' on the outside of the bend which is the blind side?	- The extension of the 'NO PARKING' restrictions on the eastern side will provide a clear lane for southbound traffic and enables parking on the western side south of the bend to be retained.  - Properties located on the low side of the road have increased visibility and difficulties exiting the driveway due to the low level skew driveway profile compared to vehicles exiting driveways on the high side of the road.
Boat trailer parking	- This boat at the southern end of the existing No Parking restrictions does not move. It may move up and down the road 1m every month, but it creates a chicane outside 261. It also causes southbound vehicles to stop abruptly, having travelled faster around the corner that you have now cleared.	- Boat trailers which have not moved for at least 28 days may be impounded and should be reported to Council's Rangers.

Issue	Resident Comment	Council Response
Illegal parking	<p>- Since the introduction of the No Parking outside of 216, 218 &amp; 220 Lower Plateau Road, it has reduced the amount of parking available. This has caused vehicles to more frequently park illegally on the double white lines outside numbers 226 and 269.</p> <p>The double white lines that extend around the corner to the north of the area in question, cause a drastic reduction in available parking for houses with especially steep driveways (#269, 267, 224, 226, 228). This reduction has been compounded by the recent introduction of No Parking, and will be exacerbated by the proposal in the letter.</p>	<p>- It is illegal to park within 3m of the continuous line due to the narrow road width. Instances of illegal parking should be reported to Council's Rangers for enforcement.</p>
Parking of large vehicles	<p>- The large truck permanently parked on the corner outside 267 has moved since receiving your letter, which has improved the situation. Thank you. The truck not only drastically reduced sight lines, it caused vehicles to drive well out in the middle of the road due to its size.</p>	<p>- Heavy and long vehicles cannot stop on a length of road in a built up area for longer than 1 hour. This includes the long term parking of trucks or trailers with a Gross Vehicle Mass (GVM) of 4.5 tonnes or more, or exceeding 7.5m in length. Instances of illegal parking should be reported to Council's Rangers for enforcement.</p>
Parking for residents	<p>- We have lost direct street parking in front of and directly either side of our house. To the north, the closest parking is 40m away and to the south, the closest parking is 30m. So tell me, if this proposal was to go ahead, where do our visitors park, 60m away either direction fighting with the other houses who are facing the same lack of street parking for their visitors too?</p> <p>- Where will the Keoride do pick-up and drop-off and where do all forms of delivery drivers park if you want to put in 'No Standing'?</p>	<p>- Parking for private vehicles remains the responsibility of the property owners. Long term parking of vehicles should be on the private property, and residents need to utilise garages and existing driveways for off-street parking where there are increased parking demands.</p> <p>- 'NO PARKING' signs will be installed instead of 'NO STOPPING', which allows the driver to dropoff/pickup passengers or goods within 2 minutes, as long as the vehicle is not left unattended.</p>
Suggestions	<p>- Things that could be done that would actually improve the safety on our street would be:</p> <ul style="list-style-type: none"> <li>• Inserting speed humps on the road coming into the bend, forcing cars to slow down</li> <li>• Decreasing the speed limit on the road approaching the bend to 40km/h</li> <li>• Clearing the areas of the footpath that are blocked by trees and plants to prevent pedestrians walking on the road.</li> </ul>	<p>- Council currently has no plans to install speed humps along Lower Plateau Road which would also have unfavourable noise impacts.</p> <p>- The default speed limit on local roads is 50km/h. TfNSW is the responsible authority for setting speed limits in NSW and Lower Plateau Road does not meet the requirements for reduced speed limits. However, Council will install advanced warning curve with an advisory 35km/h speed limit signs, to alert motorists to drive to the road conditions and at reduced speeds when approaching the bend in the road.</p> <p>- Request to be raised with Council's Streetscapes section to trim back overgrown vegetation in the nature strip for pedestrians.</p>

Issue	Resident Comment	Council Response
Suggestions	<p>- I propose a "chicane" solution where white lines change the flow of traffic from one side to the other. This staggers the parking on both sides of the road &amp; the traffic is moved from one side to the other in two marked lanes similar to what is done on Plateau Rd outside the school.</p> <p>- Section of Lower Plateau near numbers 279, 277. Reduced to one way traffic on the crest of a rise. Could be reduced to parking one side only at the least.</p> <p>- Some parked vehicles on our right and left of the drive are parked so close to the driveway that we cannot access our driveway. Would it be possible for Council to take a look at the situation and perhaps recommend a yellow line, even just at a metre length to the right and left of our drive so that we can drive up with safety.</p> <p>- I note that Willoughby Council have similarities concerning Local Traffic Committee's, it appears they have a policy where vehicle parking on suburban streets require a Parking Permit. As previously advised, should this be adapted by the NBC, this revenue could be utilised for much needed road maintenance and installation of footpaths. Those whom made provision for off-street parking have made a financial contribution to ensure our streets are free from obstruction, therefore why should those who feel they can use the public domain (owned by all residents), store vehicles free of charge.</p>	<p>- The road width does not allow for linemarking to formalise a parking lane located on alternating sides of the road. The width for the section of road along the frontage of Bilgola Plateau Public School is approximately 9.5m wide compared to the existing 8m at this location.</p> <p>- There is no plans to reduce on-street parking further in this straight section of road where there is good sight distances.</p> <p>- Residents are able to apply for the installation of Driveway Delineation Lines, which may assist with driveway access, and improve driver awareness when parking close to the driveway. Online application forms are available on Council's website.</p> <p>- Council's current Beach Parking Permit Policy is that two Beach Parking Permits are issued to all Northern Beaches ratepayers. There are no plans to change how Beach Parking Permits are allocated, however Ratepayers and residents are able to purchase up to two additional Beach Parking Permits per property, in accordance with the current Fees and Charges schedule.</p>

<b>ITEM 4.4</b>	<b>PARKLAND ROAD, MONA VALE - NO PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2020/347347</b>
<b>ATTACHMENTS</b>	<b>1 Parkland Road, Mona Vale - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.671637, 151.294583

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding vehicles having difficulty passing when vehicles are parked on both sides of Parkland Road, Mona Vale.

### **LOCATION**

- Parkland Road is a local collector road with a speed limit of 50km/h
- Access to Parkland Road is from Samuel Street to the west and Park Street from the east
- There are four Bus Stops located on Parkland Road, which services the '155' Bayview Garden Village to Northern Beaches Hospital and the '182' Mona Vale to Narrabeen
- There are four flat top road humps located in Parkland Road

### **ISSUES**

Vehicles, including buses are having difficulty passing when vehicles are parked on both sides of Parkland Road, Mona Vale.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to formalise Bus Zones and install No Parking restrictions, alternating on the northern and southern side of Parkland Road, Mona Vale.

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

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

- Improve safety for people cycling along Parkland Road by providing a wider road width and improved sightlines for through traffic at the bends in the roadway.

### **CONSULTATION**

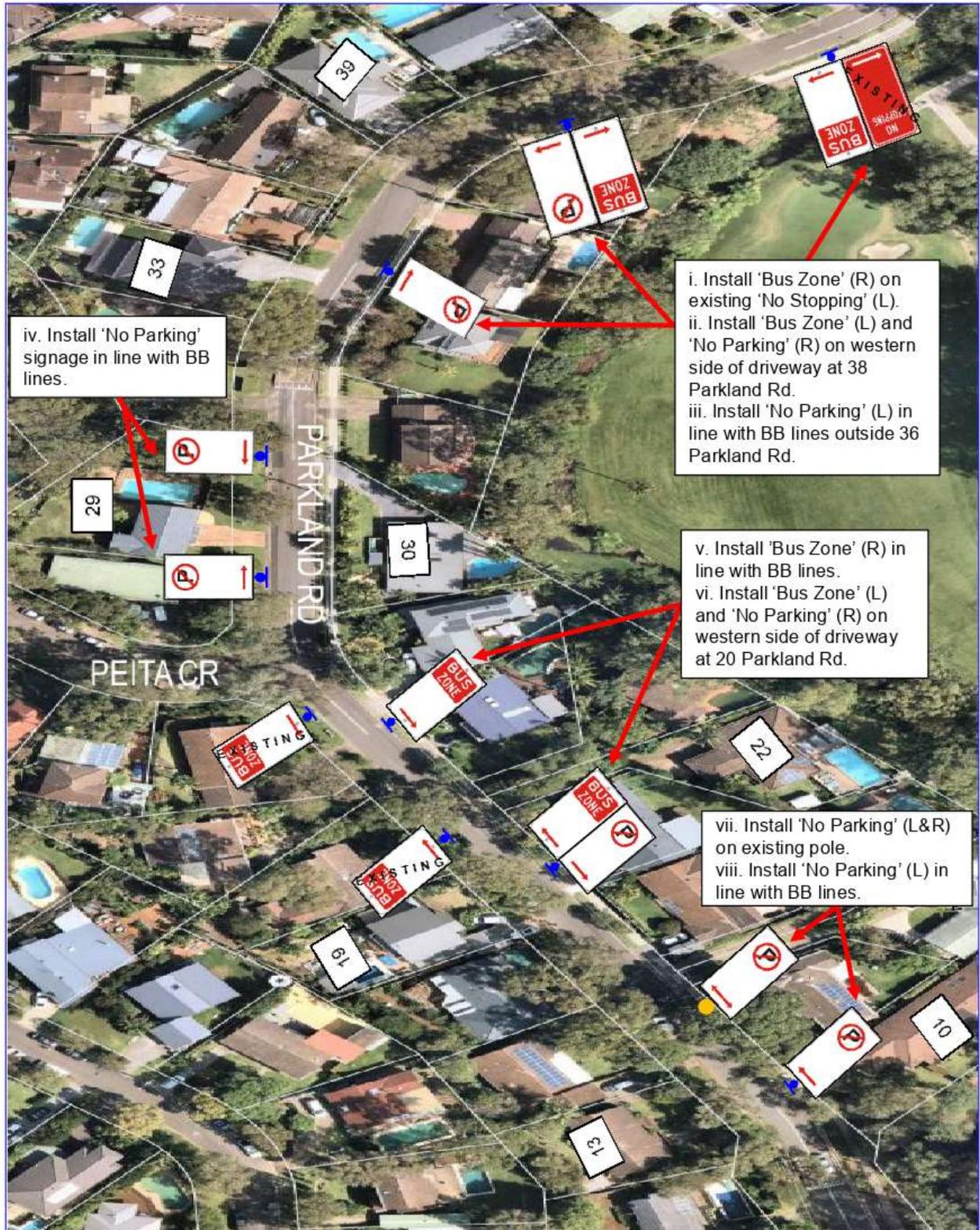
Consultation letters have been distributed to 39 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports:

- A. Formalising the Bus Zone (R) on existing No Stopping (L) and Bus Zone (L) and No Parking (R) on western side of driveway at No.38 Parkland Road, Mona Vale.
- B. Installing No Parking (L) restrictions in line with Dividing Barrier Lines outside No.36 Parkland Road, Mona Vale.
- C. Installing No Parking signage in line with Dividing Barrier Lines between No.s 29 and 27 Parkland Road, Mona Vale.
- D. Formalising Bus Zone (R) in line with Dividing Barrier Lines at No. 26 Parkland Road, Mona Vale.
- E. Formalising Bus Zone (L) and installing No Parking (R) restrictions on western side of driveway at No.20 Parkland Road, Mona Vale.
- F. Installing No Parking (L&R) signage on existing pole at No.12 Parkland Road.
- G. Installing No Parking (L) restrictions in line with Double Dividing Barrier Kerb Lines at No.10 Parkland Road, Mona Vale.



iv. Install 'No Parking' signage in line with BB lines.

i. Install 'Bus Zone' (R) on existing 'No Stopping' (L).  
ii. Install 'Bus Zone' (L) and 'No Parking' (R) on western side of driveway at 38 Parkland Rd.  
iii. Install 'No Parking' (L) in line with BB lines outside 36 Parkland Rd.

v. Install 'Bus Zone' (R) in line with BB lines.  
vi. Install 'Bus Zone' (L) and 'No Parking' (R) on western side of driveway at 20 Parkland Rd.

vii. Install 'No Parking' (L&R) on existing pole.  
viii. Install 'No Parking' (L) in line with BB lines.

<b>PROPOSAL</b>		 northern beaches council	
	Parkland Road, Mona Vale No Parking Restrictions		
	Drawn    KT		Approved 

## Table of Consultation

<b>Address</b>	Parkland Road, Mona Vale
<b>Proposal</b>	No Parking Restrictions

<b>Properties Consulted</b>	39
<b>Responses Received</b>	7
<b>Support</b>	5
<b>Do Not Support</b>	2

Issue	Resident Comment	Council Response
Move problem further down the street	Restrict parking to 4hrs unless you are a resident. No Parking of unattended boats, trailers or caravans unless you are a resident opposite the parking	All homes in the proposed area have off-street parking available. On-street parking will still be available on either side of the street in various locations. There is indented parking available at both the eastern and western end of Parkland Rd. Council will not be implementing a resident parking scheme in this area.
Do not support No Parking between 10 & 20 Parkland Road	Decrease safety reversing from driveway. Restricted vision cars doing U-turns in driveway. Increase temptation for people to park very close or across our driveway	Driveway is located on straight section of Parkland Road. There is currently no restrictions outside property, 'No Parking' to be implemented on opposite side of the road. The Rangers or Police can be called when a vehicle is parked across a driveway blocking access
Do not support No Parking between 10 & 20 Parkland Road	Increase speed along Parkland Road straight	On-street parking on the southern side will be maintained in this section. The only area where there will be no parking on both sides is at the existing Bus Zone areas which are to be formalised. Buses stop at these stops every 30 mins to 1 hour (from 6am to 8pm), 7 days a week
Additional No Parking	No Parking signs be placed on both sides of the road on the bend outside 37 - 41	Council understands the need for on-street parking. Council will monitor area and install more restrictions if required
Install speed hump	Speed hump to be installed between 36 & 38 or directly before 38	There are already 2 flat top road humps installed at either side of this location (one outside #45 and one outside #32 - 34) which is approx 135m apart. Council will not be installing any more at this location at this time
Make Parkland Road one-way	Buses should not of been allowed in Parkland Rd however since they are, then making Parkland Road one way to the East is preferred solution	As Parkland Road is a bus route in both directions, making one-way would not be viable. One-ways are generally not supported well by the community and if they are implemented they are in smaller streets

<b>ITEM 4.5</b>	<b>PACIFIC PARADE, MANLY - NO PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2020/352442</b>
<b>ATTACHMENTS</b>	<b>1 Pacific Parade, Manly - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.789840, 151.283460

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding recently introduced No Parking restrictions on the north side of Pacific Parade between Collingwood Street and Smith Street, Manly. These restrictions were approved at the Northern Beaches Council Local Traffic Committee meeting on 7 April, item 4.3. Several residents do not appear to have received the consultation letter distributed at the time. In view of the above the matter has been re-notified to provide an opportunity for all residents to have their say.

### **LOCATION**

Pacific Parade is a local road carrying low volumes of one-way traffic in an eastbound direction. The section between Collingwood Street and Smith Street is only 6m in width between property boundaries with no nature strip. Parking is currently permitted on both sides of the road; however, much of the unrestricted parking on the northern side was recently changed to No Parking. Parking does not generally occur on the south side due to the presence of driveways.

### **ISSUES**

- Parking on the north side opposite driveways impedes access to and from those driveways
- The lack of any nature strip on the south side with property boundaries right at the edge of bitumen means vehicles entering or exiting driveways have no swing room.
- Most residents in the subject of Pacific Parade have opposed the introduction of No Parking in view of the resultant loss of on-street parking
- Two residents have supported the introduction of No Parking as it affords them ease of access to and from garages allowing them to park off-street.
- Residents report increased speeds on Pacific Parade since No Parking was introduced

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to reinstate 2P permit parking on the north side of Pacific Parade between Collingwood Street and Smith Street other than opposite the garages serving No.37 Smith Street and No.28 Pine Street. This will allow ease of access to those garages while allowing other residents to park on Pacific Parade. The reinstatement of parking will also act to reduce traffic speeds by narrowing the available carriageway width.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- There is no footpath or nature strip on this section of Pacific Parade. The sections of No Parking restriction provide space for pedestrians and cyclists to move out of the path of through traffic.
- The retention of some parking will decrease vehicle speeds improving safety for pedestrians exiting from properties which are accessed directly off Pacific Parade.

## CONSULTATION

Consultation letters have been distributed to 14 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Reinstatement of 2P permit parking on the north side of Pacific Parade between Smith Street and Collingwood Street, Manly.
- B. Retention of No Parking restrictions opposite the garages serving No.37 Smith Street and No.28 Pine Street, Manly



	<b>PROPOSAL</b>	 northern beaches council
	Pacific Parade, Manly No Parking	
	Drawn <b>JB</b> <span style="margin-left: 150px;">Approved </span>	

## Table of Consultation

<b>Address</b>	<b>Pacific Parade, Manly</b>
<b>Proposal</b>	<b>No Parking</b>

<b>Properties Consulted</b>	14
<b>Responses Received</b>	7
<b>Support</b>	2
<b>Do Not Support</b>	5

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
loss of parking	installation of No Parking takes away much needed and heavily utilised on-street parking	The original proposal has been amended to retain 2P Parking other than opposite garages of homes who have expressed concern about impeded access
increased speed	removal of parking has resulted in increased speeds and speed humps are needed to reduce speed	retaining most of the parking in Pacific Parade means that the effective width of carriageway is much narrower (approx 3.5m-4m) and speeds will be reduced
access to garages impeded	the presence of parked vehicles opposite garages makes access to those garages difficult or, in some cases, impossible	No Parking is to be in place opposite garages of those that have requested it.
pedestrian safety	There are no footpaths in Pacific Parade and pedestrians must walk on the road. The absence of parking makes it less safe for pedestrians using the lane as speeds are higher	the retention of parking will decrease speeds making it safer for pedestrians
emergency access and/or garbage truck access	the presence of parked vehicles reduces the carriageway width and emergency vehicle access or access for garbage trucks could be blocked	Pacific Parade is on a straight alignment and unless vehicles are very poorly parked, access for trucks should not be blocked

<b>ITEM 4.6</b>	<b>ALDINGA PLACE, FORESTVILLE - NO PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2020/359490</b>
<b>ATTACHMENTS</b>	<b>1 Aldinga Place, Forestville - Plan</b>

**GEOCODES:** -33.761079, 151.206550

## **REPORT**

### **BACKGROUND**

Council has received concerns from waste services in regards to vehicles and trailers parking in the turning area affecting access and restricting traffic flow in Aldinga Place, Forestville.

### **LOCATION**

- Aldinga Place is a local road used by local traffic to reach Forestville and the surrounding suburbs.
- This section of Aldinga Place is a local road that caters for two-way traffic, with a speed limit of 50km/h.
- On-street parking is generally unrestricted on Aldinga Place, Forestville.
- Aldinga Place is predominantly a residential street.

### **ISSUES**

- Illegal parking not parallel to the left and across driveways
- Vehicle and waste service access is restricted entering and exiting the cul de sac due to illegal and unrestricted parking.
- Poor visibility and traffic flow entering and exiting the cul de sac section of Aldinga Place.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to introduce No Parking restrictions in the cul de sac beginning at the northern side of the driveway of No.5 and closing at the northern side of the driveway of No.9 Aldinga Place, Forestville.

