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# 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 MAY 2019**

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

**Jorde Frangoples**  
**Director Transport and Assets**

### **Voting Members**

Chair – Mayor – Northern Beaches Council	Mr Michael Regan
Member for Pittwater Mr R Stokes MP Representative	Mr Andrew Johnston
Member for Davidson Mr J O’Dea MP Representative	Mr Phil Corbett
Member for Wakehurst Mr B Hazzard MP Representative	Mr Toby Williams
Member for Manly Mr J Griffin MP Representative	Mr John O’Connor
Roads and Maritime Services	Mr Raymond Tran
Northern Beaches Police Command, Dee Why	Sergeant Nino Jelovic

### **Non Voting Members**

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

### **Officers**

Director Transport and Assets	Mr Jorde Frangoples
Executive Manager Transport and Civil Infrastructure	Mr Craig Sawyer
Manager Transport Network	Mr Phillip Devon
Senior Traffic Engineer	Mr Patrick Bastawrous
Traffic Engineer	Mr Ricky Kwok
Traffic Engineer	Mr James Brocklebank
Traffic Engineer	Mr Velsamy Sankaran
Traffic Engineer	Mr Anwar Subel
Traffic Officer	Mr Luke Nickson
Traffic Officer	Mr Brian Duong
Traffic Officer	Mr Ali Samimi Haghighi
Ranger Coordinator	Mr Michael Davey
Active Travel Officer	Ms Michelle Carter
Active Travel Officer	Mr Phillip Gray
Road Safety Officer	Mrs Karen Menzies
Road Safety Officer	Ms Robynann Dixon
Transport Support Officer	Ms Lisa Monk

### **Visitors**

To speak on Item 4.1	Mr Steve Yorke
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## **Agenda for a meeting of the Northern Beaches Council Local Traffic Committee**

**to be held on Tuesday 7 May 2019**

**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 April 2019	
2.2	Declaration of Pecuniary and Conflicts of Interest	
<b>3.0</b>	<b>REPORTS TO PROCEED TO COUNCIL FOR APPROVAL</b>	
	Nil	
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**5.0 MATTERS FOR NOTATION**

Nil

**NEXT MEETING Tuesday 4 June 2019**

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

**2.1 MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD  
2 APRIL 2019**

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**RECOMMENDATION**

That the Minutes of the Northern Beaches Council Local Traffic Committee held 2 April 2019, 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**

**3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL**

Nil

## **4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION**

<b>ITEM 4.1</b>	<b>SCOTLAND ISLAND TRAFFIC MANAGEMENT PLAN</b>
<b>REPORTING OFFICER</b>	<b>MANAGER, TRANSPORT NETWORK</b>
<b>TRIM FILE REF</b>	<b>2019/231831</b>
<b>ATTACHMENTS</b>	<b>1 Scotland Island Traffic Management Plan</b> <b>2 Community Engagement Report_Scotland Island TMP</b>

**GEOCODES:** -33.641150; 151.289581

### **REPORT**

#### **BACKGROUND**

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

#### **LOCATION**

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

#### **ISSUES**

The main issues that we need to address are:

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

#### **PROPOSAL**

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

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

#### **CONSULTATION**

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

9 December 2018 and a Your Say page was provided to allow the community to provide feedback on the proposal. The responses are noted in Attachment 2 – Engagement Report.

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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Implementation of the Scotland Island Draft Traffic Management Plan.
  - B. Timetable for the staged implementation of the scheme in consultation with RMS and NSW Police – Marine Area Command.
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# SCOTLAND ISLAND PROPOSED PLAN OF MANAGEMENT FOR ROADS

## TRAFFIC MANAGEMENT PLAN

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## ABSTRACT

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

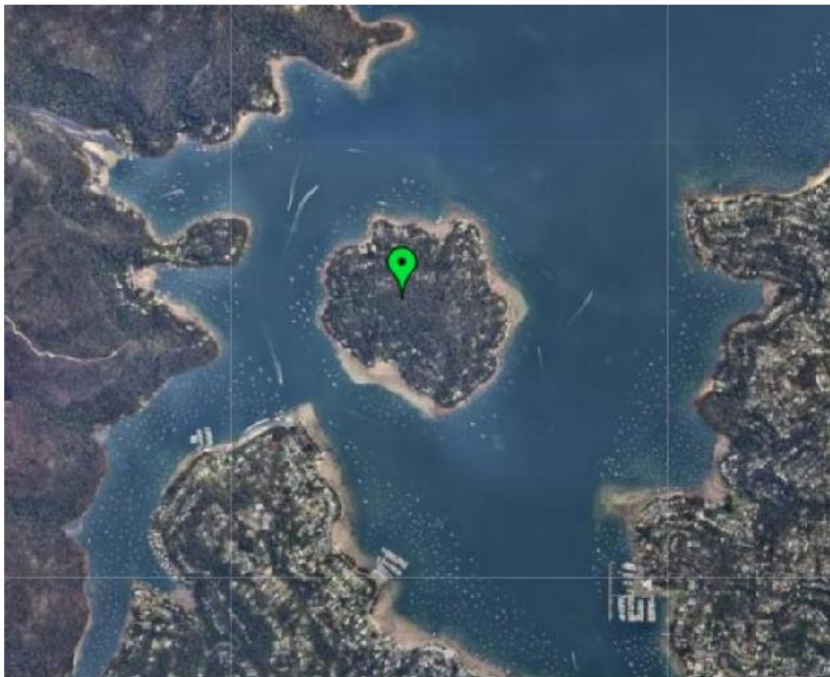
The final stage of the process will be to convert all public roads to a compliant shared zone with a universal speed limit of 10km/h.

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

## INTRODUCTION

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

Figure 1: Scotland Island, Pittwater



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

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

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

#### BACKGROUND

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

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



- Vivian Street

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

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

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

Council will issue two types of permits:

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

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

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

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

## TRAFFIC MANAGEMENT PLAN

### A. Description or detailed plan of proposed measures

Is a detailed plan of the proposed measures necessary?

YES

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

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

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

Restrict access by way of posted notice:

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

Introduce a Permit System

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



#### Enforcement

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

#### B. Identification and assessment of impact of proposed measures

Is a detailed assessment required?

YES

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

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

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

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

Is an assessment required?

NO

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

#### D. Assessment of public transport services affected

Is an assessment required?

NO



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

**E. Details of provisions made for emergency vehicles, heavy vehicles, cyclists and pedestrians**

Is an assessment required?

YES

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

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

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

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

Is an assessment required?

NO

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

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

Is an assessment required?

NO

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

#### H. Public consultation process

Is an assessment required?

YES

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

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



## **Community Engagement Report Scotland Island Traffic**

### **Management Plan**

28 April 2019

### **Background**

Scotland Island is located on Pittwater, north of Taylors Point on the mainland and Elvina and Lovett Bays on the eastern foreshores of Kur-ring-gai Chase National Park. The Island, mainly consisting of bushland, is also home to nearly 1000 residents with approximately 350 dwellings primarily located around the perimeter foreshore.

There are a small number of registered vehicles (approximately 30) comprising of private cars and service vehicles. There are also golf cart buggies which are used as transport on the Island.

A Traffic Management Plan (TMP) for Scotland Island is proposed to both enhance the safety of pedestrians using the roads and to prevent damage to the roads.

The TMP seeks approval to apply a universal 10km/h speed limit on all public roads on Scotland Island and control access to all vehicles over 4.5 tonne GVM unless authorised by Northern Beaches Council.

Under the proposed TMP registration will be required for all vehicles used on the islands roads including golf buggies under the conditional registration system. Compulsory Third Party Insurance will also be required. All drivers/operators will also need to hold a State issued driver's license.

Golf Buggies and other vehicles, that would not be deemed standard on the mainland, will continue to be allowed on Scotland Island to assist with the mobility needs of the community.

### **Community Engagement Objective and Approach**

The [Draft Traffic Management Plan](#) was open for public comment between 9 December and 17 February 2019

The objective of the engagement was to understand the views of the Scotland Island community on the final Traffic Management Plan and to cater for the needs of the community where possible.

Notifications were posted via Australia Post to all registered property owners (owner-occupiers and non-residents) informing them of the engagement process and steps to make comment.



A project page was also published on Council's Your Say page ([yoursaynorthernbeaches.nsw.gov.au](http://yoursaynorthernbeaches.nsw.gov.au)) outlining background to the project and providing community members with an opportunity to comment via an online submissions form.

A Community Meeting was held at the Rural Fire Services shed Sunday 9 December 2018 to allow for all community members to speak to council staff in relation to the project.

#### **Key Findings**

17 written submissions were received from the community during the engagement period.