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

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

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

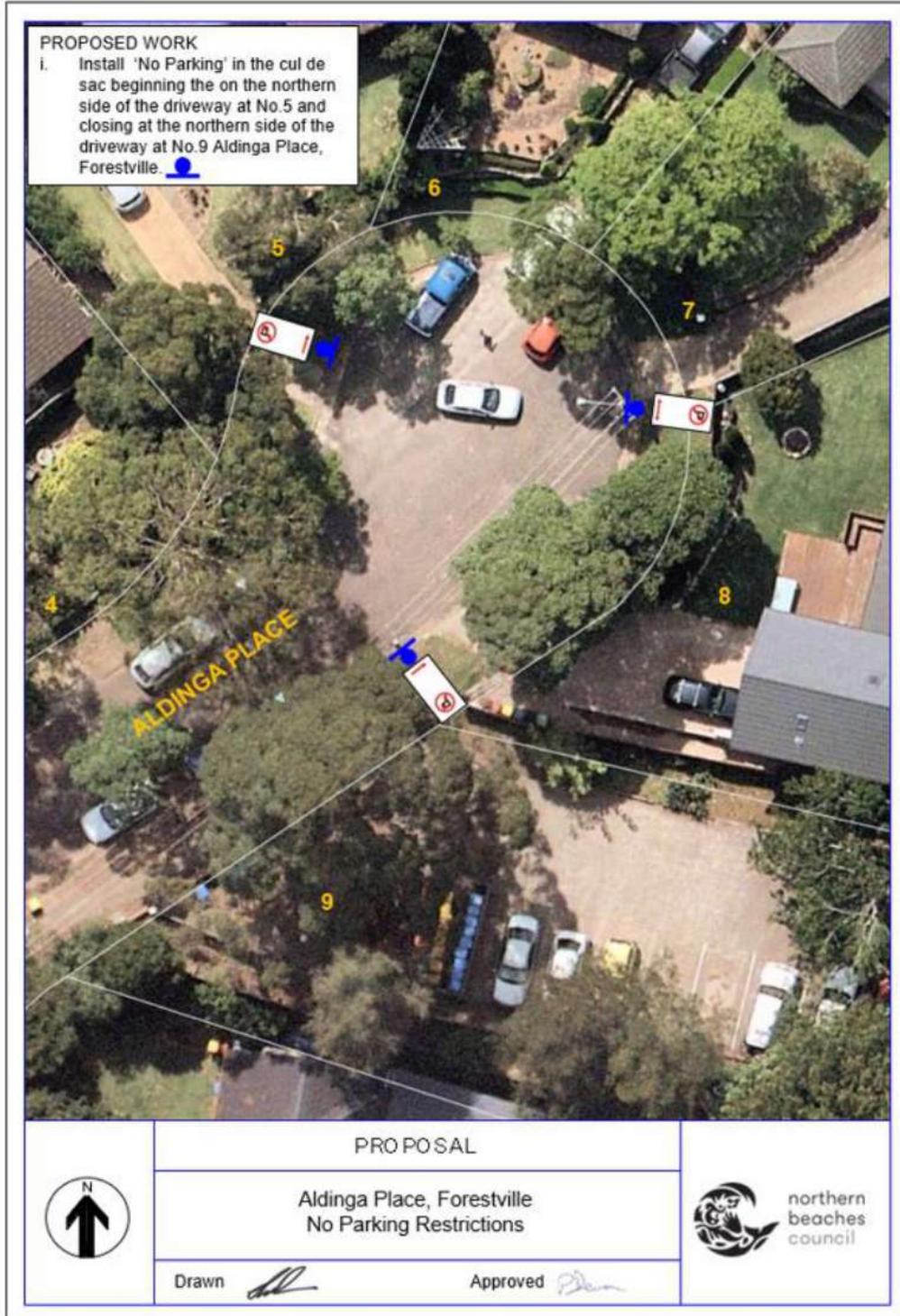
**CONSULTATION**

Consultation letters have been distributed to 11 properties within the immediate vicinity of the location providing notification of the proposed changes. There were no responses received at the time of reporting.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the introduction of No Parking restrictions in the cul de sac beginning at the northern side of the driveway of No.5 and closing at the northern side of the driveway of No.9 Aldinga Place, Forestville.



<b>ITEM 4.7</b>	<b>ELIMATTA ROAD, MONA VALE - NO PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2020/362084</b>
<b>ATTACHMENTS</b>	<b>1 Elimatta Road, Mona Vale - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.680222, 151.295103

## **REPORT**

### **BACKGROUND**

Council has received concerns from residents regarding parking in the turning circle affecting access for larger vehicles and entry/exit to properties at the western end of Elimatta Road, Mona Vale.

### **LOCATION**

- Elimatta Road is a local road with a 50km/h speed limit.
- The section of Elimatta Road under consideration is located between Turimetta Street and the turning circle situated at the western end, which has a road width of approximately 9m on the approach with a 17m turning circle.
- There are no parking restrictions along this section of road.
- Kerb and gutter exists on both sides of the road; however, there is no constructed footpath.

### **ISSUES**

- Parallel parking is unrestricted on both sides of the road at the western end of Elimatta Road.
- There are a number of driveways that exit onto the turning circle and some residents have reported that parked vehicles affect access to/from their property.
- Half of the turning circle is restricted between the driveways of properties 111 and 146, except for a small section between the shared driveway to properties 113-117 and property 148.
- Larger vehicles including waste collection services and delivery vehicles have difficulty manoeuvring at the end of Elimatta Road when vehicles are parked on the approach to and within the turning circle. Council's waste collection vehicles require a turning area of 17m to complete a full turn.

### **PROPOSAL**

Council has undertaken a review of the above location and issues and consulted on a proposal to install No Parking restrictions between the driveways of property 109 and property 144 Elimatta Road.

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

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

- The proposal will improve safety for all road users including people cycling in Elimatta Road by providing a wider road width when travelling and for manoeuvring in the turning circle.

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

## CONSULTATION

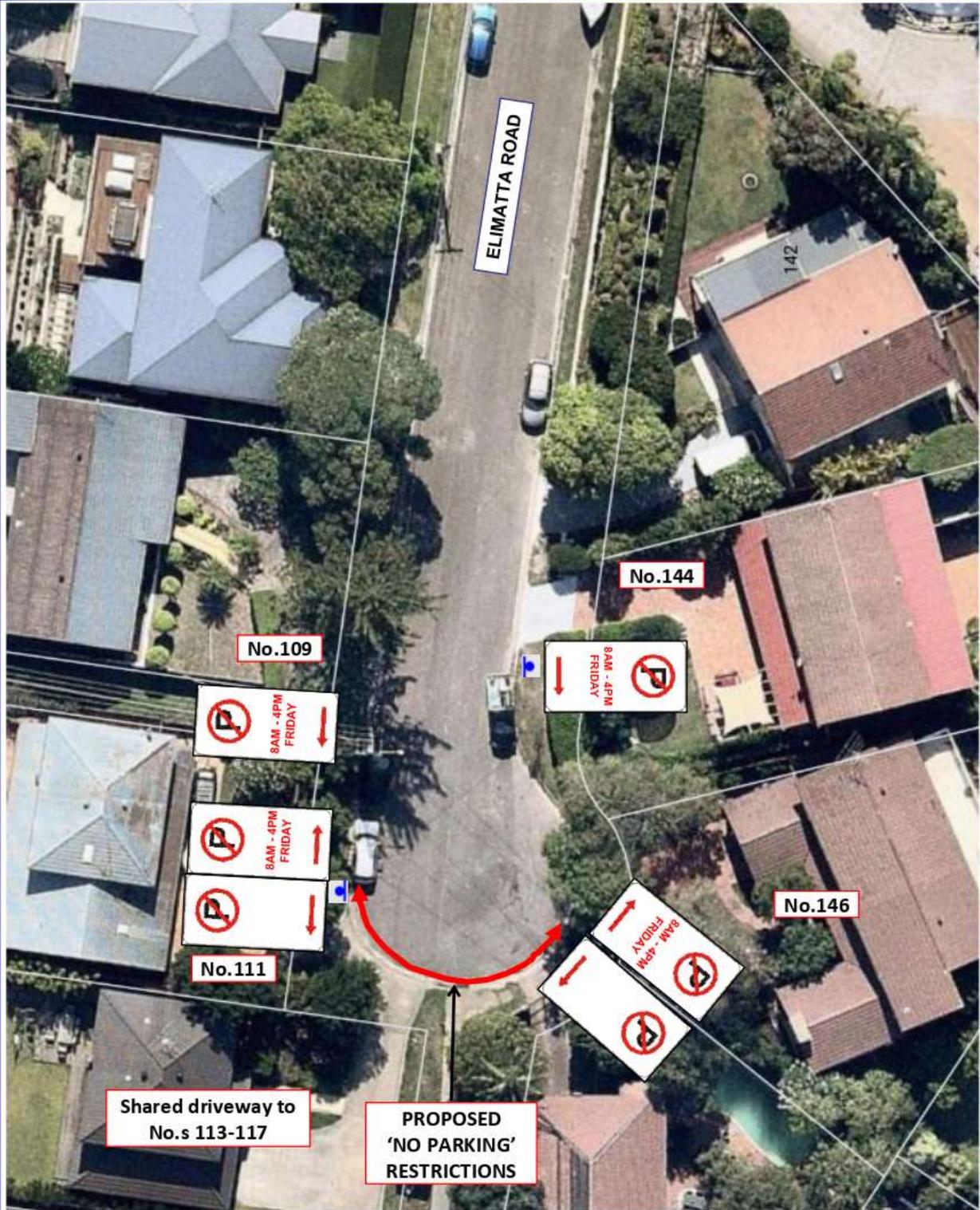
- Consultation letters have been distributed to 18 properties within the immediate vicinity of the location providing notification of the proposed changes. A summary of the responses is noted in Attachment 2 - Table of Consultation.
- A total of four submissions were received with one supporting and three objections. The main objections were in relation to a loss of on-street parking.
- Council has noted some of the concerns and further reviewed the issues and recommends that the installation of No Parking restrictions be installed between the between the driveways of properties 111 to 146. However, it is also proposed that No Parking 8am-4:00pm Friday restrictions be installed between the driveways of properties 109 to 111 and the driveways of properties 144 to 146. An amended plan of the proposal is shown in Attachment 1 - Elimatta Road, Mona Vale - Plan.
- The revised proposal will minimise the loss of on-street parking and provide a section in the turning circle that is unobstructed for general vehicles. However, it is considered necessary to provide additional parking restrictions on waste collection days to ensure that these essential services can be undertaken safely.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following proposals in Elimatta Road, Mona Vale:

- A. Installation of No Parking restrictions between the driveways of No.s 111 to 146.
- B. Installation of No Parking 8:00am – 4:00pm Friday restrictions between the driveways of No.s 109 to 111 and the driveways of No.s 144 to 146.



	<b>PROPOSAL</b>	
	ELIMATTA ROAD, MONA VALE NO PARKING RESTRICTIONS	
	Drawn RK <span style="margin-left: 150px;">Approved <i>P. Deane</i></span>	

## Table of Consultation

<b>Address</b>	Elimatta Road, Mona Vale
<b>Proposal</b>	No Parking restrictions

<b>Properties Consulted</b>	18
<b>Responses Received</b>	4
<b>Support</b>	1
<b>Do Not Support</b>	3

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
'No Parking' restrictions	<p>- Is the No parking going To have time restrictions? I'm not totally convinced this is a good idea. Are there any other options ?</p> <p>- We propose that you place the no parking signs from 144 Elimatta road up to and including our driveway at 111 Elimatta road and then allow parking directly in front of our property. This will allow residence additional parking and our visitors parking too.</p> <p>- When cars are parked around the end of the cul-de-sac it can be quite dangerous and difficult for large vehicles such as garbage trucks to manoeuvre around the end of the street. This doesnt happen every week but it does happen. There have also been occasions where I have seen large delivery vehicles have to reverse back down the street.</p>	<p>- Council has noted some of the concerns regarding impacts to on-street parking and recommends that the proposal be amended to include 'NO PARKING' restrictions between the driveways of No.s 111 to 146, which will apply at all times to provide a section in the turning circle that is unobstructed for general vehicles. However 'NO PARKING 8AM-4PM FRIDAY' restrictions are required between the driveways of No.s 109 to 111 and the driveways of No.s 144 to 146, to assist turning manoeuvres for waste collection vehicles on collection days.</p>

<b>ITEM 4.8</b>	<b>LOXTON PLACE, FORESTVILLE - NO PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2020/364464</b>
<b>ATTACHMENTS</b>	<b>1 Loxton Place, Forestville - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.752860, 151.217476

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding parking of vehicles on both sides of Loxton Place, Forestville, which reduces the width of the trafficable lane of the carriageway. Vehicles have also been observed to park on the nature strip of the street. As a result, motorists have difficulty negotiating around parked vehicles safely and waste vehicles cannot access the properties at the end of the street.

### **LOCATION**

- Loxton Place is a local road with a speed limit of 40km/h. The street has predominantly residential properties under low density residential zone.
- The pavement width of the street is about 7m with unrestricted kerbside parking facilities.
- It is a no through street off Altona Avenue and forms a T-intersection with Wellman Avenue.

### **ISSUES**

- Parked vehicles on both sides of the street reduces the carriageway width for the traffic. The street is one of a kind and has a continuous curve after Wellman Avenue intersection. Access of Waste Vehicles are impacted and sometimes waste cannot be collected due to restricted access.
- Waste Service vehicles often have to spend more time collecting waste, which impacts their schedule.
- The proposed parking restriction will improve parking turnover by removing prolonged period of parking of cars and trailers

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to introduce No Parking from 8:00am – 4:00pm Thursday, Waste Vehicles Excepted restrictions. The proposed parking restriction will facilitate waste collection and safe turn around area for waste vehicles.

Council initially proposed to introduce No Stopping restrictions. During consultation Council received concerns from the residents for a full time No Stopping restriction. Therefore, Council revised the proposal to No Parking from 8:00am – 4:00pm Thursday, Waste Vehicles Excepted.

Council also proposes to install Give Way Lines (TB & TB1) at Wellman Avenue, near the intersection with Loxton Place, Forestville, to formalise the Give Way Control of the intersection and enhance safety.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

## CONSULTATION

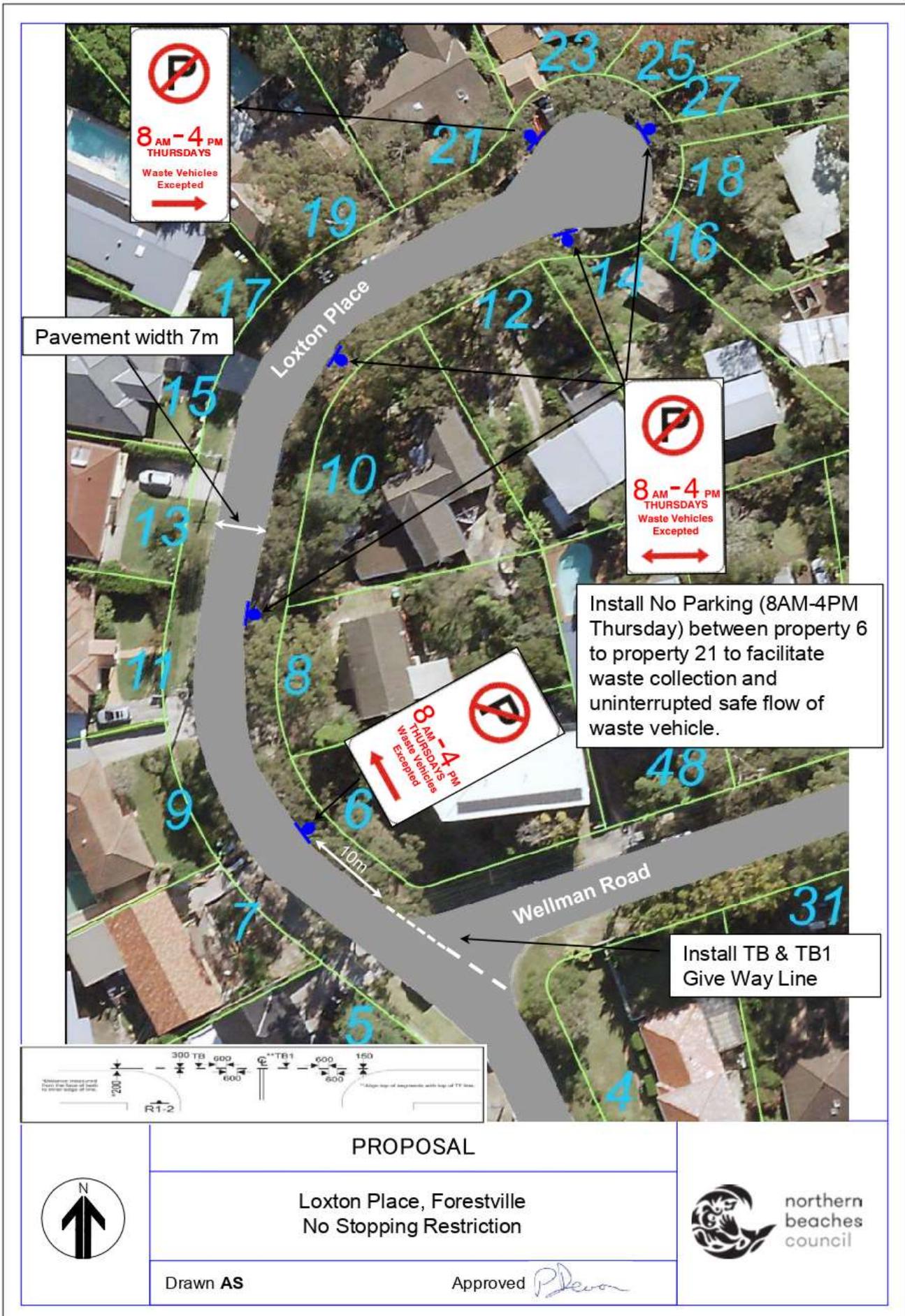
Consultation letters have been distributed to 18 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of No Parking 8:00am – 4:00pm Thursday, Waste Vehicles Excepted restrictions between No. 6 (10m from Wellman Avenue intersection) and No.21 Loxton Place, Forestville (at the boundary of No.s 21 and 23 Loxton Place).
- B. Install Give Way Lines (TB & TB1) at Wellman Avenue, near the intersection with Loxton Place, Forestville, to formalise the Give Way Control of the intersection and enhance safety.



## Table of Consultation

<b>Address</b>	<b>Loxton Place, Forestville</b>
<b>Proposal</b>	<b>No Parking Restriction</b>

<b>Properties Consulted</b>	18
<b>Responses Received</b>	8
<b>Support</b>	6
<b>Do Not Support</b>	2

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Illegal Parking	Extend the parking restriction till the intersection of Loxton Place and Wellman Road as it is a bend	Statutory 10m No Stopping restriction applies at any unsignalised intersection. Council will formalise the Give Way control at the intersection which would deter illegal parking and improve sight distance.
Road width	Widen the road	It is out of scope of the proposal. Widening the road will incur a significant cost and cannot be justified for this local road with low volume of traffic at this stage.
Difficulty turning	Extend the restriction in the cul-de-sac as well.	The No Parking Restriction has been extended till the cul-de-sac to allow wider turning area for waste service vehicles.
Sign clutter	Install less sign to reduce sign clutter	Northern Beaches Council has adopted minimal sign usage policy to reduce sign clutter. Therefore, we try to use the minimum number of signs as required by the Standard Australia to maintain environmental aesthetic.

**ITEM 4.9 PRINCE ALFRED PARADE, NEWPORT - MOTORCYCLE PARKING RESTRICTIONS****REPORTING OFFICER TRAFFIC ENGINEER****TRIM FILE REF 2020/361561****ATTACHMENTS**  
**1 Prince Alfred Parade, Newport - Plan**  
**2 Table of Consultation****GEOCODES:** -33.650301, 151.303296**REPORT****BACKGROUND**

Council has received concerns from local residents regarding vehicles parking outside No.60 Prince Alfred Parade, Newport affecting visibility when exiting driveways.

**LOCATION**

- Prince Alfred Parade is a collector road with a 50km/h speed limit.
- The section of Prince Alfred Road under consideration has a trafficable road width of approximately 7m, with a 2.2m sealed verge outside No.60 Prince Alfred Parade.
- Dividing Barrier Lines have been installed along the centre of Prince Alfred Parade, between Herbert Avenue and Mitala Street.
- Parking is unrestricted outside No.60 Prince Alfred Parade, where there are approximately three car spaces for parallel parking.
- The driveway to properties 60 and 60A, and the shared driveway to properties 62, 64 and 66, are situated immediately north of the existing parallel parking area and located on a bend and crest in the road.
- There is kerb and gutter only on the eastern side of the road (high side), but no constructed footpath on either side of the road.

**ISSUES**

- Council received a request to remove the existing three parallel parking spaces outside No.60 Prince Alfred Parade, following a collision between a vehicle travelling north along Prince Alfred Parade and a vehicle emerging from the shared driveway to No.s 62, 64 and 66.
- Vehicles parked south of the driveways affect sightlines for vehicles exiting the six properties.
- Traffic sight distances are also reduced for vehicles travelling along Prince Alfred Parade due to the bend and crest in the road.
- There is limited on-street parking along Prince Alfred Parade as parking is not permitted within 3m of the existing Dividing Barrier Lines due to the narrow road width.

**PROPOSAL**

- Council has undertaken a review of the above location and proposes to replace an existing section of parallel parking with P MOTOR BIKES ONLY restrictions.
- Motorcycles are smaller in both length and especially width and would not significantly obstruct sightlines compared to a standard sized motor vehicle.

- The proposed changes will provide additional parking options in the area and improve sightlines by preventing larger vehicles from parking near the driveway.

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

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

- The proposal will improve safety for all road users including people cycling along and entering and exiting Prince Alfred Parade, by providing improved sightlines at the location.
- The construction of a footpath along the western side of Prince Alfred Parade, between Irrubel Road and the Royal Motor Yacht Club is listed on the Future Footpath Program. The proposal will provide a wider shoulder for pedestrians and does not affect future pedestrian facilities.

### **CONSULTATION**

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

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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of P MOTOR BIKES ONLY restrictions outside No.60 Prince Alfred Parade, Newport, from a location 12m north of the existing parallel parking area to the shared driveway to properties 60 and 60A.



PRINCE ALFRED PARADE, NEWPORT  
 MOTORCYCLE PARKING RESTRICTIONS



Drawn RK

Approved *P. Dean*

## Table of Consultation

<b>Address</b>	Prince Alfred Parade, Newport
<b>Proposal</b>	Motorcycle Parking restrictions

<b>Properties Consulted</b>	16
<b>Responses Received</b>	5
<b>Support</b>	2
<b>Do Not Support</b>	3

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Motorcycle Parking restrictions	<p>- You cannot come straight onto the road, you need to stop on the crest, move a little to the left or right depending on the direction you are going then proceed slowly onto the road when it is clear, all of which there is ample room to do at no 60 PAP. Taking away a designated carspace in Prince Alfred of which there are so few of is not a sensible idea, not to mention the fact that it is highly unlikely the space will be used very often for motor bikes.</p> <p>- Vehicles parking outside No 60 seriously affect visibility and make it impossible to safely exit the adjacent driveways. Vehicles block the visibility so you literally cannot see if anything is coming. It is incredibly dangerous.</p>	<p>- Motorcycles are smaller in both length and especially width and would not significantly obstruct sightlines compared to a standard sized motor vehicle, and provides additional parking options. The alternative would be to provide 'NO PARKING' restrictions, however this would prevent all vehicles from parking at this location, and further reduce parking opportunities for vehicles should a motorcycle occupy the remaining unrestricted parking area.</p>
Other suggestions	<p>- I suggest that a Loading Zone would be more beneficial to residents as it could be used by couriers and home delivery vans, etc whilst remaining empty most of the time.</p> <p>- We would ask that Council seriously consider the following: 1. Imposing a time restriction on parking in the remaining spaces. We suggest a 24 hour limit is appropriate as presently some vehicles (often the same vehicles) park there for many days and sometimes even weeks (including boats and trailers) 2. Line marking the spaces to ensure that 3 cars can be parked in the remaining spaces.</p> <p>- Could I perhaps suggest that the park be designated to 'small cars' only or something like that as opposed to locking it out to only motorbikes, but preventing larger vehicles from blocking the view?</p> <p>- We need a dedicated footpath and formalised parking bays for car parking allowing pedestrian access.</p>	<p>- Council generally does not install 'Loading Zones' or timed parking restrictions in residential areas. These restrictions are applied in business areas or shops, or outside recreational areas for turnover of parking.</p> <p>- Linemarking of spaces is not required and may limit the different types of vehicles which may need to use the area.</p> <p>- The width of small cars will still cause visibility issues when parked at this location.</p> <p>- Future footpaths are prioritised in Council's adopted Northern Beaches Walking Plan and a footpath along the western side of Prince Alfred Parade (between Irrubel Road and the Royal Motor Yacht Club) has been included in the Plan and with construction subject to future funding.</p>

<b>ITEM 4.10</b>	<b>JUDITH STREET, SEAFORTH - NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2020/352226</b>
<b>ATTACHMENTS</b>	<b>1 Judith Street, Seaforth - Plan</b>

**GEOCODES:** -33.780623, 151.238900

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding obstructed sightlines when exiting Kirkwood Street onto Judith Street, Seaforth. Vehicles parked close to the corner to the west of the intersection provide insufficient sight distance to allow vehicles to confidently exit the street.

### **LOCATION**

Judith Street is a local road of 9.8m in width carrying moderate volumes of two-way traffic. Kirkwood Street intersects Judith Street at its western end approximately 100m east of where Judith Street meets the Wakehurst Parkway.

### **ISSUES**

- Kirkwood Street meets Judith Street at an obtuse angle which means vehicles parked close to the intersection on the southern side of Judith Street can significantly obstruct vision for northbound traffic to the west.
- The proximity of Judith Street to bus stops on the Wakehurst Parkway means it is quite well used for all day parking
- Judith Street drops away from Kirkwood Street towards the Wakehurst Parkway which also contributes to sightlines being impeded.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to extend the existing No Stopping restriction on the south side of Judith Street west of Kirkwood Street by approximately 10m.

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

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

- The proposal will improve sightlines for cyclists exiting Kirkwood Road and will improve visibility to and from pedestrians seeking to cross Judith Street.

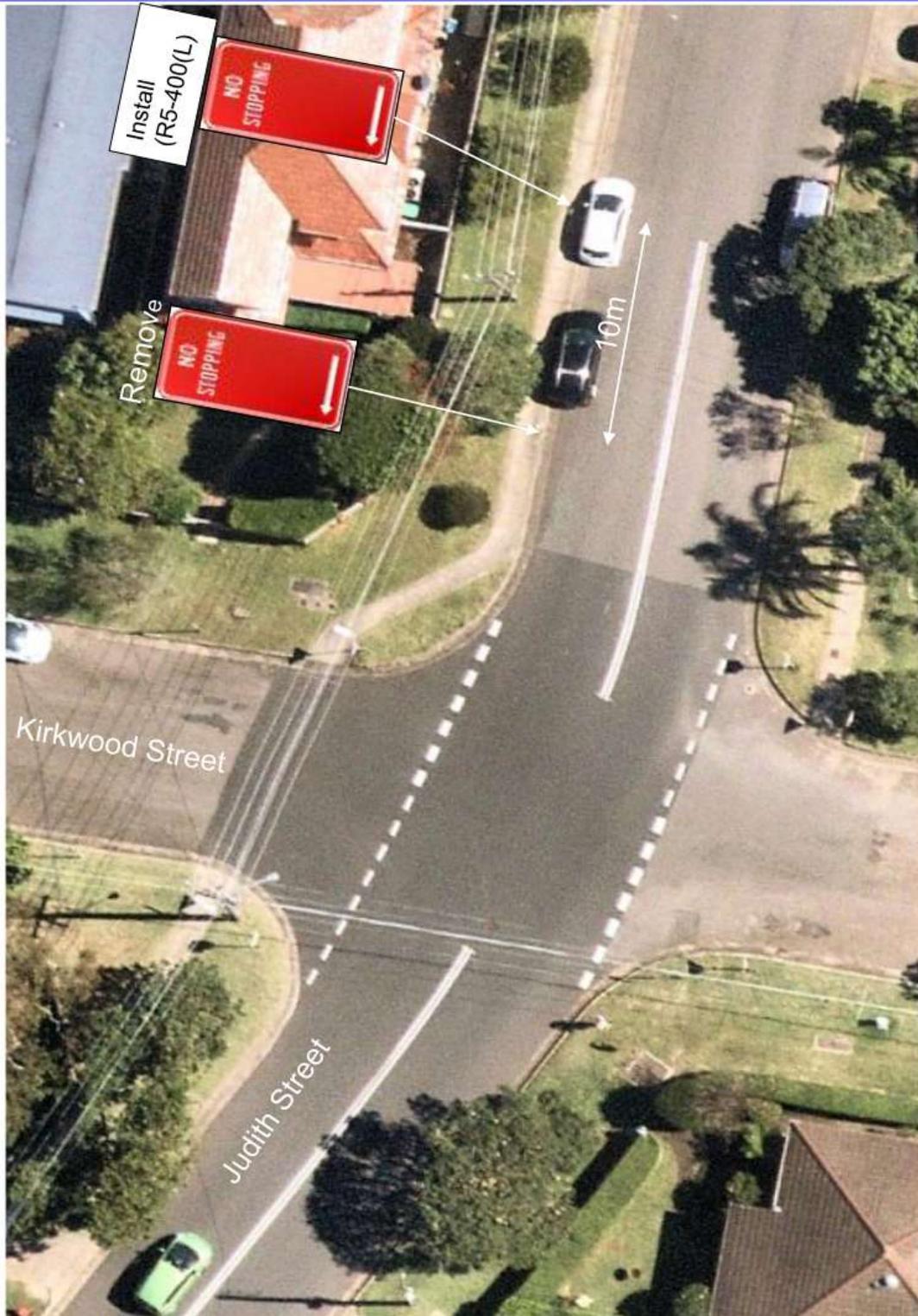
### **CONSULTATION**

Consultation letters have been distributed to 12 properties within the immediate vicinity of the location providing notification of the proposed changes. Two responses have been received both expressing support for the change.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the extension of the existing No Stopping restrictions on the south side of Judith Street, west of Kirkwood Street, Seaforth, by an additional 10m.



PROPOSAL

Judith Street, Seaforth  
No Stopping extension



Drawn JB

Approved 

<b>ITEM 4.11</b>	<b>WANAKA PLACE, BELROSE - NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2020/359693</b>
<b>ATTACHMENTS</b>	<b>1 Wanaka Place, Belrose - Plan</b> <b>2 Table Of Consultation</b>

**GEOCODES:** -33.739509, 151.216994

## **REPORT**

### **BACKGROUND**

Council has received concerns from residents regarding parked vehicles affecting access and restricting traffic flow in Wanaka Place, Belrose.

### **LOCATION**

- This section of Wanaka Place is a local road that caters for two-way traffic, with a speed limit of 50km/h.
- On-street parking is generally unrestricted on Wanaka Place, Belrose.
- Wanaka Place, Belrose is a residential street.

### **ISSUES**

- Illegal parking too close to the intersection and across driveways
- Vehicle access is affected entering and exiting Wanaka Place due to unrestricted parking.
- Resident concerns in relation to poor visibility exiting the driveway.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to install No Stopping Unbroken Yellow Kerb Lines at the intersections of Wanaka Place and Glen Street, Belrose. In addition, a line of approximately 8m in length will be installed outside No.1 Wanaka Place, Belrose.

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

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

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

### **CONSULTATION**

Consultation letters have been distributed to 13 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the introduction of No Stopping Unbroken Yellow Kerb Lines at the intersections of Wanaka Place and Glen Street, Belrose, including the installation of a line of approximately 8m in length outside No.1 Wanaka Place, Belrose.

**PROPOSED WORK**

- i. Install statutory 'NO STOPPING' Unbroken Yellow Kerb Line (C3) 100mm width on the intersection of Wanaka Place & Glen Street, Belrose
- ii. Install 'NO STOPPING' Unbroken Yellow Kerb Line (C3) 100mm width approximately 8 metres in length outside No1. Wanaka Place, Belrose.

PROPOSAL		 northern beaches council
	Wanaka Place, Belrose No Stopping Restrictions	
Drawn 	Approved 	

## Table of Consultation

<b>Address</b>	<b>Wanaka Place, Belrose</b>
<b>Proposal</b>	<b>No Stopping Restrictions</b>

<b>Properties Consulted</b>	13
<b>Responses Received</b>	8
<b>Support</b>	6
<b>Do Not Support</b>	2

One outside LGA (St Ives)

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Vehicle Access	I have no problem in access the street or parking there.	The section of the road proposed for restrictions reducing in width due to vehicles parking on both sides. Concerns raised in relation to reduced visibility and possible vehicle damage.
Loss of Parking	As this yellow line is - 24/7 No Parking - it would be overkill for a small street. This really only occurs at school pick up time between 3pm to 3:30pm on weekdays	Council proposes to restrict illegal parking, improve pedestrian and road safety.
Illegal Parking	At school pick-up time the regular parking rules go out the door. If these rules were adhered to it would be helpful.	Illegal parking requests have been forwarded to Rangers to patrol and enforce NSW road rules.
Impacts residents	It will restrict resident parking and visitor parking to our residence and to our neighbours residence	The proposal still allows for unrestricted parking in Wanaka Place, however, parking for private vehicles remains the responsibility of the property owners. The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking.

<b>ITEM 4.12</b>	<b>LAUREL CHASE, FORESTVILLE - NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2020/363561</b>
<b>ATTACHMENTS</b>	<b>1 Laurel Chase, Forestville - Plan 2 Table of Consultation</b>

**GEOCODES:** -33.761972, 151.207120

## REPORT

### BACKGROUND

Council has received concerns from residents regarding vehicles cutting corners when entering from Warringah Road into Laurel Chase, Forestville. There are also concerns in regard to vehicles parking too close to the intersection, on nature strips and on the path next to driveways.

### LOCATION

- Laurel Chase is a local road with 50km/h speed limit.
- The pavement width of the street is approximately 7m with unrestricted parking on both sides.
- It carries a low volume of traffic with two-way traffic flow.
- There are low density residential houses on the street with a service station and a car workshop at the corner of Laurel Chase and Warringah Road.

### ISSUES

- Due to the absence of any parking restriction, vehicles are parked too close to the intersection. Vehicles are also parked on the nature strip and the driveways of the service station. Parked vehicles reduce the available trafficable width of the street.
- Vehicles turning onto Laurel Chase have difficulty due to reduced sight lines for parked vehicles. The clear line of sight by the proposed parking restriction would make the turn egress safer. There are also no delineation lines to guide motorists on the lane.

### PROPOSAL

Council has undertaken a review of the above location and proposes to install No Stopping Unbroken Yellow Kerb Lines on Laurel Chase near the Warringah Road intersection to deter illegal parking. Council will also install Double Barrier Lines to guide motorists to be within the lane while turning.

A No Stopping Unbroken Yellow Kerb Line has the same meaning for enforcement purposes as a signposted No Stopping Zone and is preferred in many locations to reduce signage clutter. Furthermore, to ensure pedestrian safety and access, parking on nature strips is not permitted. Nature strips are the land between the constructed road and private property and therefore, parking in the driveway between the property boundary and the street is also not permitted.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- There is no impact on people cycling along Laurel Chase
- The proposal does not affect pedestrian facilities or impacts on walking

## CONSULTATION

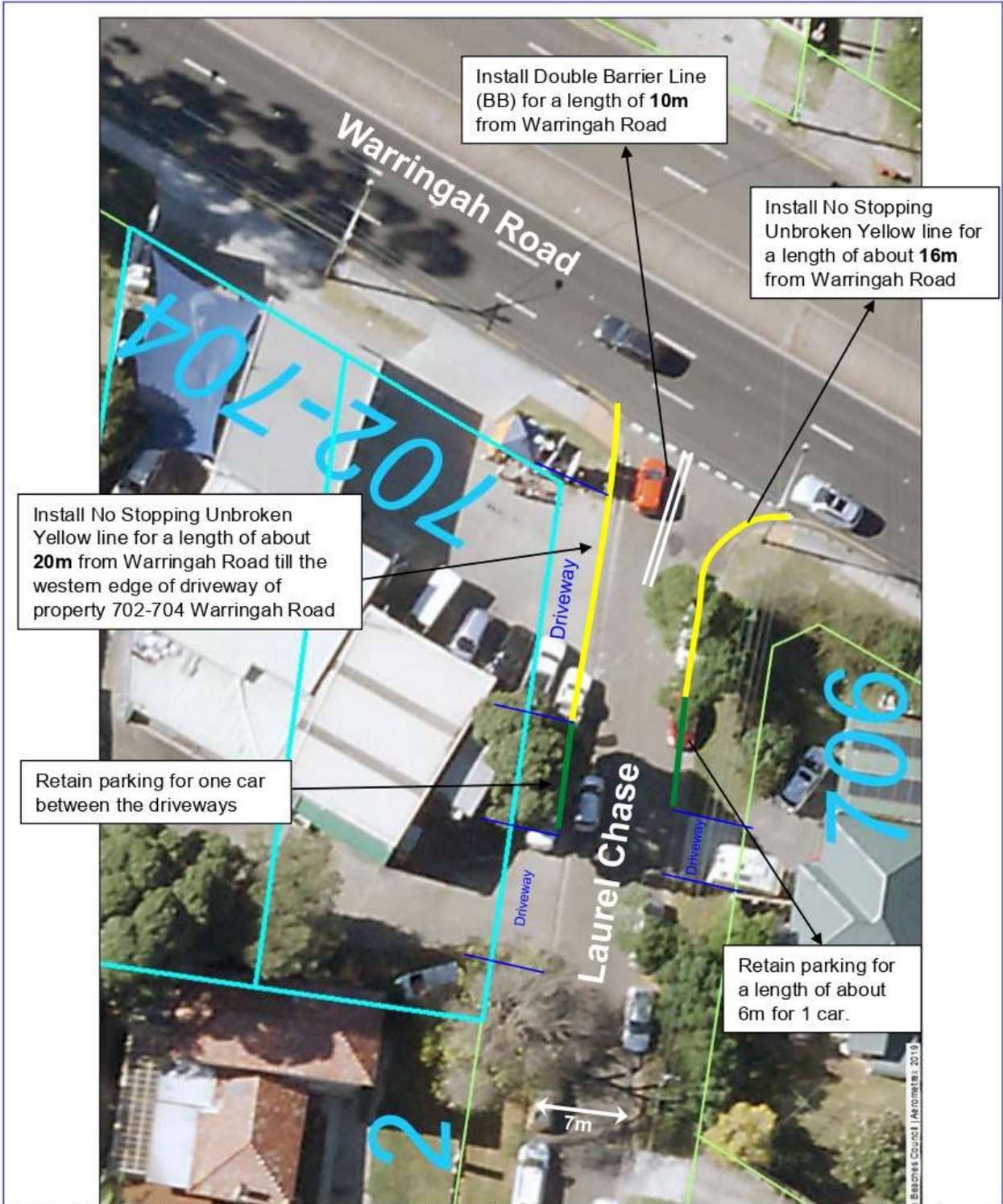
Consultation letters have been distributed to 11 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of No Stopping restrictions on the southern side of Laurel Chase about 16m from Warringah Road, Forestville.
- B. Installation of No Stopping restrictions on the northern side of Laurel Chase about 20m from Warringah Road till the edge of driveway of 702-704 Warringah Road, Forestville.
- C. Install Double Barrier Lines on Laurel Chase for a length of about 10m from Warringah Road, Forestville.