**10km/h speed limit on all public roads on Scotland Island – x% in favour**

**Control access to all vehicles over 4.5 tonne GVM unless authorised by Northern Beaches Council - x% in favour**

**Registration will be required for all vehicles used on the islands roads including golf buggies under the conditional registration system – support for this? %**

The main issues included the:

- Cost of the permits for vehicles to operate on the island
- Imposition of the additional regulation on vehicles on the island
- The existing condition of the road and drainage network
- The impact on the existing buggies on the island including the cost of compliance with the new rules
- The management of liability issues (noted as a concern to some community members in the event of an accident occurring).

Feedback received at the public forum was generally supportive of the need to have some form of regulation to cover non-standard vehicle types used on the island and the written submissions do not reinforce this as it focuses on other issues.

The ongoing condition of the islands road network was also reoccurring theme. Council is planning a separate project to address this and while it has an impact on the overall implementation of this plan, delaying the implementation for this reason is not recommended.

All verbatim comments received are detailed in Appendix 1.

APPENDIX 1 – Verbatim comments

<b>Comments</b>
<p>I refer to your letter to Scotland Island residents of 3 December 2018 Ref. 2018/761854. I would like to write in support of the Traffic Management Plan (the Plan) which I think is in the interest of residents. I wish to bring to your attention one concern. I am a home owner on Scotland Island and have a golf cart for transport for which we intend to seek conditional registration in line with the Plan. I am a non-resident of Australia and we come to our house about 3 times for a total of 4 months per year. Our children who live in Sydney come on weekends throughout the year. My concern is that the Plan stipulates that permit holders should hold a NSW driver's licence whereas I hold a Philippines drivers licence which I use and is valid for driving in Australia. So I hoped that the stipulation could be changed from a NSW driver's licence to a valid driver's licence.</p>
<p>I am a home owner of 10 years and full time resident on the Island. I have an RMS registered 4WD Toyota Hilux utility on the island which I use for heavy equipment and material transport for maintenance my home property. I often share (for free) my vehicle with my neighbours to assist them when asked. For many non waterfront properties, servicing the house and property becomes too expensive and difficult without an appropriate and accessible transport vehicle. Any restriction on my ability to use my vehicle on the island is non negotiable for me and my family. If council attempts to deny me the use of my RMS compliant and registered vehicle on Scotland Island I would be forced to take the matter to court. I am not convinced that a permit system for all vehicle types as proposed resolves the fundamental issues regarding road use on Scotland Island and seems redundant. In the council proposal I do not see any explanation or reasoning a permit system resolves any issue at all. What is the function of a permit for all vehicles? What issue does it address or solve? I am mindful of the key issues around vehicle use on these difficult roads shared by pedestrians and I never exceed 10km/hr. I support a 10km/hr speed limit and priority for pedestrians. My understanding is that the problem centres around the insurance, registration and regulation and safety of 'buggys', electric/golf/4wd types. I think Council should focus on this issue rather than broadening a permit system out for registered vehicles already compliant under RMS / compulsory legislation. I use my vehicle for the sole purpose of moving materials / goods/ equipment to and from my home. I expect to transition to a more ecological and cost effective golf buggy vehicle type in two years time. My 4wd is large so I am mindful of not leaving or parking my vehicle in places for long periods that would be cause for inconvenience of other Islanders access to Wharfs in particular. Scotland Island is a small community and residents that act in a purely selfish mode and are not community minded tend not live here for very long. The 'system' as such is largely self regulating. I do not see how a permit system for all vehicles will improve access to parking and access to wharfs. Residents that are not waterfront are typically the owners of the vehicles under question. They are the residents that need them the most. I believe electric 'buggies' are an excellent solution for the roads here and should be encouraged and embraced as a sensible and ecologically positive mode of transport. They are very well suited to the island, hence their popularity. I would hope that Council does not act in a negative and discouraging way which obliges residents to adopt the use of larger vehicles This would lead to extra noise pollution and unsustainable congestion. I believe council should not act in a way that creates a bias and favours large vehicle adoption over small buggies. This would be a terrible mistake. I believe that the safety concerns raised are overstated as the average speed of these vehicles on the island is normally low. A 10km/hr limit would enhance this point. I advise count proceeds with caution as ill considered regulation could impact very negatively on residents access to their homes.</p>

- The introduction of a policy for buggies should not impact the full registered road users. Introduction of a permit (yet another permit : boat permit, whatf permit, car parking permit, ....\$\$\$\$\$\$\$\$) penalises normal vehicles. - the introduction of a new process duplicates an existing process for regular road users . Those users often need to bring their vehicle to the mainland for registration and servicing . What is the benefit and purpose of the extra fee for those users? -the introduction of local speed limit is supported - the management plan needs to address the need of bigger vehicles, not just buggies, this include parking near wharves and along roads. Apart near Tennis, I am not aware of tension between vehicle users around the island. - It is Council responsibility to make the roads roadworthy - Scotland Island is not a place for over organised urbanism and items such as drawn parking spots on the ground would be largely seen as patronising and not accepted. - There has been a few instance recently of teenagers taking off with people's buggies and going to joy rides. The strategy may help making these people accountable. - Remains the issue of who will police the requirements.

I understand the need for some control of vehicles on the island, but what are the restrictions to buggies and what sort of fee are going to be imposed on those that already have them is my issue. We already by thousands of dollars between boat parking stickers for the mainland, boat parking stickers on the island, carpark stickers and etc. What else are we going to have to pay to have a buggy now, and what sort of buggy will be allowed to register? Any golf buggy?

Two weeks after attending this meeting I attempted to get Conditional Registration after getting my Golf Buggy to the standard required by RMS. I attended the RMS office at Warriewood, taking with me the application, supporting evidence of the need for Conditional Registration, and the relevant download from the RMS site. USELESS! The woman I was directed to immediately told me it was "illegal". I asked her to check with the RMS website and she repeated it was illegal. On telling her other vehicles have qualified I was told they were illegal! I told her of the meeting and it was like speaking to a brick wall. All I got was "It's illegal!" The basis for this statement was not NSW legislation but a Scotland Island Community website which states , inter alia, " other modes of transport, such as golf buggies and quad bikes, are also used on the island. These vehicles are unable to be registered under current RMS regulations and their use is deemed illegal." As this seems to be at cross purposes to the spirit of the meeting I spoke with the SIRA President and handed him the print-out containing this statement (highlighted by the RMS employee), and pointed out that the statement was incorrect and asked it be amended or removed. As no action was taken I later raised this issue some SIRA Committee Members and eve now this information appears on the website. While it does the RMS office will continue to use it as an excuse not to register complying vehicles. As it discriminates against those Scotland Island residents who are mobility impaired it appears to be in breach of a number of anti-discrimination laws, as Conditional Vehicle registration is available in all other areas of the State. The use of "mobility scooters" as an alternative means of transport for disabled persons is not feasible due to the state of the roads, including the mounds constructed on them to channel water and I am aware of a number of instances where people have fallen from their scooters. I have several comments to offer. 1) The Abstract fails to recognise that all wharves on SI, other than Tennis, which the ferry services have steep access/egress routes. Looking at a map one would be led to believe that both Vivian Street (a main access route) terminating at Bell Wharf and Lowanna Street, terminating at Eastern Wharf for example are what they purport to be: streets. In reality they consist of stairs both in excess of 100 steps. Elsie Street, linking Florence Terrace to Thompson Street is another steep stairway, with the steps only extending to halfway up the street. 2) It is debatable whether the larger population reside along the foreshore of the island, but further back in what is locally known as "the hinterland". There are a number of residences on the waterside perimeter which are built on extensive blocks of land, while those on the inland side of the lower ring road system, tend to be closer in size to the average suburban block, where the population is less likely to consist of week-end and holiday residents. There is also a considerable number of residents living on the top of the island. The map shows access can be gained via Fitzgerald Avenue, but in reality one would be hard pressed to find that access on the island itself. There are a number of bush tracks linking the top of the island with the southern ring road and only one partially sealed road which links to the northern lower ring road. 3) Recently Ausgrid and a tree removalist contractor engaged by that corporation were working on the island. While Ausgrid operated on one side of Cargo Wharf which, as the name implies is where cargo, including building supplies, are landed, and the contractor worked the other. The two trucks effectively blocked all access to and from Cargo Wharf due to the narrowness of the existing roads. Builders, for example, couldn't access materials needed for their work, but still had staff to pay, and the cost ultimately being shouldered by the clients. Admittedly, there are cases where this is due to encroachment by a few residents and some due to topographical factors most of the designated roads/streets have become exceedingly narrow to the extent that passing in most areas is impossible. A safety point recognised is that as a result of this perceived encroachment pedestrians are denied any area which could be construed as a footpath. The overriding factor I believe is the inactivity of the various local governments