Dividing lines (Barrier)	BB	0.10	4.4	C3	Kerbside linemarkings for No Stopping Restriction	0.10	Yellow
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PROPOSAL

Laurel Chase, Forestville  
 No Stopping Restriction



Drawn AS

Approved *P. Devo*

## Table of Consultation

<b>Address</b>	Laurel Chase, Forestville
<b>Proposal</b>	No Stopping Restriction

<b>Properties Consulted</b>	11
<b>Responses Received</b>	2
<b>Support</b>	2
<b>Do Not Support</b>	0

Issue	Resident Comment	Council Response
Parking	This will relocate the problem. Need more restriction. Need resident parking scheme. Need to implement parking restriction at the corner.	On Street Parking is available for everyone and anyone can park. Parking provisions on streets like these reduce the travel lane which forms a natural traffic calming effect, keeping travel speeds relatively low. Most of the properties have access to off-street parking facilities. Therefore, this street will not be eligible for Resident Parking Permit/Scheme according to TfNSW guidelines.
Speeding	Cars speeding down the street especially customers of the mechanics.	This section of the street has a pavement width of 7m from kerb to kerb with unrestricted parking provisions on both sides of the street. On-street parking reduces the available trafficable lane and keeps the speed relatively low. Council will also request local police to investigate inappropriate driving behaviour on this street as council does not have any authority over moving traffic.
Lower speed limit	Need to bring down the speed to 40km/h.	Speed limit on any road is determined by Transport for New South Wales. Council will request TfNSW to review the speed limit of the street to bring it down to 40km/h.

<b>ITEM 4.13</b>	<b>ROWE STREET, FRESHWATER - NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2020/364412</b>
<b>ATTACHMENTS</b>	<b>1 Rowe Street, Freshwater - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.780347, 151.278601

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding parking of vehicles near intersection at Rowe Street, Freshwater and on Council land between the street and the property boundary.

### **LOCATION**

- Girard Street is a local road with a posted speed limit of 50km/h. It runs between Pittwater Road and Rowe Street.
- Rowe Street is a local road with varying pavement width. This section of Rowe Street has a speed limit of 50km/h.
- There are mixed commercial/industrial units on Girard Street and on southern side of Rowe Street. There are medium density residential properties with apartments and individual houses on the northern section of Rowe Street.

### **ISSUES**

There are roll kerbs on the north-east side of No. 4 Rowe Street. Vehicles often park on the nature strip or with two-wheels on the road and two on nature strip/footpath. Vehicles also park within 10m of the intersection as well. There is an existing No Parking sign on the southern end of the driveway of No.4 Rowe Street. The existing No Parking Sign does not have a closing sign.

### **PROPOSAL**

Council has undertaken a review of the above location and proposes to install No Stopping Unbroken Yellow Kerb Lines on Rowe Street and Palomar Parade, Freshwater, to reinforce parking restrictions and prevent illegal parking.

A No Stopping Unbroken Yellow Kerb Line has the same meaning for enforcement purposes as a signposted No Stopping Zone and is preferred in many locations to reduce signage clutter. Furthermore, to ensure pedestrian safety and access, parking on nature strips is not permitted. Nature strips are Council owned land between the constructed road and private property (that is the street and the verge). Therefore, parking in the driveway between the property boundary and the street is also not permitted.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

## CONSULTATION

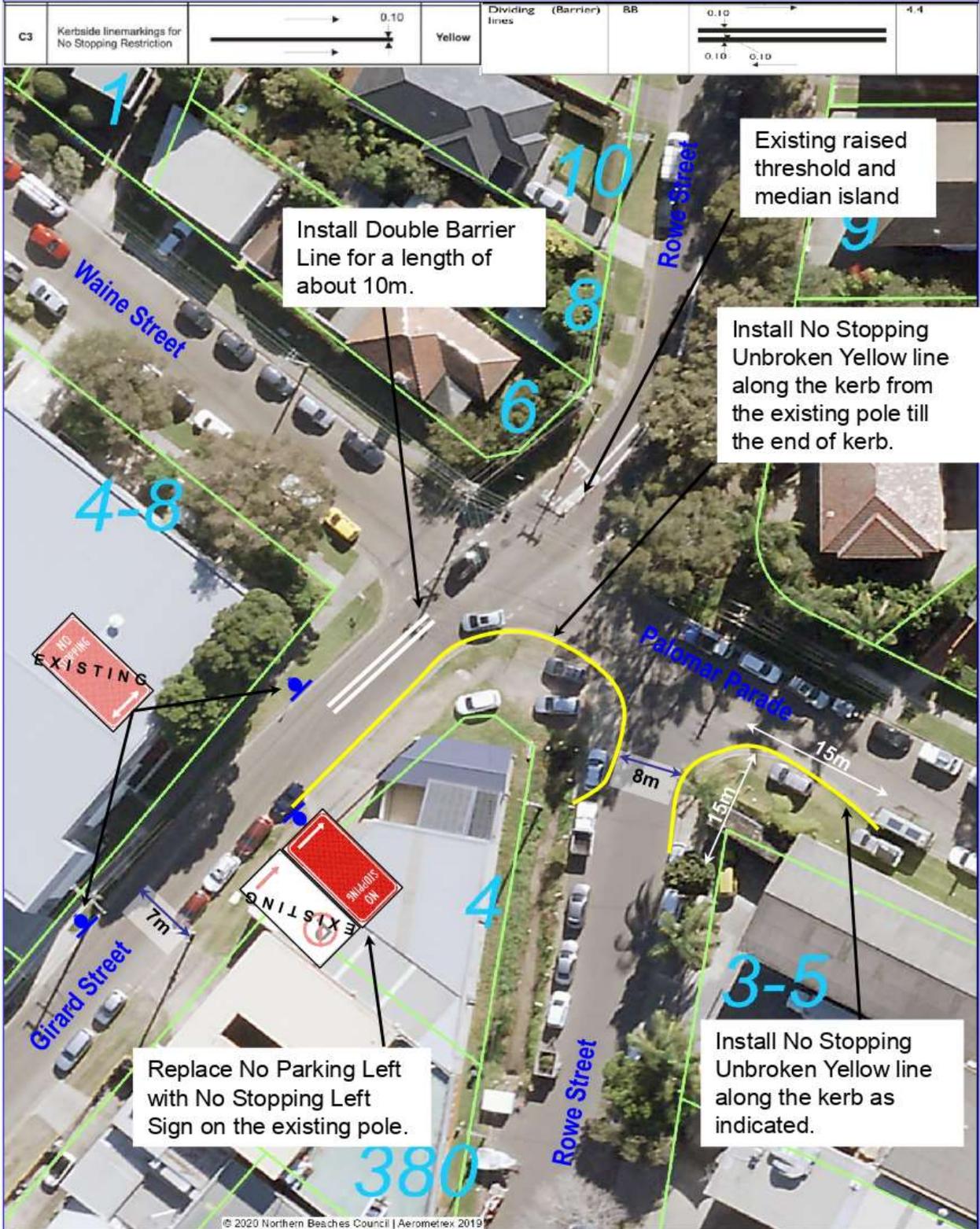
Consultation letters have been distributed to 112 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Replacement of the No Parking Left with No Stopping Left Sign on the southern end of driveway of No.4 Rowe Street and install No Stopping Unbroken Yellow Kerb Line along the kerb (surrounding No.4 Rowe Street) from the pole till the end of the kerb at Rowe Street, Freshwater.
  - B. Install a No Stopping Unbroken Yellow Kerb Line for a length of approximately 15m, on Palomar Parade and Rowe Street respectively, along the kerb on the south-east corner of the intersection of Palomar Parade and Rowe Street, Freshwater.
  - C. Install a Double Barrier Line for a length of approximately 10m on the north end of Girard Street near the intersection with Waine Street, Palomar Parade and Rowe Street, Freshwater.
-



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PROPOSAL

Rowe Street and Girard Street, Freshwater  
No Stopping Restrictions



Drawn AS

Approved *P. Devo*

### Table of Consultation

<b>Address</b>	<b>Rowe Street &amp; Girard Street, Freshwater</b>
<b>Proposal</b>	<b>No Stopping Restriction</b>

<b>Properties Consulted</b>	112
<b>Responses Received</b>	1
<b>Support</b>	1
<b>Do Not Support</b>	0

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Overnight camping	Request to install overnight stays prohibited signs to deter overnight staying on campervans and coaster. Some of them stays night and uses another car in the day. They share information on online forum/ community.	Council's compliance team has been requested to inspect the site and investigate it further. Council will install signs to prohibit overnight staying if needed.

<b>ITEM 4.14</b>	<b>FAZZOLARI AVENUE, MONA VALE - GIVE WAY RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2020/361405</b>
<b>ATTACHMENTS</b>	<b>1 Fazzolari Avenue, Mona Vale - Plan</b>

**GEOCODES:** -33.673789, 151.285986

## **REPORT**

### **BACKGROUND**

Council has received concerns from residents regarding confusion of which street has right of way. After investigating the site, the primary thoroughfare is Fazzolari Avenue, Mona Vale. To prevent confusion a restriction is proposed to be installed on Wallaby Crescent.

### **LOCATION**

- Wallaby Crescent and Fazzolari Avenue are local roads with a speed limit of 10km/h
- These streets have low density housing
- These streets meet at a Y-intersection

### **ISSUES**

Residents are confused over which road has priority.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to install a Give Way restriction on Wallaby Crescent. This will change the priority of the roads.

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

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

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

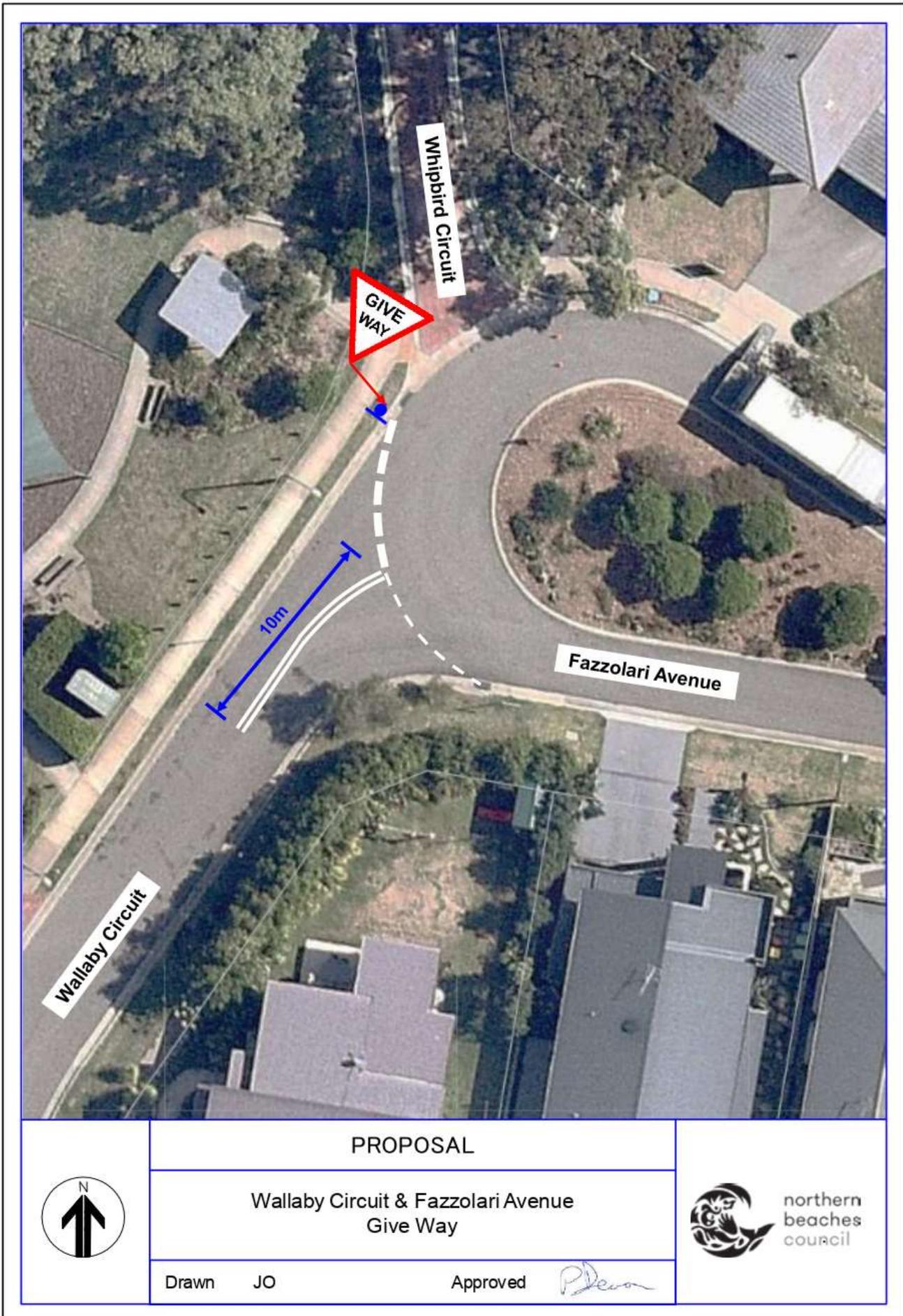
### **CONSULTATION**

Consultation letters have been distributed to 35 properties within the surrounding vicinity of the location providing notification of the proposed changes. One response was received supporting the proposal.

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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of a Give Way restriction at the intersection of Fazzolari Avenue and Wallaby Crescent, Mona Vale



PROPOSAL

Wallaby Circuit & Fazzolari Avenue  
Give Way



Drawn JO

Approved *P. Dewar*

<b>ITEM 4.15</b>	<b>WINBOURNE ROAD, BROOKVALE - PAINTED TRAFFIC ISLAND</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2020/359332</b>
<b>ATTACHMENTS</b>	<b>1 Winbourne Road, Brookvale - Plan</b>

**GEOCODES:** -33.762641, 151.276606

## **REPORT**

### **BACKGROUND**

Council has received concerns from local business regarding vehicles illegally parking across driveways at No.39 and No.41 Winbourne Rd, Brookvale.

### **LOCATION**

- Winbourne Road is a local road used by local traffic to reach Brookvale and the surrounding suburbs.
- This section of Winbourne Road is a local road that caters for two-way traffic, with a speed limit of 50km/h.
- On-street parking is generally unrestricted on Winbourne Road, except for the statutory No Stopping restrictions at the intersection of Mitchell Road and existing 1P Timed Parking restrictions on both sides of the road at the western end adjacent to Pittwater Road.

### **ISSUES**

- Illegal parking across driveways
- Vehicle access is restricted to and from No.39 and No.41 Winbourne Road, Brookvale.
- Poor visibility entering and exiting property

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to install a Painted Traffic Island between the driveways of No.39 and No.41 Winbourne Road, Brookvale.

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

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

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

**CONSULTATION**

Consultation letters have been distributed to 2 properties within the immediate vicinity of the location providing notification of the proposed changes. One response was received supporting the proposal.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the introduction of a Painted Traffic Island between the driveways of No.39 and No.41 Winbourne Road, Brookvale.

**PROPOSED WORK**  
Install painted island between the driveways of No.41 and No.39 Winbourne Road, Brookvale.

	PROPOSAL		 northern beaches council
	Winbourne Road, Brookvale Painted Island		
	Drawn 	Approved 	

<b>ITEM 4.16</b>	<b>IRIS STREET, FRENCHS FOREST - PEDESTRIAN REFUGE ISLAND</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2020/361407</b>
<b>ATTACHMENTS</b>	<b>1 Iris Street, Frenchs Forest - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.749557, 151.248830

## **REPORT**

### **BACKGROUND**

Council has reviewed the parking and traffic management facilities along the current 136 Bus Route. It was requested to improve pedestrian infrastructure and facilities. The intersection of Iris Street and Jones Street was chosen for the refuge island as this site to provide a safe crossing point allowing pedestrians to access the nearby bus stops.

### **LOCATION**

- Iris Street and Jones Street meet at a T-intersection
- These streets have low density housing
- Iris Street is a local road with a speed limit of 50km/h
- Iris Street has the 136 Bus route and 19 other School Bus routes

### **ISSUES**

- Residents are worried about vehicles speeding due to loss of parking and noise generated from accelerating
- Residents don't believe the refuge is necessary

### **PROPOSAL**

Council proposes to construct a pedestrian refuge at the intersection of Iris Street and Jones Street with associated kerb ramps.

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

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

- This proposal will create addition pedestrian infrastructure, creating more safe crossing capabilities.
- The proposal will have no impact on people cycling and does not affect any future planned facilities

### **CONSULTATION**

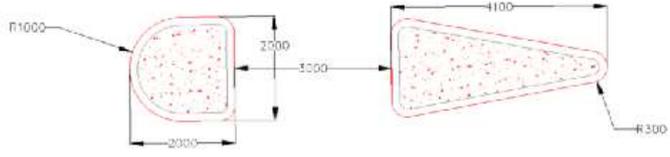
Consultation letters have been distributed 18 properties within the surrounding vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of the pedestrian refuge island at the intersection of Iris Street and Jones Street, Frenchs Forest.