who have administered the island over the decades. The question is now whether this situation is beyond repair. In the assumption it is I suggest altering the street/road/avenue/terrace designations to lanes where appropriate and either steps or stairs where appropriate. This would also be more in harmony with the semi-rural aspect of the island. One doesn't need a guide to have a number of these encroachments pointed out as they are blatantly obvious. 4) The community vehicle is not always available, e.g. being taken off-island for warranty requirements and other repairs. On other occasions there can be a problem with booking. For example, my wife and I were travelling overseas on holiday and booked the community vehicle to help transfer our luggage to the wharf, and meet with a shuttle. With minutes to go we were informed that the vehicle had been taken for the purpose of driving Council workers, leaving us to struggle with our bags to the nearest wharf. On another occasion after it was booked it never showed up. 5) The information concerning the closing of all roads to vehicles (mentioned in the Draft Management) as proposed by SIRA is not feasible. Firstly, it fails to recognise the transport needs of those residing at the top of the island. Secondly, it fails to take into account factors such as prevailing weather conditions and the competition in inclement weather this causes when the ferry arrives. I was surprised to read this as neither my wife nor I, who have been residents of the island for more than 30 years, or those I've discussed the proposal with since reading it, were not consulted in relation to it. 6) Finally, the steep slope on Thompson Street, between Elsie Street and Richard Road via Harold Avenue, needs to be concreted and corrugated, similar to the access to Cargo Wharf. Currently it consists of a tarmac sealed surface which, when covered with leaf litter, as is often the case, becomes very slippery, not only for vehicles but pedestrians as well. Regardless of the ultimate outcome of this procedure, it's imperative that this stretch of roadway be made safer than it currently is.

Hello, Presently we are not in support of this TMP as there is not enough information on how general and large vehicle access permits will be allocated and implemented. We would like to know more about how the council determines eligibility for a "general purpose" vehicle permit? Eg distance from wharf, disability, small children, need to carry shopping etc? Are there any circumstances where applications for a vehicle permit on the island would not be accepted? Or does everyone who applies for this permit receive one? Are permit numbers restricted? Will there be a cost for a vehicle permit on the island? We are not in support the application if there is a cost associated with this permit, as it would be an unreasonable disadvantage to people living on the island who need to use vehicles that they would have to pay to use their own vehicle, especially after paying for mainland parking, boat tie up etc. We would also like to state that the argument that vehicles are damaging the roads should be removed as a justification for the TMP, as this effectively puts the blame for poor road maintenance of the island's public roads onto the residents of the island, where in actual fact all roads exist to service the residents, including their access via walking or via vehicles equally. There should not be any guilt associated with the use of vehicles on an island as steep or as large as Scotland Island, particularly for residents living at the non-waterfront properties. The justification is also misleading as the use of vehicles on the roads is not the only, and not necessarily the primary reason for degradation of the roads. A significant amount of damage to roads is caused by storm-water run-off, poorly built roads, unsealed roads, road erosion and the fact that there is little to no maintenance of these roads in comparison with roads on the mainland. We feel that the argument put forward in the TMP regarding vehicle use being the cause for the state of the roads is biased, inaccurate and ignores other factors and tries to confuse the issue, blaming the state of the roads on vehicle use. This is angling towards an island without vehicles, which is not viable for residents who rely on vehicles to transport elderly, children, food, furniture and supplies. The community vehicle is not available 24/7 and not able to cater to last - minute needs for access and transport. Therefore it is not possible to use this service as a substitute for having private vehicles on the island. Information regarding designated parking areas is also too vague to support at this stage - are there enough for every application, how close would they be to residents dwellings and again what is the criteria for approving a park? "All new developments would also be required to provide on-site parking where authorised vehicles are garaged." - is this "on site parking" imperative if the resident does not intend to have a vehicle on the island? Regarding access for larger construction vehicles, would there be a fee involved for these temporary permits? We are in support of the 10/km/h speed limits, priority to pedestrians and cyclists, registration of vehicles (and buggies) and the plan to upgrade the roads, however, overall, we are not in support of the TMP due to the restricted use / permits (our support of this could change depending on how restrictive the permits are, and whether or not fees would be involved). Thanks for your time,

I have had a look at the Scotland Island TMP and essentially, I disagree with the permits for legal vehicles and with the current plan for parking bays – it appears that you want to mark out parking bays on roads that don't exist and which are not policed, and you want to issue permits for vehicles that are already legal on the roads. But I agree that the legality of buggies does need to be sorted out. My comments and questions follow. Re: Introduction I disagree with the statement that '[houses] are mainly located around the perimeter foreshore'. There is a considerable population that does not have direct water access – that's why we have vehicles on the island. If most people had direct water access, there would be far few vehicles. The intro mentions 'serious concerns' that were raised, but does not state what those concerns were/are. I have not seen any dangerous driving on the island, except for very particular people, or by visitors who have stolen a local vehicle, and this TMP will stop neither of those groups. Re: Permits for vehicles(1) I can't help but feel that this business of a 'permit' for vehicles that are already legal is from a very mainland perspective. Imagine a suburb on the mainland that has such very poor roads compared to all the suburbs around it (imagine!), and Council wants to restrict traffic driving there because it will damage the roads – then, yes, issue permits, that will stop casual users going on those roads. But people don't lightly bring a vehicle over to the island – you have to put it on a barge, book it weeks in advance, wait for high tide etc. Asking people to get a permit from the Council to bring a vehicle over will be an annoying extra, but it won't significantly alter the number and type of vehicles on the island.(2) What is the purpose of registering all vehicles with Council? You state that it will 'restrict the type and number of vehicles using the public road' – exactly how? If it is for the purpose of refusing vehicles over a certain size then state that size; why even implement a permit for all the others? If it is for the purpose of limiting the number of vehicles on the island then state what the maximum number is. How will you decide that maximum? Will it be one per house?(3) How are you going to decide who gets a permit and who doesn't? What if you have already issued all the permits and someone disabled moves on to the island? Will you continue to let able-bodied people drive their cars, but refuse one to a disabled person?(4) On p7/7, you state 'Pedestrian access and safety will be improved due to the restriction of vehicles on public roads to only authorised vehicles.' Could you please explain exactly how you believe this will work? As far as I can tell, you are simply going to issue a piece of paper to all the vehicles already on the island, and that is then going to make it safer for us. Please explain how you come to that conclusion.(5) The permit is supposed to include the relevant conditions relating to use of Scotland Island roads – the new speed limit, pedestrian

priority and areas the vehicle can drive. It sounds as though you are issuing a permit purely to tell people about the rules on the road. How does council normally communicate these rules to people? You don't have to issue permits to everyone who drives in the Northern Beaches area to do that, right? I don't agree that Scotland Island has to have permits for that reason. It is admin for the sake of admin.(6) The TMP states 'Permits for long term use of vehicles for personal use i.e. general access (including access for the disabled), shopping etc. would be determined by Council'. What criteria will the Council use to determine permission for a vehicle?(7) You even say 'The formal restriction of access under the Roads Act will have minimal impact on existing and future residents as there is limited use of registered vehicles on Scotland Island.' So you are implementing a measure that you already know will have limited impact?(8) You comment, '... will affect a relatively small number of residents who currently use registered vehicles to access properties at the top of the Island ...' Quite apart from the feeling that you are aiming this at me when I haven't done anything to deserve it – it really isn't just people at the top of the island who have a vehicle – you realise that the 'road' to the top of the island isn't included, right?(9) If a TMP is implemented, how is it to be policed? Any current problems are problems only because there is no policing on the island. If there are unregistered vehicles on the island, which are currently illegal, why have none of them been booked? Buggies have been on the island for years and years, no one has ever been booked. People might park in the way or in turning bays, but no one has ever been booked. There have been no accidents either, as far as I know. So exactly what difference is this TMP going to make in practise?(10) Why are there two types of permit – one for vehicles just used on Scotland Island and one for a vehicle 'providing service'. What does the second one cover?(11) I agree with the resident who raised the concern that tradespeople will pass on the additional costs of having a vehicle to customers – and possibly more – which would make engaging a tradie on the island even more expensive than it already is. The residents are already hostage to a very small number of people who work on the island, this would definitely make that situation worse.Re: On-site Parking for New Developments(1) There is a throwaway comment regarding new developments: 'All new developments would also be required to provide on-site parking where authorised vehicles are garaged.' How would this on-site parking link up to the roads where the road has not been built? E.g. Thompson St outside my house. I actually link to the 'fire trail' (which isn't a fire trail). If there were a new development on the non-existent Thompson St, would you approve on-site parking that links to the 'fire trail'?