Install Pedestrian Refuge with associated No Stopping Zones: 20m on approach, 10m on exit



	<b>PROPOSAL</b>	
	Iris Street & Jones Street, Frenchs Forest Pedestrian Refuge	
	Drawn: JO <span style="margin-left: 150px;">Approved <i>P. Deva</i></span>	

## Table of Consultation

<b>Address</b>	<b>Iris Street and Jones Street, Frenchs Forest</b>
<b>Proposal</b>	<b>Pedestrian Refuge</b>

<b>Properties Consulted</b>	18
<b>Responses Received</b>	4
<b>Support</b>	1
<b>Do Not Support</b>	3

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Refuge will Hinder Flow	"...a 2 metre wide refuge that will further cause a bottle neck ..."	The refuge will not hinder flow (i.e vehicles will not need to stop), the refuge will slow down vehicles. Furthermore it acts as a crossing facility for pedestrians
Poor Placement	<p>"A Pedestrian Refuge at this location in Iris Street is not necessary as the road is narrow enough to make the crossing easily negotiated"</p> <p>"In our time at this address we have seen very few people cross Iris Street at the site of the proposed Pedestrian Refuge. Those that do cross here are essentially ourselves and neighbours from the houses either side of us. People alighting from buses naturally cross the road at the bus stop to the east of Jones Street"</p>	<p>The refuge was proposed to be placed at the intersection of Jones St and Iris St as this site affects the least amount of driveways. Furthermore, a crossing at this site will link the existing crossing on Jones St.</p> <p>Placing the refuge directly near a bus stop is avoided as if a bus has stopped, vehicles would not be able to pass, hence queuing would occur and this would prevent traffic flow.</p> <p>The 136 is being upgraded to use more articulated (bendy) buses hence a minimum distance from bus stops is required for traffic islands</p>
Concerns Over Planned Construction of Retirement Home	<p>"In light of the Seniors Housing Development proposed at 87 and 89 Iris Street, it would make more sense to locate the Pedestrian Refuge closer to the east and west bus stops nearer this development"</p> <p>"...Furthermore high volume of construction traffic will require a large amount of on street parking"</p>	<p>placing the refuge closer to the east and west bus stops would reduce available parking on-street and will create issues between cars and buses attempting to negotiate when buses are servicing the stops.</p> <p>As part of the DA for the construction of any large developments, the developer/owner must provide adequate parking during and after construction.</p>
Obstruction to Entry/Exit of Driveways	"The location of the Pedestrian Refuge will make it DIFFICULT, DANGEROUS and HAZARDOUS to exit our car from our driveway. We have a sloping driveway to a single garage that demands we reverse our car out of our property"	<p>Vehicle tracking was conducted to simulate the entry and exit of a class B99 vehicle. Vehicles had a clear un-obstructed path when exiting or entering.</p> <p>The traffic islands are traditionally built to the same height of a standard kerb (roughly 150mm) This does not obstruct vision. Vision would be more impeded by parked vehicles.</p> <p><b>Note:</b> B99 vehicles represent 99% of all standard vehicles, excludes medium and Heavy rigid vehicles (large buses and trucks)</p>

<b>ITEM 4.17</b>	<b>KENNETH ROAD, MANLY - MARKED PEDESTRIAN CROSSING</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2020/355677</b>
<b>ATTACHMENTS</b>	<b>1 Kenneth Road, Manly - Plan</b> <b>2 Kenneth Road, Manly - Pedestrian and Traffic Data</b>

**GEOCODES:** -33.788564, 151.278573

## **REPORT**

### **BACKGROUND**

Council has received concerns from residents regarding the absence of a pedestrian crossing on Kenneth Road near the Manly Andrew 'Boy' Charlton Aquatic Centre, Manly. While there are three pedestrian refuges on Kenneth Road, between Addiscombe Road and Balgowlah Road, there are no marked pedestrian crossings.

### **LOCATION**

Kenneth Road is a Regional Road carrying moderately high volumes of traffic. The subject section of Kenneth Road, between Balgowlah Road and Addiscombe Road, is 13.1m in width with angle parking on its southern side and parallel parking on its northern side. The Manly Aquatic Centre is located at the eastern end of this section of Kenneth Road with the LM Graham Playing Fields adjacent to the aquatic centre. Mackellar Girls High School Campus is also sited within close proximity. Three pedestrian refuges have been installed on this section of Kenneth Road to cater for pedestrians crossing to and from the various recreational facilities in the vicinity. A Shared Path is also present on the southern side of Kenneth Road with a footpath on its northern side.

### **ISSUES**

- Significant volumes of pedestrians are crossing Kenneth Road to and from the pool, playing fields at LM Graham Reserve and to/from Mackellar Girls High. Pedestrian count data (attached) demonstrates that the pedestrian refuges sited to the east and west of the aquatic centre carpark meet the minimum requirements in terms of pedestrian and vehicle numbers to warrant upgrade of the refuges to marked pedestrian crossings
- The easternmost pedestrian refuge is sited approximately 50m west of Balgowlah Road and there is concern that upgrading that refuge to a marked crossing may result in vehicles queuing back to the intersection with Balgowlah Road. Upgrading this refuge to a marked crossing is not considered appropriate.
- Upgrading of the refuge sited to the west of the aquatic centre carpark is considered beneficial
- High vehicle speeds and high traffic volumes on Kenneth Road make crossing Kenneth Road hazardous. At its meeting in October 2019 the Northern Beaches Council Local Traffic Committee gave its support to the installation of five sets of speed cushions on Kenneth Road to reduce speeds particularly on approach to each of the pedestrian refuges. Upgrading of the abovementioned pedestrian refuge to a marked pedestrian crossing would be compatible with and could be completed in conjunction with this work.
- Traffic speed and volume counts conducted in March 2019 on Kenneth Road adjacent to the angle parking bays revealed an 85<sup>th</sup> percentile speed of 57km/h

## **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to upgrade the existing pedestrian refuge sited west of the aquatic centre carpark to a marked pedestrian crossing.

## **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- Will improve safety for pedestrian crossing Kenneth Road
- Will improve safety for people cycling on the road on Kenneth Road and crossing the road

## **CONSULTATION**

Consultation letters have not been distributed as there are no residential premises within the immediate vicinity of the proposed device locations. The surrounding landuses are all recreational.

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## **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Upgrade of the existing pedestrian refuge on Kenneth Road, Manly, to the west of the carpark to the Manly Andrew 'Boy' Charlton Aquatic Centre to a marked foot crossing
- B. Work to be completed in conjunction with the previously approved installation of speed cushions on this section of Kenneth Road, Manly.



PROPOSAL

Kenneth Road, Manly  
Marked Footcrossing

Drawn JB

Approved



northern beaches council

Pedestrian and Traffic Count summary Kenneth Road pedestrian refuges

date of counts : Thursday 28th November 2019

Location	Time period	Pedestrian volume	Traffic volume
Eastern refuge (west of carpark)	10:15-11:15am	70	1274
Eastern refuge (west of carpark)	10:30-11:30am	63	1191
Eastern refuge (west of carpark)	12:00pm-1pm	47	1293
Middle Refuge (east of carpark)	10:30-11:30am	73	1331
Middle Refuge (east of carpark)	11am-12pm	95	1325
Middle Refuge (east of carpark)	12pm-1pm	54	1208
Western Refuge (at Addiscombe Rd)	10am-11am	23	1358
Western Refuge (at Addiscombe Rd)	12pm-1pm	20	1318
Western Refuge (at Addiscombe Rd)	3pm-4pm	28	1209

Pedestrian Crossing Warrant

RMS practice for numerical warrants for Pedestrian (Zebra) Crossings, which is referred to in Guide to Traffic Management, Section 8, 7.5.6:

- i) Normal Warrant:  
A Pedestrian (Zebra) Crossing should be considered for approval where:
  - (a) the product of the measured pedestrian flow per hour (P) and the measured vehicle traffic flow per hour (V), PV, is equal or greater than 60,000 and;
  - (b) the measured flows , P and V are equal of greater than 30 and 500 respectively;
  - (c) the measured flows apply for three periods of one hour in any day.

PV product	meets warrant?
89180	yes
75033	yes
60771	yes
97163	yes
125875	yes
65232	yes
31234	no
26360	no
33852	no

<b>ITEM 4.18</b>	<b>ADDISON ROAD, MANLY - BUS ZONE CHANGE</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2020/351593</b>
<b>ATTACHMENTS</b>	<b>1 Addison Road, Manly - Plan</b>

**GEOCODES:** -33.802751, 151.289358

## **REPORT**

### **BACKGROUND**

Council has received concerns from Australia Post regarding difficulties servicing the Post Box outside the shops at No.75-77 Addison Road, Manly.

### **LOCATION**

Addison Road is a local road of 11m in width carrying two-way traffic. Buses travel in both an east and westbound direction along Addison Road between Darley Road and Stuart Street. A Bus Zone is sited on the north side of Addison Road west of Darley Road. A small neighbourhood shopping strip is situated on the north side of Addison Road immediately to the west of the abovementioned Bus Zone and 1/2P parking restrictions are present on the frontage of those shops.

### **ISSUES**

- A post box is sited on the north side of Addison Road in front of the neighbourhood shops and within the kerb space subject to the 1/2P parking restriction. Australia Post reports that they are frequently unable to park near the post box to empty the mail
- Postal pick up vans frequently must park illegally within the Bus Zone to empty the mail
- Australia Post wishes to relocate the Post Box to the east of the shops and to be permitted to park within the Bus Zone for short periods of time to empty the mail

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to make a change to the existing Bus Zone on the Addison Road frontage of No. 84 Darley Road to allow Australia Post vehicles to use it to collect mail. The existing Bus Zone applies 6:00am-9:00pm Mon-Fri and 8:00am-8:00pm Sat-Sun. To simplify the signposting, it is proposed to amend the hours over which it applies to 6:00am-9:00pm Every day.

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

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

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

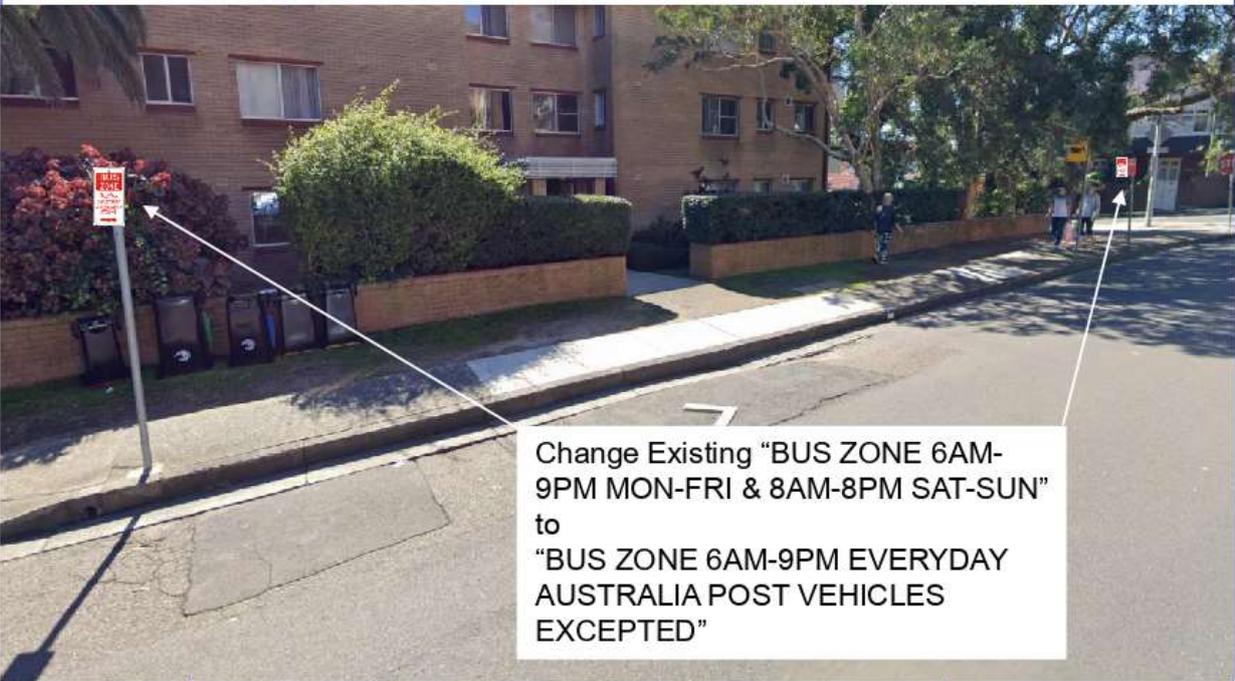
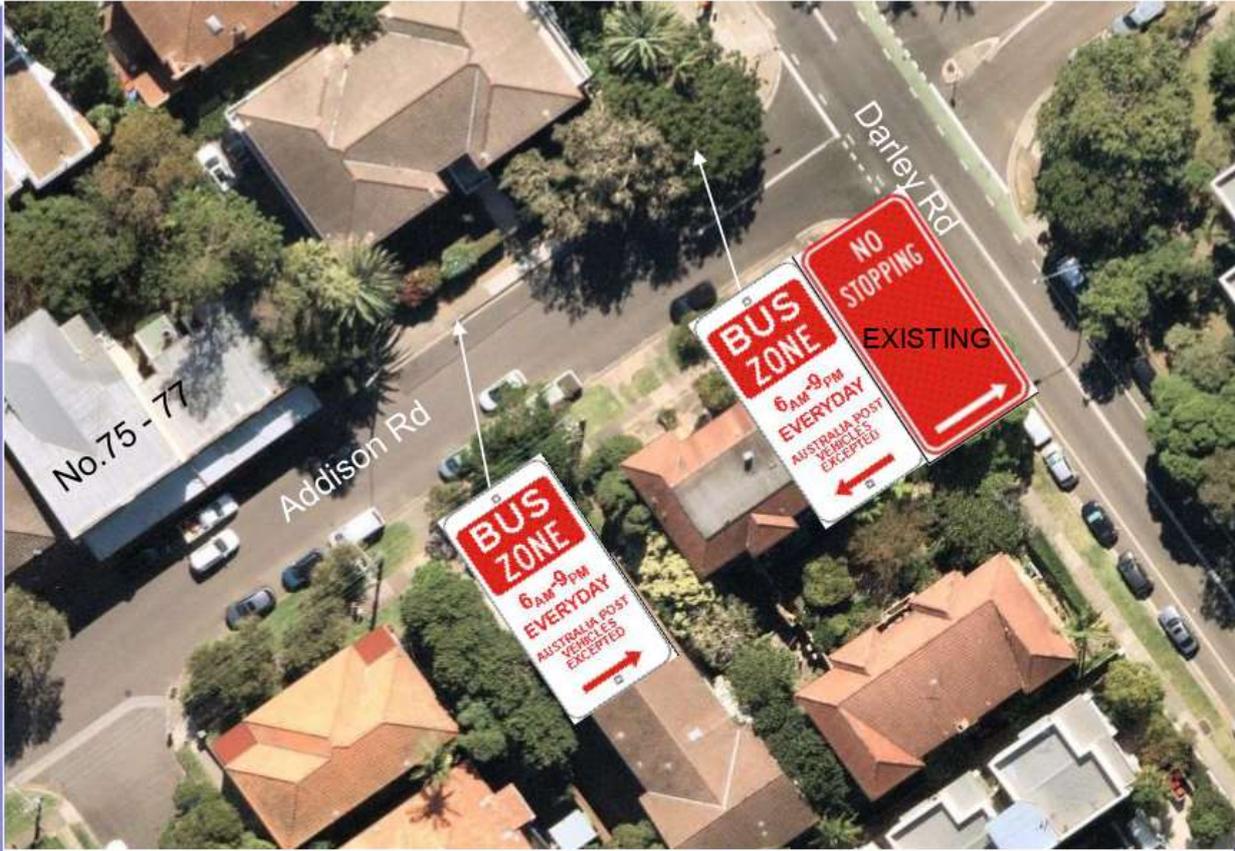
### **CONSULTATION**

Consultation letters have been distributed to 17 properties within the immediate vicinity of the location providing notification of the proposed changes. No responses have been received at the time of reporting.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the amendment of the existing Bus Zone restriction on the north side of Addison Road, west of Darley Road, Manly, so that it applies 6:00am-9:00pm Everyday Australia Post Vehicles Excepted.



PROPOSAL

Addison Road, Manly  
Bus Zone changes



Drawn JB

Approved 

<b>ITEM 4.19</b>	<b>HILMA STREET, COLLAROY PLATEAU – PICK UP AND DROP OFF ZONE</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2020/358842</b>
<b>ATTACHMENTS</b>	<b>1 Hilma Street, Collaroy Plateau – Plan 2 Table of Consultation</b>

**GEOCODES:** -33.732868, 151.294435

## **REPORT**

### **BACKGROUND**

Council has received concerns from Collaroy Plateau Primary School and parents requesting a Pick-up and Drop-off zone near the pathway at Hilma Street, Collaroy Plateau, to alleviate the congestion at Plateau Road, Collaroy Plateau.

### **LOCATION**

- Hilma Street is a local road have an average width of 7.3m.
- The school's eastern side facing Hilma Street has an entry/exit pathway.

### **ISSUES**

- Parents heavily use the back entrance of the school at Hilma Street.
- The previous Pick up and Drop off zone in Hilma Street has been removed and replaced with No Stopping, 8:00am – 4:00pm, School Days Only restrictions and a pedestrian fence installed to improve the safety of the pathway.
- Parents facing delays in pick up and drop off due to a lack of high turn over space in Hilma Street.

### **PROPOSAL**

Council has undertaken a review of the above location and proposes to install a Pick up and Drop off zone during School hours only at either side of the existing No Stopping restrictions. The proposal includes the following:

- Install 8m No Parking 8:00am - 9:30am and 2:30pm – 4:00pm School Days Only at the southern side of the existing No Stopping 8:00am – 4:00pm, School Days Only restrictions.
- Install 7m No Parking 8:00am - 9:30am and 2:30pm – 4:00pm School Days Only at the northern side of the existing No Stopping 8:00am – 4:00pm, School Days Only restrictions.

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

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

## CONSULTATION

Consultation letters have been distributed to 32 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 8m No Parking 8:00am - 9:30am and 2:30pm – 4:00pm School Days Only at the southern side of the existing No Stopping 8:00am – 4:00pm, School Days Only restrictions on Hilma Street, Collaroy Plateau.
- B. Installation of 7m No Parking 8:00am - 9:30am and 2:30pm – 4:00pm School Days Only at the northern side of the existing No Stopping 8:00am – 4:00pm, School Days Only restrictions on Hilma Street, Collaroy Plateau.



PROPOSAL

Hilma Street, Collaroy Plateau  
Pick-up and Drop-off zone



Drawn: VS

Approved



northern beaches council

### Table of Consultation

<b>Address</b>	Hilma Street, Collaroy Plateau
<b>Proposal</b>	Pick-up and Drop-off zone

<b>Properties Consulted</b>	32
<b>Responses Received</b>	8
<b>Support</b>	7
<b>Do Not Support</b>	1

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Traffic flow	As a narrow street traffic flow get impacted during school hours.	Most of traffic during school hours are parents and allow them to use the zone only couple of minutes.
Pedestrian Safety	Request pedestrian crossing at Telopea Street.	Council consider installing a Pedestrian refuge.
No Stopping'	Request to increase 'No Stopping' restrictions near crossing to improve visibility and repaint faded 'No Stopping' lines.	Council will investigate and organise necessary measures.

**ITEM 4.20** **APOLLO STREET, WARRIEWOOD - LOADING ZONE RESTRICTIONS****REPORTING OFFICER** **TRAFFIC OFFICER****TRIM FILE REF** **2020/361404****ATTACHMENTS**  
**1 Apollo Street, Warriewood - Plan**  
**2 Table of Consultation****GEOCODES:** -33.679554, 151.288995**REPORT****BACKGROUND**

Council has received concerns from businesses regarding the demand for a Loading Zone on Apollo Street, Warriewood, to provide convenient parking for deliveries to business premises.