And what about plots of land that have no access to a road at all? There are at least two three I can think of just off hand. Will they have to have on-site parking even though they have no road access...?Re: Parking BaysIt is disingenuous in the extreme to create parking bays because of the width of a road that doesn't actually exist yet! First build the roads – and then do the parking bays. There are already rules about where cars or buggies can park, which are consistently being broken, so why are they not being ticketed? I can tell you the answer to that – because no one polices the island. Residents handle that themselves, by asking the people involved to park better. Marking bays is just going to be annoying with little benefit. And people will not be happy about money being spent to police parking without money being spent to make the roads drivable.Re: Conditional Registration for BuggiesThis is the only thing in the plan that makes any sense. It is also the only thing that is a legal requirement which Council have to fix.Re: 10km/h speed limitWhile this looks like a good idea on the face of it, I'm not sure whether it will make any difference. Very few vehicles go faster than this anyway, as the roads are too bad. And if they do, who's going to know...? Are you going to introduce speed cameras? My personal view is that the only way anyone ever knows about traffic speeding is if one of the residents complains about it. And I'm pretty sure I know exactly who it would be...

I am opposed to the proposed DRAFT TMP for Scotland Island. Whilst I agree that vehicles should comply with RMS registration, I do not believe that paying for annual permits (or bonds for visiting vehicles) will increase community safety. This will just add yet another fee to living offshore and further increase the difficulty and expense in having tradesmen attend the island. I live full time on Scotland Island and regularly walk around it. NEVER have I felt endangered by a vehicle on the roads. I have felt danger from the low hanging power lines, overhanging branches and poorly surfaced roads. I do not believe that the small amount of vehicle use on the Scotland Island roads are causing undue damage, rather this is council's lack of upkeep. Having residents pay for a vehicle permit will not change this. I do not believe that the DRAFT TMP meets its desired outcomes for increasing community safety and decreasing damage to our roads.

Further to my email forwarded to Council on the 10 December 2018 1. As confirmed by Council at the residents meeting on 9 December, I would like the opportunity to address the Council's, Traffic Management Committee when it next meets to discuss the Scotland Island Traffic Management Plan 2. As a part of the review that consideration be given to increasing the weight limitation currently proposed (1.5tonne GVM) on privately owned registered vehicles so as not to exclude those vehicles. Despite having a fully registered and comprehensively insured vehicle for the past 26 years, under the current TM Plan my vehicle would be non compliant. This is as a result of Council and Police inaction in addressing the prolific increase in unregistered vehicles onto the Island. 3. As a component of the review, consideration and determinations as to the status of the "Access Road" to the top of the Island through Elizabeth Park. 4. Council to significantly increase funding to the Island in support of the "Road and Drainage Strategic Plan". 5. Council to provide "Hardship funding" for those financially disadvantaged by having to conditionally register their Buggies, but no assistance for anyone who has complied with the Law by maintaining a fully registered vehicle is ridiculous and discriminatory 6. Tradesman permits will further reduce the willingness of tradesperson to work on the Island and increase the cost to residents even further

Please add better plumbing to the roads- there is huge runoff.. very much in favor of: - heavy vehicles will require a permit - or pay a bond - roads will become a shared zone - 10km per hour limit - pedestrians will have right of way

I agree that there needs to be a traffic management plan restricting use of all NON - Electric vehicles on the island. I believe that the use of electric vehicles should be exempt. I am a pensioner and use my electric golf cart to aid me with my shopping - I live on the eastern side of the island and there are 200 steep steps from Eastern Wharf to my residence. My golf cart is essential to commute between my residence and either Cargo wharf or Tennis wharf when I have shopping or other items weighing more than 15 kgs. My hobby is wood work and I am unable to use the community vehicle to transport sheets of plywood to my workshop. I use my golf cart as there is no other option apart from a private contractor who charges \$200 per delivery!!! Which is not economic. If permits are to be introduced I believe that there should be a Seniors Discount for those of us who need our electronic means of transport. Council also needs to facilitate the registration process given the isolation of the island and the fact that it would be impossible to bring golf buggies to the mainland for inspection.

As a resident of the island who operates a golf buggy, and has a young family who would find life without it extremely testing, we would welcome any proposal allowing continued use of such vehicles. However, The traffic management plan proposed, seems to dictate there will be many new restrictions for private vehicle owners, and many new costs associated with them, without much comment given as to the actual costs involved for residents, nor the benefits we might see for fees, permits, registrations paid. Nor does it offer a detailed assessment outlining how, if at all, we might see improvements to the roads and adjacent infrastructure such as storm water drains, gutters, kerbs, culverts etc. Also, what sort of improvements we are likely to see in regard to the "designated parking areas". Currently the roads around the island, as well as any areas people use for parking, are in varying states of disrepair, to the point where some are actually inaccessible when wet, or after storms. I should point out that the concerns of residents from SIRA in their representation to Council outlined in the Draft plan thus: "A proposal to close all roads on Scotland Island originated from representations to Council from the Scotland Island Resident Association (SIRA) in response to resident concerns regarding issues relating to the use of private vehicles on these roads, i.e. damage to roadway due to vehicle usage, pedestrian safety, and impact on residential amenity." I would like to see evidence of exactly what types of vehicles are doing the damage. I would argue that it is the vehicles employed commercially, or contracted to council (for example the trucks with GVM's greater than 4.5 ton who do the weekly recycling run - a service supplied by Northern Beaches Council), or the various utes with vehicle weights of over a ton - which incidentally includes the Community vehicle leased from Northern Beaches Council to SIRA - that do ALL the damage to the roads. There is no evidence at all to support that golf buggies, or the motorised scooters used by many, are causing ANY damage to the roads. These types of vehicles are actually employed at Golf clubs all over the world for the very reason that they cause no damage whatsoever to the very fragile surfaces they drive over. If council or SIRA would be amenable to providing evidence to the contrary, including providing some evidence as to the suitability of the existing roads providing access to vehicles over 4.5t GVM, with justification as to why these are not in better condition just to accommodate the EXISTING registered vehicle use, this might go along way to helping buggy owners understand why they should pay registrations and other fees, whilst expected to drive on roads that are like ungraded private farm access roads. Secondary to the roads, there are many areas that could be used for parking that are instead filled 365 days of the year with Junk and or skip bins (put there not just from residents, but also from council approved operators by the way). The enforcement and subsequent removal of these may help to alleviate the concerns about buggy/private vehicle parking space. Finally, Storm water systems also vary in quality causing washout of road surfaces in every storm event. Some other concerns about the nature and validity of the draft proposal follow: In regard to the services offered by various operators on the island such as: The ferry service The private barge services The community vehicle; These are simply not practical in all situations, sufficiently so, as to allow many residents to live there without a private vehicle. The timing of the services offered is not always practical, as outlined in two examples. A tradesman who begins work on sites all over Sydney expected to be on site at 7am,



cannot rely on a ferry service that begins at 6:20am each day, nor a community vehicle to carry his tools etc at a similar hour, and expect to be on time for work. He needs a private vehicle (and for most a golf buggy or similar is sufficient) on the island, that can reasonably access a private boat. He also needs the facility to park that buggy somewhere near the applicable wharf. A second example - A man or woman who works in the city may not arrive home in time for the last ferry offered at 7:25pm. (I know many people who work in the CBD and live only in Cromer or Collaroy who could still not get back in time for this service - and there are an increasing amount of professionals living on the island) He may also have children at school or in day care, or with relatives or baby sitters. It is not reasonable that this person be expected to walk home (A walk in the dark from April to October) - and many people have a walk of over a kilometre to certain ferry wharves offered. Also, two small children cannot be expected to do this without the assistance of a private vehicle. There are many other examples of personal situations where moving around by private means ie private boat and private vehicle are essential. So to hinder or restrict the use of, or parking of, private vehicles seems to punish a large proportion of working families who rely on their vehicles just to live a reasonably normal life. We realise that we have made a choice to live in an area that is water access only, but the community and it's individuals find various ways of making this choice a realistic and practical one for a family growing up in Sydney's Northern Beaches. We already live with a myriad of extra fees and charges that rate payers on the mainland do not endure... including but in no way limited to: exorbitant church point car parking fees, church point boat mooring fees, cargo wharf boat mooring fees. We need to know that Council considers in it's regulation and enforcement of necessary rules, the daily lives of the community affected, and that it offers genuine benefit back to its rate payers and wider island community. I would like to see a more detailed proposal outlining the all the exact costs that would be imposed on residents wishing to register vehicles of all types, including insurance requirements. As well as that, outlining the cost of permits for truck hire (ie removal trucks, delivery trucks). Also, a far more detailed assessment outlining how, if at all, we might see improvements to the roads and adjacent infrastructure as well as "designated parking areas". In every other suburb in the Northern Beaches Council LGA, residents can expect to see not just their council rates, but their vehicle registration and insurance costs at work not only to improve roads but at a minimum to have a presence there to repair damaged existing roads, or indeed ensure that the existing roads are designed and constructed to accommodate the types of vehicles that can access them. As residents, and this is mere opinion but popular opinion among all private vehicle operators that I know, This TMP is being drawn up to appease another group in the community, who for their own reasons can afford to live a lifestyle that allows them to operate without a private vehicle, and resent the use of private vehicles on the island. I don't think this group fully understands how damage is created and by which groups of vehicles. I also note that If we are expected to adopt this proposal, Council needs to complete this TMP to explain not only what restrictions will be imposed on the island, and how they will be enforced, but also where, how, and when we can expect improvements to be implemented on the roads and other areas accessible by vehicle. Without that, frankly it feels like we are dragging the island into the 21st century by way of introducing regulations and higher costs of living, while physically leaving it somewhere back in the 1930's. Most of us private vehicle owners would agree with me I feel, when i say either leave it alone, or complete a more thorough assessment and show us not just the TMP but the full community benefit.

I strongly disagree with the use of vehicles on the island as it fundamentally contradicts the unique beauty of living here. Walking is no longer the primary form of transport!! There are more buggies everyday and they are a nuisance to those of us that do walk and push wheelbarrows to move our goods. Buggy and other vehicle drivers tailgate us when we are walking forcing us to be dangerously followed or forced to stand aside. I personally have been hit on the elbow by a vehicle when I was carrying a large bag of shopping and there was not enough room for it to pass. The roads are not wide enough and an exclusion zone of 1m all round pedestrians and cyclists must be implemented - this already applies on the mainland. The Roads must be sealed - as pedestrians we are constantly breathing in the dust kicked up by buggies and vehicles - this must stop. We also have a problem with the dust from the road constantly covering our house inside and out. Until roads are sealed no traffic can be allowed. Safety - I have documented evidence of buggies being driven by children, mothers with babies on their lap (driving one handed) overloaded buggies, buggy driven by mentally disabled minor, children unrestrained (no carseats or seatbelts) children standing up in the front seat of vehicles and suspected DUI. There was also an incident of an overturned buggy with children involved. How will this be adequately policed it certainly is not at the moment. Other illegal vehicles - I have witnessed many instances of unregistered motor cycles (many would never be road legal) being ridden around the island without crash helmets being worn and ridden by teenagers too young to have a licence. Also a scooter pulling bicycle baby carriage!! collecting babies and children from the pre school. This must be adequately policed. House owners are creating crossovers over the nature strip to keep vehicles on their property without planning permission and in many cases causing erosion problems. Parking - parking in the park at Tennis wharf must be stopped as it impedes the pathway as well as making a mess of the amenity. Buggies drive on to the beach in order to turn - this is unacceptable!! New barriers must be installed immediately. There are similar problems with the areas around the other wharves, the foreshore access at Cargo wharf is frequently blocked with no access at all when the tide is high. Noise - we have gone from being a peaceful community to having constant traffic noise. If we are to have any buggies, golf carts, motorcycles or cars the cost of a permit must be prohibitive If every property has a vehicle the island will be unliveable. I would agree to vehicle use for aged or disabled residents only - everyone else has the ability to walk and this would be in line with council policy. My children grew up here walking everywhere and carrying their fair share of shopping - the current generation walk nowhere. I would suggest a 5k speed limit - this was the case in the past. In summary - Pedestrians must have priority and this needs to be made clear to all drivers. No one without a full driving licence should be allowed to drive any vehicle on the island, All mainland driving regulations and safety standards must be applied. The total number of vehicles must be limited. Vehicle must be kept entirely on the owners property and parked vehicles should in no way impede the use of or natural beauty of public land. Adequate enforcement must be actioned.

1. Have real estate agents explain on coming people have their Golf Buggies be Registered prior to landing. 2. 10 klm per hour or walking speed for buggies, slower coming off hills. 3. signs in all landings outlining laws by way of official police notices 4. publish all rules for buggies on SIRA news notices and in the local news paper 5. children and un licenced drivers not use them 6 all blocks clearly numbered and signage for streets be implemented

Dear Northern Beaches Council, My name is, i'm 22 years old, have spent my whole life on the island and after recently returning from finishing a degree in Architecture show great concern over the proliferation of vehicles and degradation of what used to be pedestrian orientated streets. I support the restriction of vehicles on the island to those who require them due to access related issues. My comments relating directly to the Traffic Management Plan: - The traffic management plan makes mention of the need to resolve parking for vehicles at public wharfs. The man. plan must address the issue of golf buggies parking in Catherine Park. The current area where residents park private vehicles (golf buggies) is land zoned as RE1 public recreation in the Pitt. LEP and i highly doubt this situation would exist at public parks on the mainland. Golf buggies along the foreshore not only has undermined significant stone walling but turned the pathway into a pitlane for a select few, which serves as an insult to residents walking home who are greeted by this sight in their public park. Private vehicles must be blocked from entering Catherine Park unless authorised by Council. - The man. plan states "All new developments would also be required to provide on-site parking where authorised vehicles are garaged". This strategy is worrying as many properties are of such slopping nature that a driveway would be catastrophic to already undermined road banks and fragile soils. In addition, the proposed arrangement of private vehicles authorised for certain residents means that once the garage/driveway is made clear on the site that property is then only tailored to a resident who requires a vehicle. - I would also like to comment on Councils aims of "enhancing the quality of the street environment". Such a statement should take note of the 'unique' quality of Scotland Island's street environment. Dirt trails amongst bushland was the street environment and councils ambition to turn the streets into shared zones with traffic calming devices, driveways and tarmac only promotes more traffic and degrades the experience of the pedestrian. 15 years ago you wouldn't have dreamed of driving a golf buggy on the island but road improvements have allowed for this. - Finally i'd like to comment on the daunting task council faces in restricting vehicles to certain residents. My family live 5 minutes by foot from the public wharf, as such my single mum and siblings accepted the fact that living on an island presents hardships related to transporting food and other necessities. Such is the nature of living offshore and the is an increasing entitlement among new residents that such difficulties are easily ablated by the acquirement of a vehicle. This approach loses sight of the uniqueness of the place and ruins the experience for everyone else, many of whom have managed without for many years. It is my opinion that too many young families have buggies and 'i need it to drop the kids off at the kindy' is not a valid argument. Council should support the great initiative of the community vehicle, and use it as an argument to combat the woes of transporting shopping by hand.

Dear Sir/ Madam, As a resident and homeowner of 27 years on Scotland Island, along with coming to Scotland Island as a child / weekender, I am greatly concerned at the amount of golf buggies which are now everywhere. I have raised 3 children here , am a non waterfront resident and walk some distance to our home. This has always been a part of island life - keeps you healthy and well, maintains safe walkways/ roads and forges stronger community ties due to stopping and talking with people. It is a slower paced life and an inherent aspect of the charm and uniqueness of the place. I have been involved with grant projects and festivals that have enhanced our significant public open space, Catherine Park and am appalled at the beautiful entrance we created with the input of an internationally renowned landscape architect and local resident being ruined , disrespected and overrun with golf buggy parking. The turning circle they make - particularly in wet weather - has also torn up the grass and is affecting marine life on the small beach to the north of the jetty. People drive them at breakneck speed and children have been seen driving, barely controlling the vehicles. One older woman was almost hit by kids who couldn't stop - she had to jump in the bushes. I will be very concerned if these buggies result in large signs and the over policing of our roads - also counter to our way of life here. Owners need to consider : do I need to always drive or can I walk this time? How fast they drive and where they park. Courtesy and respect for the many many residents who have brought up small children and grown older here is needed rather than assuming this is a 'right'. Parking needs to be away from Catherine Park - in front of the Scot. Island . Fire Brigade - after dropping and picking up unless a disability sticker is displayed. Our community addressed the old car issue in this way and also secured the Community vehicle which is an excellent and sustainable solution to transport needs. More driving in a community who used to predominantly walk is a retrograde step. With Thanks for your time.