**LOCATION**

- The section of the road lies between the intersection with Ponderosa Parade and Prosperity Parade, Warriewood.
- This section of Apollo Street is a local road with a speed limit of 50km/h.
- Apollo Street has a measured width of 13m trafficable lanes and caters for heavy vehicles and two-way traffic movements.
- There is unrestricted on-street parking on the northern and southern kerbside, with exception to the 1P 8:30am – 6:00pm Mon-Fri Timed Parking restrictions along the frontage of Property No. 3 Apollo Street. The Timed Parking zone is approximately 62m in length.
- There is a footpath along the northern and southern sides of Apollo Street.
- Ponderosa Parade forms a part of the proposed Road and Safe Cycling Network Route for Northern Beaches Council.
- Adjacent land uses consist of a combination of businesses and light industrial.
- There are no bus routes that service the section of Apollo Street. However, a bus stop lies on Ponderosa Parade, adjacent to the intersection with Apollo Street and serves multiple bus routes.

**ISSUES**

- Vehicles and non-motorised vehicles share the kerbside parking, along Apollo Street.
- Parking availabilities for businesses and their staff and visitors are limited due to the increasing number of non-motorised vehicles and the 1P Timed Parking on the section of road
- Trucks are observed to double-park, that is on the road alongside other vehicles that are parked. This obstructs the trafficable lane and often makes the road a single-lane situation.
- Many non-motorised vehicle owners could potentially relocate these trailers to other areas such as nearby reserves, industrial and residential areas if restrictions were to be implemented.

**PROPOSAL**

Council has undertaken a review of the location and proposes an 18m Loading Zone between the hours of 6:00am – 6:00pm on Apollo Street, along the frontage of No. 5 Ponderosa Parade. The proposal will designate a space for short-term use by commercial vehicles when loading or unloading goods.

The proposal will also reduce the length of the existing 1P Timed Parking restrictions along the frontage of Property No. 3 Apollo Street to 30m. The proposal will facilitate more parking availabilities for businesses and staff in the area.

### **PEDESTRIAN AND CYCLIST IMPACT STATEMENT**

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

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

### **CONSULTATION**

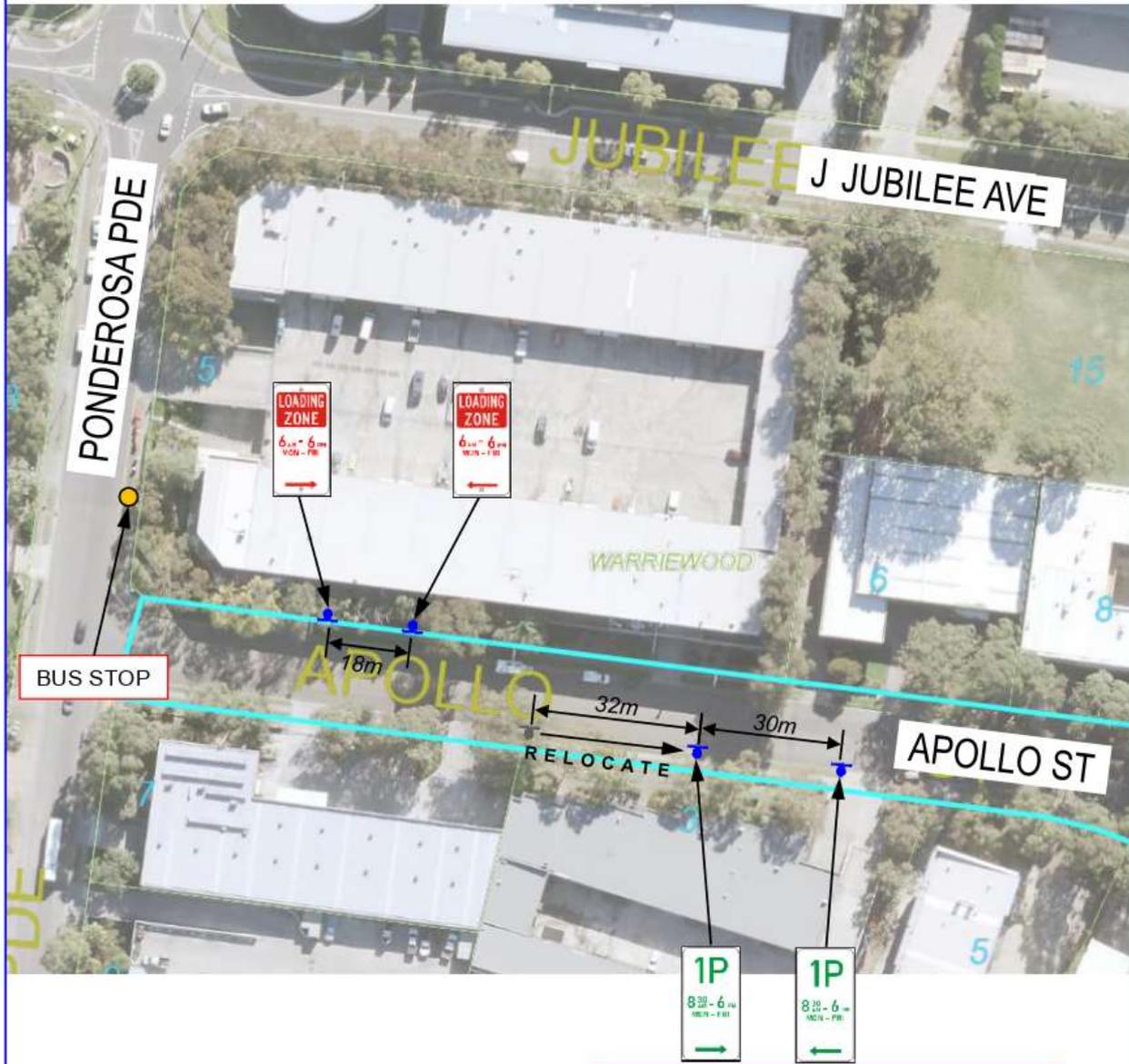
- Consultation letters have been distributed to 136 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 13 submissions were received with five letters of support and eight objections to the proposal

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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Installation of Loading Zone 6:00am – 6:00pm Mon-Fri restrictions on Apollo Street, Warriewood, along the frontage of No. 5 Ponderosa Parade, Warriewood.
- B. Reduction of the existing 1P 8:30am – 6:00pm Mon-Fri Timed Parking to 30m on Apollo Street, Warriewood.



Reduce existing 1P 8:30AM-6PM MON-FRI parking to 30 metres in length

INSTALL LOADING ZONE 6AM-6PM MON-FRI adjacent to driveway of No. 5 Ponderosa Parade. 18 meters in length

\* NOT TO SCALE



<b>PROPOSAL</b>					
Apollo Street, Warriewood Loading Zone					
Drawn	BD	Approved			
Layout	1 OF 1	Revision No.	B	Date	08/05/2020



### Table of Consultation

<b>Address</b>	Apollo Street, Warriewood
<b>Proposal</b>	Loading Zone

<b>Properties Consulted</b>	136
<b>Responses Received</b>	13
<b>Support</b>	5
<b>Do Not Support</b>	8

Issue	Resident Comment	Council Response
Trailer and Boat Trailer Parking	Businesses concerns of large and raising number of long-term parking of trailers, boat trailers and campervans in the Warriewood Business park.	Council understands the businesses concerns. The Transport Network team will further review the Warriewood Business park and consider appropriate signage  A request has been forwarded to RANGERS to investigate for any illegally parked trailers and boat trailers
Parking Demands	Businesses raises the need of on-street parking for employees. Businesses brings concerns with regards to the limited parking due to the length of the existing 1P restrictions, and trailers, boat trailers and caravans that are permanently parked in the area.	Council has noted businesses comments. The existing 1P Timed Parking will be reduced to 30 metres to allow for additional parking.
Additional Restrictions	Businesses has requested banning of non-motorised vehicles in the Warriewood Business park or timed parking to restrict long-term parking	Comments have been noted. The Transport Network team will review the Warriewood Business park and consider appropriate signage
Relocation of Loading Zone	Business raises that the Loading Zone should benefit businesses on both levels of Property No.5 Ponderosa Parade. Recommends Loading Zone to be relocated to Ponderosa Parade (adjacent to the intersection with Apollo Street)	Council has reviewed the comments and has investigated the request. The relocation of the Bus Stop on Ponderosa Parade (adjacent to the intersection with Apollo Street) would remove more parking if relocated. Current proposal of the Loading Zone allows sufficient length for vehicles to draw in and from the zone.



<b>ITEM 4.21</b>	<b>EVALUATION OF PAINTING FLAGS ON PUBLIC ROADS</b>
<b>REPORTING OFFICER</b>	<b>MANAGER, TRANSPORT NETWORK</b>
<b>TRIM FILE REF</b>	<b>2020/382445</b>
<b>ATTACHMENTS</b>	<b>1 Photos</b>

**GEOCODES:** N/A

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding the removal of flags painted on the Public Road and these installations being treated as graffiti.

The recent incident involved an Australian Flag being painted on the road in the Curl Curl ward and as per protocol, this was reported as graffiti and removed within the allotted timeframe.

The concerns raised relate to the removal of the Australian flag from the pavement without consultation with the community, the impact on the area from removing it without notice, and treating the Australian Flag as graffiti.

The Notice of Motion 28/2020 that was lost at the Council Meeting 23 June 2020 – Australian Flag in a Street in Freshwater, is included below for further background from Councillor Pat Daley OAM:

*Recently I was contacted by a ratepayer who lives in Freshwater who stated that following his family and his neighbour's participation in last Anzac Day which involved members of the community holding candles outside their homes at dawn, he decided to paint The Australian National Flag on the road outside his house. This was in a quiet cul de sac at the corner of Wyadra and Loch Streets. (See attached photo of the actual flag on the road).*

*The ratepayer said he used his own money to buy the paint and that it took him nearly two weeks to do this mainly during the night when there was no traffic. He also stated that he did this with the encouragement and support of his neighbours. He also did it because at the time Council was encouraging community engagement and that both the Federal and State governments were encouraging neighbourly patriotic activity during the COVID 19 lockdown and self isolation.*

*The ratepayer further said that one morning last month he came outside his house and observed council staff painting over the flag with black paint. (Also see attached photo) He said that he was very upset that nobody paid him the courtesy of even speaking to him before it was done.*

### **LOCATION**

This could apply to any Public Road in the Northern Beaches Local Government Area. This example in Freshwater has been the latest reference to the issue.

### **ISSUES**

Council would like to get clarity on what approval process this type of art installation would require, if indeed it could be supported by the Traffic Committee members.

Whilst the sentiment in this case appears to be in keeping with a sense of national pride or paying tribute to the ANZACs, given the abnormal year that 2020 has become and the changes we as a community are coping with.

That said there is significant risk associated with the installation of art, whether it be national flags, flags in general, or other pieces that may be added without formal approval, consent, and consultation. The type of material used to install such an item can be a potential hazard to the environment, road users, and in some cases the neighbourhood amenity.

Concerns have been raised with the need to comply with the provisions of the Roads Act 1993 under section 139:

***(1) A consent under this Division:***

***(a) may be granted on the roads authority's initiative or on the application of any person, and***

***(b) may be granted generally or for a particular case, and***

***(c) may relate to a specific structure, work or tree or to structures, works or trees of a specified class, and***

***(c1) in relation to integrated development within the meaning of section 91 of the Environmental Planning and Assessment Act 1979, is subject to Division 5 of Part 4 of that Act, and***

***(d) may be granted on such conditions as the appropriate roads authority thinks fit.***

As this type of work would be generally classified as a delineation device due to the risk of driver distraction, skid resistance of paint affecting the pavement performance and impacting on the safety of all road users. Each instance would require approval of Traffic Committee and documented safety appraisal, plan and specification of the type of paint complying with the technical specification.

## **PROPOSAL**

Council has undertaken a review of the issues and proposes that no approval will be issued for flags to be painted or otherwise installed on the public road network.

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## **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee does not support the installation of art on any public road surface within the Northern Beaches Local Government Area. This includes all types of art on the public road without approval of the Northern Beaches Council Local Traffic Committee and through a Section 139 Roads Act approval.



<b>ITEM 4.22</b>	<b>EVENT: SUN RUN - DEE WHY TO MANLY - 6 FEBRUARY 2021</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2020/351356</b>
<b>ATTACHMENTS</b>	<b>1 Traffic Management Plan</b>

**GEOCODES:** Various

## **REPORT**

### **BACKGROUND**

Council's Events team have submitted an application to conduct the 2021 Sun Run between Dee Why Beach and Manly Beach on Saturday 6 February 2021. The event has been held for a number of years and was previously run by Fairfax Media. Ownership of the event has now been transferred to Council who successfully ran the event in 2020 utilising Traffic Control arrangements and a Traffic Management Plan (TMP) approved through the Northern Beaches Council Local Traffic Committee in 2017 for a period of five years.

The proposal is a special event involving the closure of several roads between Dee Why Beach and Manly as detailed in section 3.5 of the TMP. The event is a Category 1 event as defined in the Special Event Guidelines published by Transport for NSW (TfNSW). Consequently, the Traffic Management Plan (TMP) for the event requires the approval of TfNSW and the Transport Management Centre.

The Sun Run involves three routes all commencing at Dee Why Beach and finishing at Manly: a 10km Course Route, a 7.1km Course Route and an Aquathon Course Route. Event start times are 6:45am, 7:20am and 7:25am with last runners off the course by 11:00am. Roads are closed from 4:00am. It is anticipated that there will be 5,000 participants in total participating in the three routes comprising the event.

In order to minimise the impact on the road network, roads will be progressively reopened at the times specified in the TMP or as directed by NSW Police.

The event is essentially the same as the event held in 2020 and mostly follows the same route. In 2021 some changes to the route have been proposed to overcome identified issues, simplify traffic control arrangements and minimise impacts.

The applicant will advertise the event in the Sydney Morning Herald fourteen days prior to the event and conduct a letterbox drop to affected residents. This information will include the times of the proposed road closures and contact details for the event organiser.

A Traffic Management Plan is attached and the Traffic Control Plans can be found in Appendix 1.

### **LOCATION**

The event is run between Dee Why and Manly utilising local roads as detailed in section 3.5 of the Traffic Management Plan (TMP).

## ISSUES

- The safety of runners is compromised if roads are not closed given the large numbers involved.
- Closing roads impacts upon local resident access; however, these impacts can be minimised by conducting the event early in the morning and by progressively reopening roads once runners have passed and it is safe to do so.
- Emergency access through the closed roads is required at all times meaning all road closures will need to be manned
- The preparation and implementation of a TMP and detailed TCP by appropriately licenced traffic controllers is required to ensure the event is appropriately managed
- In 2020 it was noted that the part of the course through John Fischer Park became congested due to the narrow 2m width of the trail. To overcome this a change to the route for the 2021 event is proposed which overcomes the need to use John Fischer Park and Harbord Road. The event will now use Pitt Road rather than John Fischer Park and Harbord Road.

## PROPOSAL

Council has undertaken a review of the location and issues and as the route has changed to an extent the TMP is resubmitted to the Northern Beaches Council Local Traffic Committee for consideration. It is proposed to give, in principle, approval to the event as detailed in the attached TMP and TCP noting that the approval of Transport for NSW and the Transport Management Centre is required for this activity.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The road closures are temporary in nature and will not impact pedestrian or cyclist access on footpaths along the route; however, for the safety of all access to the closed sections of road will be restricted to event participants

## CONSULTATION

10,000 notification letters will be distributed with regard to the event to all homes and business premises along and in vicinity of the route on 11-12 January 2021. The event will also be advertised in local media and via social media.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

A. That it be noted that the proposed Sun Run is a Category 1 special event and requires the approval of Transport for NSW (TfNSW) and the Transport Management Centre.

B. That the Northern Beaches Council Local Traffic Committee support the event in principle, subject to the following conditions:

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(i) That the event organiser shall close the roads in accordance with the approved Traffic Management Plan (TMP) unless otherwise directed by Police/authorised Council Rangers.

(ii) All barricades and necessary signposting shall be provided by the event organisers and maintained during the period of the event by TfNSW accredited marshals, or Police engaged by the applicant.

- 
- (iii) All traffic control facilities in the TMP are to be installed in accordance with Australian Standard 1742.3.
- (iv) At all times, access to adjoining premises in the affected streets shall be maintained to the satisfaction of the Emergency Services. All services such as fire hydrants shall be kept free of any obstructions.
- (v) The event organiser shall advise Emergency Services (namely Fire Brigade and Ambulance) of the proposed event.
- (vi) All barriers and signs associated with the event shall be removed at the time nominated to reopen the street to normal traffic to minimise delays to affected residents.
- (vii) The event organiser shall be responsible for the reimbursement for the cost of repair of any damage caused to the public way, or as a result of the activities.
- (viii) The event organiser shall comply with any reasonable directive of Northern Beaches Council Rangers.
- (ix) The event organiser is to publish contact details for the event organiser and a course marshal who will be available on the day of the race. This information is to be included in the information delivered to residents.
- (x) The applicant advertises the event in the Sydney Morning Herald, fourteen days prior to the event, and conduct a letterbox drop to affected residents.
- (xi) The information delivered to residents is to provide details of road closures, specifically an estimated time of closure and the nominated time when the roads will reopen.
- (xii) The applicant contact The State Transit Authority (STA) to arrange for additional bus services to and from the event.
- (xiii) The event organiser arrange for a shuttle bus service to minimise the disruption to parking arrangements at the start and finish of the event.
- (xiv) The variable message signs (VMS) as shown in the TMP are to be positioned no earlier than 23 January 2021.
- (xv) Northern Beaches Council reserves the right to cancel or amend the conditions of approval at any time.

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C. That the TfNSW Representative arranges for the Transport Management Centre (TMC) to incorporate Northern Beaches Council's conditions of approval in any approval of this event from the TfNSW or the TMC.

D. That the Northern Beaches Council Local Traffic Committee supports the event for the next five years and that the item is not to be resubmitted to the Northern Beaches Council Local Traffic Committee during this period unless there are significant changes to the event.

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## TRANSPORT MANAGEMENT PLAN

# SUN RUN DEE WHY TO MANLY



## Dee Why to Manly Sun Run

Saturday 6th February 2021

PREPARED ON BEHALF OF



northern  
beaches  
council

*Who Dares*

Version 21.2  
27<sup>th</sup> May 2020

TRAFFIC PLANNERS  
SAFETY CONSULTANTS  
SECURITY CONSULTANTS

By  
WHO DARES PTY LTD  
SHED 8 / 1 CANAL ROAD  
LEICHHARDT 2040  
P.O. BOX 187IVE DOCK 2046

Ph: 02 9569 9922  
Fax: 02 9569 9933

Event Organiser: **Northern Beaches Council**

Document Author: **Greg Mooney**

**Who Dares Pty Ltd**  
**Prepare a Work Zone Traffic Management Plan**  
**Certificate: 0042739879**  
**Phone: 02 9569 9922**

#### Version Control

Version	Date	Status	Comments
Version 21.1	25 May 2021	DRAFT	First Draft
Version 21.2	27 May 2021	Final	7.1 Course update & Cutoffs

### SUMMARY OF PROPOSED ROAD CLOSURE CHANGES for 2021

As at 25<sup>th</sup> May 2021

#### Dee Why / North Curl Curl

- Add Closure: Pitt Road - Between Griffin Road and Abbott Road 6:00am - 8:45am
- Removal of Harbord Road Closure

#### Freshwater / Curl Curl

- Evans Street Eastbound from Albert Street (6am-9am)
- Evans Street between Lumsdaine and Charles, to Evans Street between Lumsdaine and Albert (6am-9am)
- Charles as a closure it covers off the other streets in this new section of course (Koolara / Moore / Gore)

Curl Curl / Freshwater partial closures include:

- Car parks with accesses from Charles Road between Evans and Undercliff will be closed from 6am - 9am
- Freshwater Beach Car Park

**TMP Overview**

**Event Date:** Saturday 6th February 2021  
**Event Time:** Event Operational 0400 – 1100  
**Event Organiser:** NORTHERN BEACHES COUNCIL

**This Traffic Management Plan is approved by:**

New South Wales Police: ..... Date: .....