I strongly support the adoption of the Traffic Management Plan and would like to suggest a few extra points needing clarification. 1. Long history of resident concern and action It would be appropriate to acknowledge the extremely long process of community engagement on this issue, beginning in 1998. In 2000 the extensive "Island Roads, Paths & Drainage Survey" was designed, distributed and analysed by a resident sub-committee of the Scotland Island Residents Association. This survey showed overwhelming support (88% of the 144 surveys returned) for the Island's roads as being principally for pedestrian usage, with occasional vehicle use as the secondary priority. This position has been confirmed in subsequent surveys and it is long overdue for Council to turn this into effective management strategies. 2. Purpose of Traffic Management Plan On page 5, the draft states: The Traffic Management Plan for Scotland Island is proposed to both enhance the safety of pedestrians using the roads and to prevent damage to the roads themselves. I suggest that a further purpose is to maintain safe public access to wharves and to prevent damage to the foreshore, park and bushland reserves. At the two public wharves with road access, Tennis, and Cargo, there is considerable damage and compromised pedestrian safety from vehicles parking, driving and turning on the foreshore or adjacent park. 3. Parking, particularly at Tennis Wharf On page 5, the report says "Parking is to be restricted on roads to designated parking areas" but does not give details as to where these will be. There is no mention of the longstanding problem of buggies entering Catherine Park, using the pedestrian pathway as a road, and parking all along the foreshore. I have several times counted 14 in this location. I cannot put a date on it, but when the new playground was put in at Catherine Park, there was a community agreement passed at a sizeable meeting, that vehicles would not enter the park except for emergencies or community functions where it was genuinely necessary to take in equipment.g. fairs, concerts. Resident working bees built the stone gardens at Tennis Wharf and planted native trees along the foreshore. For quite a lot of years this agreement was respected and the area around Tennis Wharf looked great – it is a really beautiful meeting place and recreational area with children playing, people chatting, swimming, sitting around, arriving and leaving. Once a couple of buggies started to park there, it grew to become "the new normal" and has become a source of considerable angst for those concerned about public safety and amenity, and preserving the foreshore's natural environment. I walk across the foreshore of Catherine Park each time I go from my home to my boat and have been amazed how some people drive buggies along the pathway towards me, sometimes at quite a speed, as if it is a road and I need to step aside. Occasionally, parents drive right across the park to take their children to kindergarten, despite the easy access down steps from the road above. In wet weather I have seen deep ruts created in park by motor bikes and vehicles driving across the grass. Either side of the path has been turned into compressed dirt with the grass killed and topsoil washed away. This area is growing larger. The root zone of the significant bloodwood beside Tennis Wharf has been damaged by the constant vehicle use, as have the stone work, path, plants and grass. This area is a public park, beach and wharf access so I do not understand how vehicles can be permitted to drive and park in it. Please clarify what is the plan for addressing this problem. 4. Bikes, trail bikes, motor bikes Occasionally someone brings a trail bike onto the island, are they classified as a vehicle? Are bikes, trail bikes and motor bikes also subject to the 10kph limit? 5. Wet weather impact There is no mention of the different impact of heavy vehicles in wet weather. When issuing permits for visiting vehicles, could this be considered? Often the visiting vehicles are extremely heavy as they are moving vans or trucks with equipment for utilities and roads maintenance or construction vehicles. Their weight causes enormously more damage to the dirt roads after significant rain. Perhaps a condition could be put that access was suspended if there had been more than X mm of rain in the previous three days? 6. Temporary permits It is suggested that visiting vehicles could either buy a temporary permit or pay a bond subject to there being no damage to the roads. Realistically, who is going to inspect the whole route used by a truck before and after a specific vehicle and be able to allocate responsibility legally? 7. Enforcement Likewise, unless there is regular enforcement of the new code, particularly parking requirements, it will not be reliably adhered to. What is the provision for enforcement?

As a resident of the island who operates a golf buggy, and has a young family who would find life without it extremely testing, we would welcome any proposal allowing continued use of such vehicles. However, The traffic management plan proposed, seems to dictate there will be many new restrictions for private vehicle owners, and many new costs associated with them, without much comment given as to the actual costs involved for residents, nor the benefits we might see for fees, permits, registrations paid. Nor does it offer a detailed assessment outlining how, if at all, we might see improvements to the roads and adjacent infrastructure such as storm water drains, gutters, kerbs, culverts etc. Also, what sort of improvements we are likely to see in regard to the "designated parking areas". Currently the roads around the island, as well as any areas people use for parking, are in varying states of disrepair, to the point where some are actually inaccessible when wet, or after

storms. I should point out that the concerns of residents from SIRA in their representation to Council outlined in the Draft plan thus: "A proposal to close all roads on Scotland Island originated from representations to Council from the Scotland Island Resident Association (SIRA) in response to resident concerns regarding issues relating to the use of private vehicles on these roads, i.e. damage to roadway due to vehicle usage, pedestrian safety, and impact on residential amenity." I would like to see evidence of exactly what types of vehicles are doing the damage. I would argue that it is the vehicles employed commercially, or contracted to council (for example the trucks with GVM's greater than 4.5 ton who do the weekly recycling run - a service supplied by Northern Beaches Council), or the various utes with vehicle weights of over a ton - which incidentally includes the Community vehicle leased from Northern Beaches Council to SIRA - that do ALL the damage to the roads. There is no evidence at all to support that golf buggies, or the motorised scooters used by many, are causing ANY damage to the roads. These types of vehicles are actually employed at Golf clubs all over the world for the very reason that they cause no damage whatsoever to the very fragile surfaces they drive over. If council or SIRA would be amenable to providing evidence to the contrary, including providing some evidence as to the suitability of the existing roads providing access to vehicles over 4.5t GVM, with justification as to why these are not in better condition just to accommodate the EXISTING registered vehicle use, this might go along way to helping buggy owners understand why they should pay registrations and other fees, whilst expected to drive on roads that are like ungraded private farm access roads. Secondary to the roads, there are many areas that could be used for parking that are instead filled 365 days of the year with Junk and or skip bins (put there not just from residents, but also from council approved operators by the way). The enforcement and subsequent removal of these may help to alleviate the concerns about buggy/private vehicle parking space. Finally, Storm water systems also vary in quality causing washout of road surfaces in every storm event. Some other concerns about the nature and validity of the draft proposal follow: In regard to the services offered by various operators on the island such as: The ferry service The private barge services The community vehicle; These are simply not practical in all situations, sufficiently so, as to allow many residents to live there without a private vehicle. The timing of the services offered is not always practical, as outlined in two examples. A tradesman who begins work on sites all over Sydney expected to be on site at 7am, cannot rely on a ferry service that begins at 6:20am each day, nor a community vehicle to carry his tools etc at a similar hour, and expect to be on time for work. He needs a private vehicle (and for most a golf buggy or similar is sufficient) on the island, that can reasonably access a private boat. He also needs the facility to park that buggy somewhere near the applicable wharf. A second example - A man or woman who works in the city may not arrive home in time for the last ferry offered at 7:25pm. (I know many people who work in the CBD and live only in Cromer or Collaroy who could still not get back in time for this service - and there are an increasing amount of professionals living on the island) He may also have children at school or in day care, or with relatives or baby sitters. It is not reasonable that this person be expected to walk home (A walk in the dark from April to October) - and many people have a walk of over a kilometre to certain ferry wharves offered. Also, two small children cannot be expected to do this without the assistance of a private vehicle. There are many other examples of personal situations where moving around by private means -ie private boat and private vehicle are essential. So to hinder or restrict the use of, or parking of, private vehicles seems to punish a large proportion of working families who rely on their vehicles just to live a reasonably normal life. We realise that we have made a choice to live in an area that is water access only, but the community and it's individuals find various ways of making this choice a realistic and practical one for a family growing up in Sydney's Northern Beaches. We already live with a myriad of extra fees and charges that rate payers on the mainland do not endure... including but in no way limited to: exorbitant church point car parking fees, church point boat mooring fees, cargo wharf boat mooring fees. We need to know that Council considers in it's regulation and enforcement of necessary rules, the daily lives of the community affected, and that it offers genuine benefit back to its rate payers and wider island community. I would like to see a more detailed proposal outlining the all the exact costs that would be imposed on residents wishing to register vehicles of all types, including insurance requirements. As well as that, outlining the cost of permits for truck hire (ie removal trucks, delivery trucks). Also, a far more detailed assessment outlining how, if at all, we might see improvements to the roads and adjacent infrastructure as well as "designated parking areas". In every other suburb in the Northern Beaches Council LGA, residents can expect to see not just their council rates, but their vehicle registration and insurance costs at work not only to improve roads but at a minimum to have a presence there to repair damaged existing roads, or indeed ensure that the existing roads are designed and constructed to accommodate the types of vehicles that can access them. As residents, and this is mere opinion but popular opinion among all private vehicle operators that I know, This TMP is being drawn up to appease another group in the community, who for their own reasons can afford to live a lifestyle that allows them to operate without a private vehicle, and resent the use of private vehicles on the island. I don't think this group fully understands how damage is created and by which groups of vehicles. I also note that if we are expected to adopt this proposal, Council needs to complete this TMP to explain not only what restrictions will be imposed on the island, and how they will be enforced, but also where, how, and when we can expect improvements to be implemented on the roads and other areas accessible by vehicle. Without that, frankly it feels like we are dragging the island into the 21st century by way of introducing regulations and higher costs of living, while physically leaving it somewhere back in the 1930's. Most of us private vehicle owners would agree with me I feel, when i say either leave it alone, or complete a more thorough assessment and show us not just the TMP but the full community

benefit.

<b>ITEM 4.2</b>	<b>DEE WHY DISTRICT - 40KM/H HIGH PEDESTRIAN ACTIVITY ZONE</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2019/222761</b>
<b>ATTACHMENTS</b>	<b>1 Warringah Council - Dee Why Town Centre 40km/h Speed Limit Study 2017</b> <b>2 Area of Proposed 40km/h High Pedestrian Activity Zone</b> <b>3 Warringah LEP 2011 Land Zoning Map</b> <b>4 Existing LATM Treatment And Devices</b> <b>5 Concept 40km/h High Pedestrian Zone Treatments Part 1</b> <b>6 Concept 40km/h High Pedestrian Zone Treatments Part 2</b> <b>7 State Transit Northern Beaches Bus Services</b>

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## **REPORT**

### **BACKGROUND**

The Northern Beaches Council is seeking approval from the Local Traffic Committee to implement a 40km/h High Pedestrian Activity Zone and concept Local Area Traffic Management (LATM) treatments and devices for the Dee Why District with the aim of:

- Improving pedestrian and cycling safety by reducing the risk of fatalities and injuries
- Reducing pedestrian access severance and provide a safe and convenient crossing opportunities for residents
- Providing adequate provision for facilitating movement between Dee Why Town Centre and Dee Why Beach and link transport services to achieve an integrated land use and transport network
- Ensuring that walking and cycling is promoted and supported as a mode of access.

The proposal will meet key issues that Warringah Council had previously set out from a masterplan undertaken before the redevelopment of Dee Why Town Centre (Warringah Council – *Dee Why Town Centre Masterplan 2013*). The master plan was set out to identify and meet certain key issues in revitalising Dee Why:

- Town centre dissected
- Poor stormwater and drainage
- Limited pedestrian connectivity and priority
- Ensure a well-connected town centre
- Provide a safe and enjoyable public realm.

The proposal will include the recommendation raised from the Warringah Council – *Dee Why Town Centre 40km/h Speed Limit Study 2007* (See attachment: 'Warringah Council – *Dee Why Town Centre 40km/h Speed Limit Study 2007*').

The following reference material has been used to determine the implementation of a 40km/h High Pedestrian Activity Zone along the road network situated within the Dee Why District:

- Austroads – *Guide to Traffic Management – Part 8 – Local Area Traffic Management*

- Austroads – *Guide to Traffic Management – Part 7 – Traffic Management in Activity Centres*
- AS 1742.10 – *Manual of uniform traffic control devices (Part 10) – Pedestrian control and protection*
- AS 1742.13 – *Manual of uniform traffic control devices (Part 13) – Local area traffic management*
- Warringah Council – *Dee Why Town Centre 40km/h Speed Limit Study 2007*
- Warringah Council – *Dee Why Town Centre Master Plan 2013*
- Warringah Council – *Dee Why South Catchment Floodplain Risk Management Study 2014*

## LOCATION

- The areas considered suitable for a 40km/h High Pedestrian Activity Zone as described in *Dee Why Town Centre 40km/h Speed Limit Study 2007* are:
  - Clarence Avenue
  - Dee Why Parade
  - Howard Avenue
  - Oaks Avenue
  - Pacific Parade
  - Sturdee Parade

However, the scope of the proposal will also include:

- Hawkesbury Avenue
  - Richmond Avenue
  - The Strand
  - Clyde Avenue
  - Avon Road
- The Dee Why District is bordered by Dee Why Lagoon to the north, Sturdee and Pacific Parade to the south, Pittwater Road to the west and Dee Why Beach and Rockpool to the east.
  - Pittwater Road is a main arterial road and a thoroughfare catering for bus movement, heavy vehicles and majority of the traffic from the entire Northern Beaches. The road is six lanes wide with regular 3.6 metres wide footpaths. A majority of visitors and locals first enter and experience Dee Why from this main road.
  - Howard and Oaks Avenue are collector streets and offer the direct important link between the Town Centre and the Dee Why Beach and it serves as the main street of Dee Why with major entrances to retail, civic and community functions along its length.
  - Pacific and Sturdee Parades are primarily residential and are the interface between the Town Centre and the residential areas to the south.
  - Hawkesbury and Richmond Avenue and Dee Why Parade are primarily residential and are the interface between the Town Centre and the residential areas to the north.
  - The Strand holds a mix of mainly restaurants and shop top housing on the western side, with Dee Why Beach Reserve on the eastern side. Located between Dee Why Parade and Oaks Avenue, Dee Why, it has a reduced 40km/h speed limit as it is situated within a designated High Pedestrian Activity Area.



- The Dee Why Town Centre and adjacent residential areas are zoned B4 (mixed use) and R3 (medium density residential) respectively.
- Roads in the Dee Why District are categorised as generally being low speed non-classified roads. This is because roads in the Dee Why District are in a grid street pattern, have existing traffic calming and control devices such as traffic signals or roundabouts, and LATM treatments that assist in achieving the desired speed profile and providing safe pedestrian access. Currently, the following LATM treatment and devices are currently installed within the Dee Why District:
  - Traffic signals:
    - Traffic signals in Pittwater Road at the intersections with Sturdee Parade, Pacific Parade, Oaks Avenue, Howard Avenue, Dee Why Parade and Hawkesbury. There are traffic signals in the intersection of Pacific Parade-The Crescent and mid-block traffic signals in Oaks Avenue fronting St Kevin's Primary School
  - Roundabouts:
    - On western side, there are roundabouts in Avon Road at the intersections with Dee Why Parade, Howard Avenue, Oaks Avenue, and Pacific Parade and at the intersection of Dee Why Parade-Clarence Avenue;
    - On eastern side, there are roundabouts in The Strand at the intersections with Dee Why Parade, Oaks Avenue, and at the intersection of Pacific Parade and Griffin Road
  - Raised Pedestrian (wombat) Crossings:
    - To the west, there is a flat-top road hump on Richmond Avenue, and raised pedestrian (wombat) crossings on Dee Why Parade and three along Pacific Parade
    - To the east, there are four raised pedestrian (wombat) crossings along The Strand at the intersection with Dee Why Parade, Howard Avenue and Oaks Avenue.
  - Priority Intersections
    - Give-way Signs on Clarence Avenue and Pacific Parade
    - Stop Signs along Clyde Road at the intersections with Dee Why Parade and Howard Avenue
- There are multiple bus routes (including school buses) effected within the scope which provide services along Howard Avenue, Pacific Parade, Avon Road, The Strand, Wheeler Parade, and Griffin Road. Bus Routes effected within the scope are 136, 159, E76 and E77.
- The '*Dee Why South Catchment Floodplain Risk Management Study 2014*' identifies in a 100 years Average Recurrence Interval flood event within Dee Why District, these locations are subjected to a high provisional flooding hazard:
  - Downstream of the Dee Why Town Centre along Dee Why Parade and Clyde Road
  - Along the open channels of Victor Road to Redman Road, between Pacific Parade and Oaks Avenue and downstream of Dee Why Parade to the Lagoon
  - Some properties near these areas

## ISSUES

- The *'Dee Why South Catchment Floodplain Risk Management Study 2014'* identifies floodplain management options and evaluates options based upon a range of economic, social and environmental criteria for the Dee Why South Catchment. In the 100 years Average Recurrence Interval flood event, these locations are subjected to a high provisional flooding:
  - Downstream of the Dee Why Town Centre along Dee Why Parade and Clyde Road
  - Along the open channels of Victor Road to Redman Road, between Pacific Parade and Oaks Avenue and downstream of Dee Why Parade to the Lagoon
  - Some properties near these areas

As the majority of Dee Why District is subjected to high provisional hazard, consideration of storm water drainage must be taken when selecting and designing treatments and devices.

- Due to the Dee Why Town Centre experiences flooding from overland flow, installation of additional raised pedestrian (wombat) crossing was considered and was not ideal. The depressions in grade may form 'trapped' low points, where storm water drainage is restricted, and will lead to significant ponding and flooding of adjacent properties and roads.
- Marked pedestrian crossings can only be considered if they meet the specified Roads and Maritime Services (RMS) guidelines and warrant criteria for traffic and pedestrian volumes, and there are insufficient pedestrian volumes travelling either west or east to meet the RMS warrants.

## PROPOSAL

- The objective is to reduce traffic volumes and speeds in local streets to increase amenity, livability, and improve safety and access for all road users.
- The areas which are considered suitable for a 40km/h High Pedestrian Activity Zone are:
  - Hawkesbury Avenue
  - Richmond Avenue
  - Dee Why Parade
  - Howard Avenue
  - Oaks Avenue
  - Pacific Parade
  - Sturdee Parade
  - The Strand between Dee Why Parade and Pacific Parade
  - Clyde Avenue between Richmond Avenue and Oaks Avenue
  - Avon Road between Richmond Avenue and Pacific Parade
- Council proposes to install LATM treatment and devices to achieve a 40km/h speed profile within the high pedestrian activity area which comprises the following components:
  - Installation of 40km/h area signs and markings at perimeter gateways
  - Installation of 40km/h repeater treatments at designated locations
  - Construction of pedestrian refuge islands (subjected to storm water drainage and access considerations)
  - Use of textured pavement for perimeter (threshold) treatments and similar treatments in conjunction with signs and pavement markings throughout the Dee Why District.