Traffic Management Centre: ..... Date: .....

Northern Beaches Council: ..... Date: .....

Transport for NSW Sydney Buses: ..... Date: .....

**Authority of the TMP**

This Traffic Management Plan (TMP) when approved by the relevant authorities becomes the prime document detailing the traffic, transport and pedestrian arrangements under which the Sun Run from Dee Why Beach to Manly Beach will operate.

Changes to the TMP require the approval of the NSW Police Force, the NSW Roads & Maritime Services, and Northern Beaches Council. All functional or single agency supporting plans are to recognise the primacy of this TMP and nothing contained in those plans may contravene any aspect of the TMP.

Signatories to this TMP should normally be the agency's senior officer appointed to the operational command team for the event on the day.

In case of emergencies, or for the management of incidents, the NSW Police is not subject to the conditions of this TMP but should endeavor to inform other agencies of the nature of the incident and the Police response.

**Objectives of the TMP**

- To ensure that the Sun Run being held from Dee Why to Manly, is conducted in a safe manner with minimum disruption to the wider community.
- To provide a high-level description of the various traffic, transport and pedestrian management to make this event a success.
- To provide a framework for each agency to use to develop their own plans.
- To serve as the key document that is agreed to by all parties and is the final approval to conduct the event.

1. **EVENT DETAILS**

1.1. **Sun Run**

**Start Marshalling Area:** The Strand between Dee Why Parade and Oaks Avenue, and Howard Avenue.

**Event HQ:** Dee Why Surf Life Saving Club and adjacent grassed area.

**Course:** 10km & 7.1km - Dee Why to Manly

Aquathon - Dee Why to North Curl Curl to Manly

**Finish:** South Steyne, Manly

**Event Setup Time:** from 0400

**Event Start Time:** 0645, 0720 & 0725

**Event Finish Time:** 1100

**Start area road closure:** 0430

**Finish area road closure:** 0400

**Course road closures:** from 0530

**Cross over point:** from 0620

Roads re-open in stages after the last runner passes. Refer to section 3.4 for details on runner timings.

**Event Bump out:** 6th February (immediately following the event)

**Number of Entrants anticipated:** 5,000

The Event is on-street moving.

1.2. **Planning Contacts**

Northern Beaches Council

Lisa Dowsett

Mobile: 0414 522 327

Email: [Lisa.Dowsett@northernbeaches.nsw.gov.au](mailto:Lisa.Dowsett@northernbeaches.nsw.gov.au)

Ted & Co

Fred Taylor

Director

Mobile: 0438 620 801

Email: [fred@tedandco.com.au](mailto:fred@tedandco.com.au)

Ted & Co

Cassia Petridis

Event Manager

Mobile: 0452 272 977

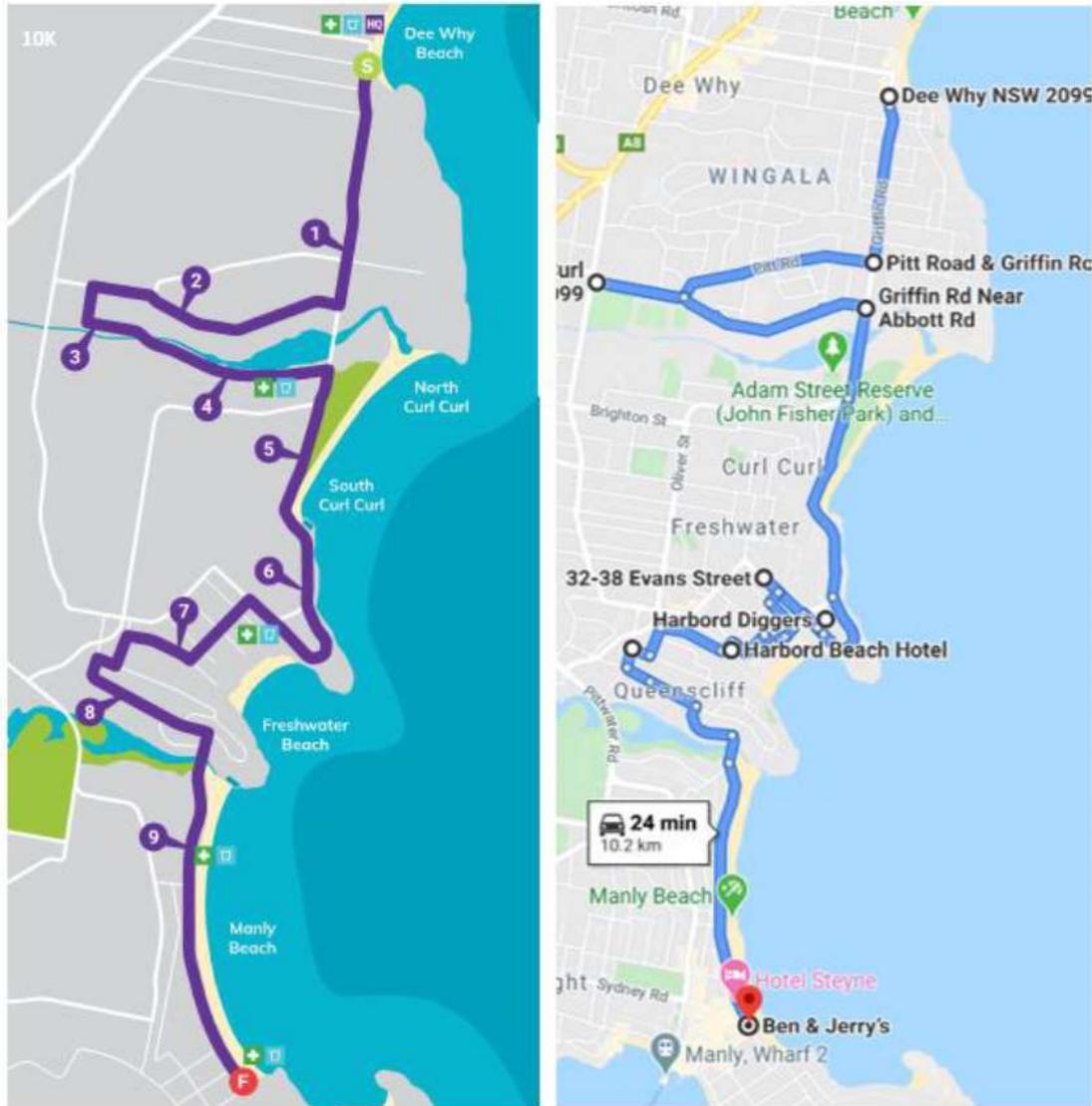
Email: [Cassia@tedandco.com.au](mailto:Cassia@tedandco.com.au)

**External Agencies Contacts**

<b>Name</b>	<b>Organisation</b>	<b>Position</b>	<b>Contact Number</b>
Karen Crawshaw	TMC	Senior Transport Operations Planner	0477 350 719
Sgt Nino Jelovic	NSW Police	Traffic Sergeant	0457 845 049
Greg Mooney	Who Dares P/L	Major Events Manger	02 9569 9922
James Brocklebank	Northern Beaches Council	Traffic Manager	02 9976 1434
Lee Easton	St John Ambulance	Event Planner	0439 943 616

1.3. Event Maps

10km



7.1km



**Aquathon**



## 2. **RISK MANAGEMENT**

### 2.1. **Occupational Health & Safety - Traffic Control**

Who Dares traffic controllers will deliver signage and maintain road closure point as per the Traffic Control Plans, along with Police and volunteer marshals. Risk assessment plan to be forwarded. 2021 Risk Assessment attached.

### 2.2. **Public Liability Insurance**

A \$20,000,000 Public Liability Insurance Certificate has been undertaken on behalf of the organisers of the event. Current Certificate of currency attached.

### 2.3. **Police**

Police involved in event planning. User Pay Police services contracted.

### 2.4. **Fire Brigades and Ambulance**

Event Organisers will advise all emergency services of the event and associated road closures, contact details below

#### **NSW Fire Brigade**

##### **Metropolitan East Division**

**Phone:** 02 9901 3539

**Email:** [me2.account@fire.nsw.gov.au](mailto:me2.account@fire.nsw.gov.au)

#### **NSW Ambulance**

Duty Operations Manager,  
State Planning Unit

**Phone:**

**Email:** [AMBULANCE-EventPlanning@health.nsw.gov.au](mailto:AMBULANCE-EventPlanning@health.nsw.gov.au)

### **3. TRAFFIC AND TRANSPORT MANAGEMENT**

#### **3.1. The Route:**

Start marshal area: The Strand between Dee Why Parade and Howard Avenue

Start: The Strand

10km Course Route: **AS AT 25 MAY 2020**

- Start: The Strand between Dee Why Parade and Howard Avenue; continue south onto:
- Griffin Road, turning right at:
- Pitt Road, turning right onto:
- Abbott Road, U-turn back onto:
- Abbott Road, turn right onto:
- Griffin Road, continue onto:
- Carrington Parade, turning left onto:
- Lumsdaine Drive, continue onto:
- Evans Street, turning left at:
- Evans Street, U-turn back onto
- Evans Street, right:
- Charles Street, left:
- Oceanview Road, right:
- Through Freshwater Carpark, right:
- Koolara Avenue, left:
- Gore Street, right:
- Moore Road, left:
- Charles Street, right:
- Undercliff Road, left:
- Dowling Street, right:
- Crown Street, left:
- Cavill Street, left:
- Dalley Street, continue onto:
- Queenscliff Road, continue onto:
- Greycliffe Street, continue onto:
- North Steyne,

Finish: South Steyne, corner of Wentworth

7.1 km Course Route:

- The Strand between Dee Why Parade and Howard Avenue; continue south onto:
- Griffin Road, continue south onto:
- Carrington Parade, turning left onto:
- Lumsdaine Drive, continue onto:
- Evans Street, turning left at:
- Evans Street, U-turn back onto
- Evans Street, right:
- Charles Street, left:
- Oceanview Road, right:
- Through Freshwater Carpark, right:
- Koolara Avenue, left:
- Gore Street, right:

- Moore Road, left:
- Charles Street, right
- Undercliff Road, left:
- Dowling Street, right:
- Crown Street, left:
- Cavill Street, left:
- Dalley Street, continue onto:
- Queenscliff Road, continue onto:
- Greycliffe Street, continue onto:
- North Steyne,

Finish: South Steyne, corner of Wentworth

Aquathon Course Route:

- The Strand between Dee Why Parade and Howard Avenue; continue south onto:
- Griffin Road, continue south onto:
- Carrington Parade, turning left onto:
- Lumsdaine Drive, continue onto:
- Evans Street, turning left at:
- Evans Street, U-turn back onto
- Evans Street, right:
- Charles Street, left:
- Oceanview Road, right: Complete
- 500m swim, return to transition area and turn left onto:
- Through Freshwater Carpark, right:
- Koolara Avenue, left:
- Gore Street, right:
- Moore Road, left:
- Charles Street, right
- Undercliff Road, left:
- Dowling Street, right:
- Crown Street, left:
- Cavill Street, left:
- Dalley Street, continue onto:
- Queenscliff Road, continue onto:
- Greycliffe Street, continue onto:
- North Steyne,

Finish: South Steyne, corner of Wentworth

### 3.2. Parking

Reducing private vehicle use, increasing public transport use, and encouraging active transport means to the event is very important to the Event organisers.

Dee Why and Manly are major transport hubs and public transport is being promoted as the best method of travel to the event. Public transport options are promoted via the event website as well as highlighted in eDMs sent to participants.

Event Organisers will implement the following strategies to reduce and spread out the parking demand:

- Gear service provided to take participants belongings from Dee Why to Manly in an effort to reduce unnecessary travel between these suburbs where possible.
- Detailed Public Transport options will be advertised on the event website as well as highlighted in eDMs sent to participants.
- Event organiser has contracted Sydney Buses to supply charter buses to run a shuttle between Warringah Mall and Dee Why pre event to get participants from the free parking to the start line.
- Northern Beaches Council parking locations have been advertised to event participants.

### **3.3. Impact on Public Transport**

#### **3.3.1. SYDNEY BUSES – Non-Event**

In 2021 the following bus routes will be diverted.

The 136 will operate from Chatswood to Dee Why as normal, then turn right into Pittwater Road, left into Harbord Road, Left into Brighton Street, Right into Oliver street, Right into Wyuna, Left into Harbord, follow into Lawrence Street, right into Cavill, right into Oliver, left into Pittwater then into Manly. The 136 will follow this diversion in reverse out of Manly.

The 159 service from Brookvale Depot at 8:18am heading towards Dee Why will need to be diverted to turn Left from Wheeler Parade into Pacific Parade, instead of doing it's normal loop to Dee Why Beach, Left Howard Avenue, Left Avon, Right Pacific Parade. If road openings go to plan, no other 159 services will be interrupted.

The 139 service from Warringah Mall to Manly will only operate as far as Wyndora Avenue, Freshwater and the trip from Manly to Warringah Mall will commence at Wyndora Avenue, Freshwater whilst the road closure are in place.

Sydney Buses will provide supervision on the day and will restore services as soon as possible.

#### **3.3.2. SYDNEY BUSES – Event**

Sun Run participants can enjoy free buses to and from the Sun Run! For your complimentary rider, please ensure you have your bib or e-ticker on you.

Below is a timetable of the chartered event services. All buses will read "CHARTER 300".

Regular bus services will not be affected. Please note, charter 300 buses will not make a return route to Wynyard station only to Dee Why.

**Pre-Event Buses to Dee Why** *Sydney Buses additional services*

Stop Location	Bus 1 - Charter 300	Bus 2 - Charter 300	Bus 3 - Charter 300	Bus 4 - Charter 300	Bus 5 - Charter 300	Bus 6 - Charter 300
Wynyard				5:20	5:30	
Wynyard Stand A	5:12	5:22	5:35			
Neutral Bay (Big Bear)	5:20	5:30	5:37			
Neutral Bay Junction	5:21	5:31	5:45	5:28	5:38	
Spit Junction	5:27	5:37	5:46	5:32	5:42	
Balgowlah Shops	5:36	5:46	5:52			
Manly Vale (Kenneth Road)	5:40	5:50	6:01	5:41	5:51	
Warringah Mall – Pittwater Road	5:43	5:53	6:05	5:44	5:54	
Dee Why	5:49	5:59	6:14	5:50	6:00	
Manly Wharf	6:15	6:25	6:35			5:15
Warringah Mall – Pittwater Road	6:26	6:36	6:46	6:15	6:25	5:26
Brookvale Depot	6:27	6:37	6:47	6:16	6:26	5:27
Brookvale Shops – Pittwater Road	6:28	6:38	6:48	6:17	6:27	5:28
Dee Why	6:32	6:42	6:52	6:21	6:31	5:32
Wynyard						
Wynyard Stand A						6:02
Neutral Bay (Big Bear)						6:10
Neutral Bay Junction						6:11
Spit Junction						6:17
Balgowlah Shops						6:26
Manly Vale (Kenneth Road)						6:30
Warringah Mall – Pittwater Road						6:34
Dee Why						6:41
Manly Wharf						
Warringah Mall – Pittwater Road				6:35	6:45	
Brookvale Depot				6:36	6:46	
Brookvale Shops – Pittwater Road				6:37	6:47	
Dee Why				6:41	6:51	
Manly Wharf						
Warringah Mall – Pittwater Road				6:55	7:05	
Brookvale Depot				6:56	7:06	
Brookvale Shops – Pittwater Road				6:57	7:07	
Dee Why				7:01	7:11	

**Return Buses, Manly to Dee Why**

All buses will terminate at Dee Why and will display "CHARTER 300".

<b>Stop Location</b>	<b>Bus 1 - Charter 300</b>	<b>Bus 2 - Charter 300</b>	<b>Bus 3 - Charter 300</b>	<b>Bus 4 - Charter 300</b>	<b>Bus 5 - Charter 300</b>	<b>Bus 6 - Charter 300</b>
Manly Wharf – Belgrave Street Stand G	8:15	8:30	8:45			7:15
Warringah Mall – Pittwater Road	8:28	8:43	8:58			7:26
Brookvale Depot	8:29	8:44	8:59			7:27
Brookvale Shops – Pittwater Road	8:30	8:45	9:00			7:28
Dee Why	8:35	8:50	9:06			7:33
Manly Wharf – Belgrave Street Stand G	9:00	9:15	9:30			8:00
Warringah Mall – Pittwater Road	9:13	9:28	9:43			8:13
Brookvale Depot	9:14	9:29	9:44			8:14
Brookvale Shops – Pittwater Road	9:15	9:30	9:45			8:15
Dee Why	9:21	9:36	9:51			8:20
Manly Wharf – Belgrave Street Stand G	9:45	10:00	10:15			
Warringah Mall – Pittwater Road	9:58	10:13	10:28			
Brookvale Depot	10:00	10:15	10:30			
Brookvale Shops – Pittwater Road	10:01	10:16	10:31			
Dee Why	10:07	10:22	10:37			
Manly Wharf – Belgrave Street Stand G	10:30	10:45	11:00			
Warringah Mall – Pittwater Road	10:43	10:58	11:13			
Brookvale Depot	10:45	11:00	11:15			
Brookvale Shops – Pittwater Road	10:46	11:01	11:17			
Dee Why	10:52	11:07	11:24			

### 3.4. Reopening roads after moving events

Race cut off times will be advised to participants in advance of the race day. These cut off times will be actively implemented, with runners asked to complete the run on the footpath if they fail to reach the cutoff point by the advertised time. The proposed 2021 cut off points are listed below; these are the similar times as the 2020 cut offs.

Following the cut off time, any infrastructure will be removed immediately from the road, and once Police approval is given, that section of road will be reopened to traffic.

Race cut of times and locations:

Cut-off	Distance	Location	Cut off time
1	10km START	The Strand @ Oaks Avenue	7:05am
2	.9km (10k race)	Griffin Road @ Pitt Rd	7:15am
3	Aqua START	The Strand @ Oaks Avenue	7:20am
4	7km START	The Strand @ Oaks Avenue	7:35am
5	3km	Drink Station @ Lumsdaine Dr	8:10am
6	3.5km	Oceanview Road – Transition Area (Aqua Only)	7:50am
7	3.5km	Charles Street @ Evans Street	8:15am
8	5km	Queenscliff Road @ Greycliff	8:35am

The re-opening of the roads will be shortly after the advertised cut off times, a Police (to be confirmed) rear escort sweep vehicle will follow runners to the cut off points, directing any runners not able to make the cut off point to move to the footpath and removed from the competitive phase of the event.

Police will give approval to reopen the road after it has been cleared and checked.

Further measures have been put in place to ensure roads are opened in a timely manner:

- Drink station has been located on Lumsdaine Dr to ensure that the clean-up time does not affect the reopen of Carrington allowing traffic to re-enter the main road.
- Minimal infrastructure will be used on course at road closures.
- Maintaining full road closures also contributes to quick reopen of roads as partial road closures would require a significant amount of infrastructure to be installed and pickup, lengthen road closure times and delaying all road openings.

### 3.5. Traffic management requirements unique to this event

The Sun Run is a road based moving event. Full road closures along the course and traffic diversions are required for this event to take place in order to maintain a safe operating environment. As the event is being conducted on a Saturday morning at 6:45am, traffic flow in the area will be relatively low. The following describes the proposed traffic diversions and road closures for the road network.

A clearly defined course with a minimum width of 6m is required to ensure safe and enjoyable conditions for the runners.

Northern Beaches Council is committed to increasing the involvement of persons with disabilities who participate in our events. Therefore, the event needs to be conducted along an accessible course, on accessible surfaces (i.e. no sand, grass, or steps).

#### 3.5.1. Road Closures **AS AT 25 MAY 2020**

Roads will be progressively re-opened by TMC and Police after cleaning. Road closures to be in place:

#### DEE WHY AND NORTH CURL CURL

##### FROM 4 AM TO 9.00 AM

Dee Why Parade*	between Clyde Road and The Strand	both directions
Howard Avenue	between Clyde Road and The Strand	both directions
Oaks Avenue	between Clyde Road and The Strand	eastbound
The Strand	between Dee Why Parade and Pacific Parade	both directions
<b>* Closure will be implemented if the event car park is full</b>		

##### FROM 6.00 AM TO 8.45 AM

Pitt Road	Between Griffin Road and Abbott Road	both directions
North Road	both directions	both directions
Reid Avenue	both directions	both directions
Playfair Avenue	both directions	both directions
Delaigh Avenue	both directions	both directions
Fairport Street	both directions	both directions
Rabaul Avenue	both directions	both directions
Blackwood Road	Between Pitt Road and Abbott Road	both directions
Spring Road	Between Pitt Road and Abbott Road	both directions
Grainger Avenue	Between Pitt Road and Abbott Road	both directions
Ross Street	Between Pitt Road and Abbott Road	both directions
Playfair Road	Between Pitt Road and Abbott Road	both directions
Abbott Road	between Pitt Road and Griffin Road	both directions
Abbott Road	between Harbord Road and Pitt Road	both directions
Burilla Avenue	At Abbott Road	both directions
Fay Street	At Abbott Road	both directions
Lillie Street	At Abbott Road	both directions

**FROM 6.00 AM TO 9.00 AM**

Headland Road*	between Wheeler Parade and Griffin Road	eastbound
Pitt Road	between Blackwood Road and Griffin Road	both directions
<b>* Vehicles crossover point until 6.30am</b>		

**Partial road closures from 6:00am to 9:00am**

(Police and Traffic controllers will manage access for residents only)

Parr Avenue (east side)	At Headland Road	southbound
Reid Avenue	At Parr Avenue	southbound
Playfair Road	At Parr Avenue	southbound
Delaigh Avenue	At Parr Avenue	southbound
Delaigh Avenue	At Jocelyn Street	southbound
Fairport Street	At Makin Street	southbound
Fay Street	At Makin Street	southbound

Car parks with accesses from Abbott Road between Harbord Road and Griffin Road be closed from 6:00am to 8:45am.

- Dee Why RSL Bowling Club car park access
- John Fisher Netball Courts car park access
- John Fisher Park (Denzil Joyce, Reub Hudson) access to Reub Hudson will be managed from 7:40am

**FROM 6 AM TO 9.00 AM**

Boronia Street	Between Monash Parade and Griffin Road	westbound
Griffin Road	Between Pacific Parade and Adams Street	both directions
Monash Parade	between Pacific Parade and The Strand Lane	northbound
Pacific Parade**	between Wheeler Parade and The Strand	eastbound
Pacific Parade**	Between Monash Parade and Griffin Road	westbound
The Strand Lane	between Pacific Parade and Griffin Road	both directions
<b>** Vehicles crossover point until 6.30am</b>		

**CURL CURL AND FRESHWATER**

**FROM 6AM TO 9.00 AM**

Adams Street	between Lalchere Street and Griffin Road	eastbound
Carrington Parade	between Adams Street and Evans Street	both directions
Gardere Avenue	between Farnell Street and Carrington Parade	eastbound
Evans Street	between Lumsdaine Drive and Charles Street	both directions
Oceanview Road	At Charles Street	both directions
Kooloora Avenue	At Gore Street	eastbound
Gore Street	Between Kooloora Avenue and Moore Road	both directions
Moore Road	At Charles Street	both directions
Charles Street*	between Moore Road and Undercliff Road	both directions
<b>* Vehicles crossover point until 6.40am</b>		

**Partial road closures from 6:00am to 9:00am**

(Police and Traffic controllers will manage access for resident access only)

- Beach Street
- Dick Street
- Charles Street Upper
- Ellen Street
- Edgar Street
- The Drive

**FROM 6AM TO 10.00 AM**

Lumsdaine Drive *	between Carrington Pe and Evans Street
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\*Access to Harbord Diggers Club will be managed from 8.30am

**QUEENSCLIFF**

**FROM 6AM TO 10.00 AM**

Bridge Road	between Greycliffe Street and North Steyne	both directions
Cavill Street	between Crown Road and Dalley Street	both directions
Cavill Street *	between Oliver Road and Crown Road	southbound
Crown Road *	between Dowling Street and Cavill Street	both directions
Dalley Street	between Cavill Street and Queenscliff Road	both directions
Dowling Street	between Undercliff Road and Crown Road	both directions
Dowling Street	between Lawrence Street and Undercliff Road	southbound
Greycliffe Street	between Queenscliff Road and Bridge Road	both directions
Queenscliff Road	between Dalley Street and Greycliffe Street	both directions
Queenscliff Road	Between Greycliffe Street and Pavilion Street	both directions
Undercliff Road	between Charles Street and Dowling Street	both directions
<b>*vehicle crossover point managed by Police and traffic controllers</b>		

**Partial road closures from 6:00am to 9:00am**

(Police and Traffic controllers will manage access for resident access only)

Dalley Street	between Oliver Street and Cavill Street	eastbound
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Following streets will not be vehicle accessible between 6:00am and 10:00am:

- Crown Road
- Highview Avenue
- Hill Street
- Pavilion Street
- Queenscliff Road

**MANLY**

**FROM 4 AM TO 9.30 AM**

Collingwood Street	between Bonner Avenue and North Steyne	eastbound
Denison Street	between Whistler Street and North Steyne	both direction
North Steyne	between Bridge Road and Raglan Street	both directions
Raglan Street	between Henrietta Lane and North Steyne	both direction
Raglan Street	between Pittwater Road and Henrietta Lane	eastbound

**FROM 4 AM TO 11:00 AM**

Ashburner Street	between Darley Road and South Steyne	westbound
North / South Steyne	between Raglan Street and Ashburner Street	both directions
Rialto Lane	access from Wentworth Street	both direction
Victoria Parade*	between Darley Road and South Steyne	eastbound
Wentworth Street*	between Darley Road and South Steyne	eastbound
<b>*managed vehicle access for residents and businesses by Police</b>		

**3.6. Special event clearways**

Special event clearways required - TMC to arrange. The following list shows the times and the locations of the Special Event clearways. The major (advanced) SEC signage and the road closure signage will go up about 10 days before the event. The minor (regulatory) SEC signage generally goes up about one or two days before an event. SEC signage will then be removed by TMC contractors post event. All SEC signage will include the date and time of the clearway.

TMC contract 8 tow trucks to service the towing from these clearways.

**FROM 4 AM TO 9 AM**

**DEE WHY AND CURL CURL**

The Strand	between Dee Why Parade and Oaks Avenue	both sides
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**FRESHWATER AND QUEENSLIFF**

Crown Road	between Cavill Street and Dowling Street	Both sides
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## MANLY

North Steyne	between Collingwood Street and Raglan Street	Eastern side
North Steyne	between Raglan Street and Victoria Parade	Both sides
North Steyne	Between Victoria Parade and Ashburner Street	Eastern side

### ADDITIONAL CLEARWAY TO BE CONFIRMED FOR 2021

Pitt Road Curl Curl	Between Ross Street and Playfair Road	Both sides
Abbott Road Curl Curl	Between Harbord Road and Pitt Road	Both sides
Evans Street Freshwater	Between 11 Evans Street and Charles Street	Both sides
Freshwater Car park	Carpark between Oceanview Road & Kooloora	Both sides
Gore Street	Between Kooloora Avenue & Moore Road	Eastern side

Extra cones and/or bollards will be supplied and used to delineate any cars that remain parked in the Special Event Clearways.

You must not stop or park on a length of road where a special event clearway sign applies. The drivers of public buses, taxis and hire cars are permitted to stop when dropping off or picking up passengers. If your vehicle is left on a clearway it will be towed away, usually to a nearby street and fines apply.

### 3.7. Contingency plans

Construction taking place on day	Councils do a full check on permits issued for this time.
Heavy weather	The event will go on. Bureau of meteorology is a key contact in days leading up to event. If swim cannot be completed at participants will just complete the run.
Accident on course	There are St. John positions and BERT teams on the course. In addition, there is a Medical centre at the finish area and ambulances positioned around the
Absence of marshals and volunteers	Extra volunteers are invited to attend the day in case of no shows.
Block local resident access	Extensive letter box drops are done in areas where there are SECs. VMS and the media are used to notify residents of the date and times involved.

### 3.8. On course Infrastructure

Traffic management infrastructure will be delivered on the morning prior to the event and put in place by qualified traffic controllers as per approved Traffic Control Plans (see attached).

Other race infrastructure to be in place once the roads have closed are described below.

#### Drink Stations

Drink Station	Location	Set Up	No of sides of road
1	Griffin Road in front of John Fisher Park	6:00	1
2	Lumsdaine Drive, in front of Harbord Diggers.	5:30	1
3	North Steyne	5:30	1

#### KM Marker Locations

Event	KM	Street	Cross Streets	Closest Address	Suburb
Both	Start	The Strand	Oaks Avenue	9 The Strand	Dee Why
10Km	1	Pitt Road	Pitt Road & Playfair	78 Pitt Road	North Curl Curl
10km	2	Abbott Road	Fay Street	124 Abbott Road	North Curl Curl
10km	3	Abbott Road	Lillie Street	88 Abbott Road	North Curl Curl
10km	4	Griffin Road	Bridge at	Curl Curl Lagoon	Curl Curl
10km	5	Carrington Pde	Beach Street	Bus Stop	Curl Curl
10km	6	Evans Street	Evans Street/Harbord Diggers	64 Evans Street	Freshwater
10km	7	Moore Road	Charles Street	28 Moore Road	Freshwater
10km	8	Cavill Street	Crown Street	1 Cavill Street	Queenscliff
10km	9	North Steyne	Pacific Street	112 North Steyne	Manly

#### 4. MINIMISING IMPACT ON NON-EVENT COMMUNITY & EMERGENCY SERVICES

##### 4.1. Course Crossover Points

The following course crossing locations are implemented in order to maintain vehicular egress from the Dee Why, North Curl Curl, Freshwater and Queenscliff areas for as long as possible.

- The Strand at Oaks Avenue Dee Why
- Griffin Road at Hedland Road, Curl Curl
- Pitt Road at Ross Street to Playfair Road Curl Curl
- Pitt Road and Playfair Road Curl Curl
- Charles Street at Moore Road, Freshwater
- *Griffin Road at Hedland Road, Curl Curl*
- Dowling Street at Crown Road, Queenscliff
- Cameron Avenue to Collingwood Street, Manly

These points will be managed by Police and traffic controllers to allow motorist to cross the course up to the latest possible time before the runners. Police and traffic controllers will allow motorist to cross the course when safe to do so during any gaps in the runners prior to the official re-opening.

##### 4.2. Notification and Advertising Road Closures

Course route and road closure times will be advertised via:

###### 4.2.1. Media Communications

Road closures or restrictions are advertised in the Newspapers, and through a comprehensive list of other media outlets (at least 7days prior). All road closures, Special Event Clearways and detours are also advertised on the TMC website and the Sun Run website.

The TMC will highlight on a map the areas that are effectively closed (landlocked) as well as the actual road closures. In particular areas east of Griffin Road, Dee Why and parts of Queenscliff will be identified as closed on the map and each course crossover point will also be identified clearly on the map.

The TMC will also make sure that on the TMC websites and on the Live Traffic website the information about course crossover point has its own heading and section and is not included as a component of the clearway information. PDF versions of the TCPs for intersections where course cross over points are located should also be made available on the TMC website so that residents can view the crossover information.

#### 4.2.2. Resident and Business Letterbox drops on January 11-12, 2021.

Letterbox pamphlets are delivered to all residents and businesses along the course and in surrounding streets. This document outlines all of the road closures and Special Event Clearways and advises of towing procedures. Meetings/ phone communications are also held with many of the impacted parties.

The Letter box drop information will include specific information about road closures and effective road closures in each area and specific information about how residents can access the various course crossover points.

Effort has been made to minimise the number of streets that will experience a short period of time where they do not have road access. These residents will be advised well in advance of the situation so that they can plan ahead and make alternative arrangements.

All Emergency Services agencies will be formally notified of this event. Police will ensure that emergency vehicles have access through the road closure at all times should an incident occur.

#### **Letterbox Drop:**

**Size** – A4, tri-fold

**Quantity** – 10,000

A secondary letterbox drop will also go to the residents of Abbott Road on the week of the event given the changed conditions from previous years.

#### 4.3. Permanent Variable Message Signs

TMC Permanent Variable Message Signs will be used to advise motorists of pertinent traffic information.

All traffic related messages displayed on VMS should be coordinated from the TMC.

#### **Locations:**

VMS No.	VMS_ID	Direction	LOCATION
VMS 1	FUN RUN TODAY DEE WHY TO MANLY LOCAL ROADS CLOSED	Southbound	Cnr Pittwater Road and Warringah Road
VMS 2	DEE WHY TO MANLY LOCAL ROADS CLOSED TODAY 4AM – 11AM	Southbound	Burnt Bridge Creek deviation

#### 4.4. Portable Variable Message Signs

Suggested Portable VMS Locations:

1. Dee Why Pde at James Meehan Res, Dee Why - showing to eastbound traffic.
2. Bridge Road 25 metres south of the bridge opposite surf club North Steyne – showing to northbound traffic.
3. Sydney Road in parking lane facing eastbound traffic opposite James Street (outside Ivanhoe Park)
4. North Steyne, Manly (opposite Collingwood Street) facing southbound traffic. Locate on the corner edge of the parking bay on the eastern side of the road, placed at 45 degrees angle facing the traffic.
5. North Steyne (opposite Raglan Street) facing northbound traffic. Locate on the corner edge of the parking bay on the eastern side of the road, placed at 45 degrees angle facing the traffic.
6. Harbord Road North of Headland Road facing Southbound traffic
7. Harbord Road South of Headland Road facing Northbound traffic
8. Crown Road east of Cavill Street facing eastbound traffic

<b>Messages</b>	
<b>Portable VMS 1 and 2</b> 1/02/2021 TO 06/02/2021	<b>Portable VMS 3</b> 1/02/2021 TO 06/02/2021
DY - MANLY SUN RUN SAT 6 FEB  ROAD CLOSURES 4AM – 10:30AM EXPECT DELAYS	DY - MANLY SUN RUN SAT 6 FEB  NTH STEYNE CLOSED 4AM – 10:30AM
<b>Message</b>	
<b>Portable VMS 4 AND 5</b> 5/02/2021 TO 06/02/2021	<b>Portable VMS 6 AND 7</b> 5/02/2021 TO 06/02/2021
CHANGED PARKING CONDITIONS  CLEARWAY SAT 6 FEB 4AM – 9AM	DY - MANLY SUN RUN SAT 6 FEB  NO ACCESS TO BEACHES  LOCAL ACCESS VIA HEADLAND RD

Message	
<b>Portable VMS 8</b> <b>5/02/2021 TO 06/02/2021</b>	
CHANGED PARKING CONDITIONS  CLEARWAY SAT 6 FEB 4AM – 9AM	

#### 4.5. Emergency Vehicle Access

All Emergency Services agencies will be formally notified of this event. Police will ensure that emergency vehicles have access through the road closure at all times should an incident occur.

#### 5. EXECUTION

This TMP has been developed in consultation with the TMC, the NSW Police, Northern Beaches Council and the Sydney Buses.

**APPENDIX 1**

**Physical survey of the route**

Item	Verified	Action Taken
All one-way streets are as described	<input checked="" type="checkbox"/>	
Block access to local businesses	<input checked="" type="checkbox"/>	Local Businesses will be aware of the road closures
Block Ambulance access	<input checked="" type="checkbox"/>	All Emergency Services notified of event. Police to facilitate emergency vehicle access
Block local resident access	<input checked="" type="checkbox"/>	Limited access provided under police or nominated traffic management contractor control
Block Police vehicle access	<input checked="" type="checkbox"/>	Police to facilitate access
Block public transport access	<input checked="" type="checkbox"/>	Some delays due to traffic diversion
Restricted movements – banned turns, heavy/high vehicles	<input checked="" type="checkbox"/>	Intersections under Police/Traffic Controller
Signalised intersections	<input checked="" type="checkbox"/>	To be managed by TMC
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	<input checked="" type="checkbox"/>	Traffic generators are aware of standard road closures

**APPENDIX 2**  
**TMC Road closure and clearway map**

**Attachments**

- Traffic Control Plans - 1 to 39
- Risk Assessment

## 5.0 MATTERS FOR NOTATION

<b>ITEM 5.1</b>	<b>TABLE OF APPROVALS UNDER DELEGATION</b>
<b>REPORTING OFFICER</b>	<b>MANAGER, TRANSPORT NETWORK</b>
<b>TRIM FILE REF</b>	<b>2020/366738</b>
<b>ATTACHMENTS</b>	<b>1 Table of Approvals Under Delegation</b>

**GEOCODES:** Various

### REPORT

- Council's Transport Network Team obtained delegation from the Northern Beaches Council Local Traffic Committee on the 4 June 2019 to implement measures to reinforce existing controls under the NSW Road Rules as well as minor proposals, without reporting these matters to the Traffic Committee meeting.
- It was agreed that a plan of the proposals will be forwarded to the Traffic Committee members for consideration. If no objections are received within the specified response time, the proposals will be approved under delegation and be presented in the agenda as a Matter for Notation.
- Except for statutory requirements, consultation with affected residents and businesses within the immediate vicinity of the proposal will still be required prior to consideration.

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### RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee notes the delegated approval of actions detailed in Attachment 1 - Table of Approvals Under Delegation.

**Table of Approvals Under Delegation - 7 July 2020**

Location	Action	Consultation	Referral Sent Date	Approval Date
McCarrs Creek Road, Church Point	Installation of 'No Parking' signage, from south of the shared driveway to property No.s 57 to 71 to a location on the eastern verge 10m north of the driveway to No.4A McCarrs Creek Road.	<p>Properties consulted: 19 Support: 9 Object: 0</p> <p><b>Reason for approval:</b> Concerns were raised by residents regarding vehicles parking on the eastern side of McCarrs Creek Road affecting sight distances on the bend. The proposal will help reinforce the 'No Parking' restrictions within 3m wide of the existing dividing barrier lines, and prevent potential damage to existing services in the verge.</p>	17 June 2020	23 June 2020