It should be noted that appropriate measures will be taken as part of the design process to ensure that the users/residents of premises (at or near the proposed pedestrian refuge islands) will not experience any difficulty related to vehicular access to/from their sites. The design process will also accommodate all vehicular movements to take place without difficulty, efficiently and safely.

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

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

- The proposal will complement the pedestrian and vehicle movement in Dee Why as described in '*Dee Why Town Centre Master Plan 2013*' along Dee Why Parade, Howard and Oaks Avenue and Pacific Parade. The proposal aims to alter the grid street pattern to make the streets less connective for through traffic, and to create (or reinforce) a road hierarchy.
- The proposal will enhance pedestrian amenity and safety by reducing the crossing width for pedestrians walking across Dee Why, while serving the pedestrian connections and access through the area. The proposed pedestrian refuge islands will assist in achieving the desired speed profile as well as improve pedestrian access and mobility within the proposed 40km/h high pedestrian area.

### **CONSULTATION**

As this proposal affects the Dee Why District, implementation of the concept treatments and devices should be subject to consultation to residents, key stakeholders and environmental assessments, where appropriate.

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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports that:

- A. The areas and concept treatments and devices nominated in the report be adopted for the provision of high pedestrian activity areas 40 km/h speed limit.
  - B. Council obtain RMS technical advice per installation prior to the implementation of each devices in the areas nominated in the report to be referred to the RMS representative.
-

# URaP – T T W



Consulting Engineers

## Dee Why - 40 KM/H SPEED LIMIT and PEDESTRIAN ACCESS AND MOBILITY PLAN

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for  
**WARRINGAH COUNCIL**

May 2007

Job No: 071958 UT

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## 1 INTRODUCTION

### 1.1 BACKGROUND

The Roads and Traffic Authority (RTA) has initiated a program of installing 40km/h speed zones in areas of high pedestrian activity.

As an integral part of the 40km/h speed zone program, the RTA requires supporting traffic management measures, speed counts and a signposting scheme.

The study would need to include a review of existing LATM designs with reference to recognised standard LATM design provisions (RTA 2000 Sharing the Main Street Guide or Austroads (1988) Guide to Traffic Engineering Practice Part 10 – Local Area Traffic Management) and relevant Technical Directions.

The RTA supports Warringah Council in the development of an appropriate Traffic Management Scheme that is compatible with the reduction in speed limit.

Accordingly, Warringah Council has engaged URaP-TTW to develop a scheme for 40 km/h speed limits in high volume pedestrian areas (40 kph Plan) in conjunction with a Pedestrian Access and Mobility Plan (PAMP) for the Dee Why area.

The roads in the study area generally define the Dee Why Town Centre for pedestrian amenity and facility while improving road safety for all users.

Accordingly, an overview of catchment characteristics has been explored to provide a greater insight into the activities within the Study Area. This background understanding assisted us in the development of a realistic strategy for 40 kph Plan, PAMP and road safety measures within the Study Area. The socio-economic and demographic data provided by Council also provided information on 'knowing the area' as a useful tool for obtaining a holistic view of the area.

### 1.2 STUDY OBJECTIVES

The aim of the Study is clearly indicated by the Study Brief as *"to assess Council's traffic management works that are required to be implemented in conjunction with a 40k/h speed limit for the Dee Why Town Centre area"*.

Other influencing factors include the following:

- To facilitate improvements in the level of pedestrian access and priority, particularly in areas of high pedestrian concentration;
- To reduce pedestrian access severance and enhance safe and convenient crossing opportunities on major roads;
- Identify and resolve pedestrian crash clusters;

URaP – TTWDee Why Town Centre 40km/h Speed Limit Study

- To facilitate improvements in the level of personal mobility and safety for pedestrians with disabilities and older persons through the provision of pedestrian infrastructure and facilities which cater to needs of all pedestrians;
- To provide links with other transport services to achieve an integrated land use and transport network of facilities that comply with best technical standards;
- To ensure pedestrian facilities are employed in a consistent and appropriate manner;
- Link existing pedestrian routes in a coordinated manner;
- To ensure pedestrian facilities remain appropriate and relevant to surrounding land use and pedestrian user group;
- To accommodate special event needs of pedestrians
- To further Council's obligations under the Commonwealth Disability Discrimination Act (1996)
- To consider and include relevant, urban/master planning and urban design elements within the area as part of the proposed measures.

### 1.3 STUDY AREA

The study area is shown in **Figure 1** and includes all or part of the following streets:

- Sturdee Parade
- Pacific Pde
- Oaks Ave
- Howard Ave
- Dee Why Pde
- Clarence Ave

### 1.4 METHODOLOGY

The main tasks of the study methodology comprised of the following stages:

- Stage 1: Data Collection:
  - Review existing situation,
  - Identify issues
  - Speed and pedestrian surveys
- Stage 2: Analysis:
  - Accident Analysis
  - Demand Assessment (for 40kph)
  - Route Assessment
  - Land use planning

- Stage 3: Plan Development:
  - Design Criteria
  - Route Network
  - Major Pedestrian Attractions



**Dee Why Parade**



**Howard Avenue**





Scale 1:2700 Date Printed 23/01/2007

Figure 1  
STUDY AREA

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## 2 REVIEW AND DATA

### 2.1 LITERATURE REVIEW

As part of the study process a literature review was carried out including relevant studies. A brief summary of the main reports are presented below.

#### 40 km/h Speed Limits in High Volume Pedestrian Areas (RTA, 2005)

This document details the use of 40 km/h speed limit in areas of high pedestrian activity. The criteria for identifying 40 km/h speed limits are also provided. In addition, possible treatment options and the implementation process are detailed.

This document was used as a main source/guide for development of 40 km/h plan for the Dee Why CBD area.

#### Pedestrian and Access Mobility Plan (RTA 2005)

This document provides a guideline for initiation and development of Pedestrian Access and Mobility Plan (PAMP). As part of the PAMP development process, different areas of pedestrian needs and requirements are identified where various solutions are suggested.

#### Dee Why City Community Profile

The Community Profile is based on the 2001 Census of Population and Housing published by the Australian Bureau of Statistics. The 2001 information is compared with 1996 Census data.

#### Dee Why Master Plan

Council is currently carrying out a master plan for the area. Accordingly, a review of master plan proposal has been undertaken. The proposed measures are aimed to meet the existing and future needs of the area.

#### Related Information

A review of issues and Council's traffic and road safety plans/measures for the area have also been considered and included as part of the development of a scheme for the area.

## 2.2 DEMOGRAPHICS

Dee Why is a well established residential, and commercial area. Dee Why has experienced a slight increase in population between 1996 and 2001 (over 300 persons).

Over 45% of population are aged between 25 to 49 years old while about 17% are under 17 years of age.

Older people aged 60+ accounts for 16% of population.

**Table 2.1 Dee Why Population by Age Group**

Age structure age group (years)	2001			1996		
	number	%	Warringah Council area %	number	%	Warringah Council area %
0 to 4	903	5.8	6.5	1,008	6.6	6.3
5 to 11	1,003	6.4	8.7	961	6.3	8.2
12 to 17	848	5.4	6.9	804	5.3	7.4
18 to 24	1,656	10.6	8.7	1,651	10.8	10.1
25 to 34	3,498	22.5	15.7	3,360	22.1	15.9
35 to 49	3,542	22.8	22.3	3,293	21.6	21.8
50 to 59	1,558	10.0	12.3	1,400	9.2	11.8
60 to 69	1,056	6.8	8.0	1,149	7.5	8.1
70 to 84	1,280	8.2	9.1	1,377	9.0	8.8
85 and over	219	1.4	2.0	217	1.4	1.6
Total	15,564	100.0	100.0	15,221	100.0	100.0

Source: Australian Bureau of Statistics, Census of Population and Housing, 1991, 1996 and 2001.

**Table 2.2 Dee Why Population by Language**

Country of Birth top 10 overseas birthplaces ranked for 2001 (persons)	2001			1996		
	number	%	Warringah Council area %	number	%	Warringah Council area %
United Kingdom	1,018	6.5	7.5	1,217	8.0	8.0
New Zealand	615	4.0	2.9	475	3.1	2.5
China (excl. Taiwan Province)	421	2.7	1.1	388	2.6	0.9
Philippines	305	2.0	0.6	303	2.0	0.6
Federal Rep of Yugoslavia	243	1.6	0.4	18	0.1	0.0
Indonesia	196	1.3	0.3	169	1.1	0.3
Italy	189	1.2	1.6	233	1.5	1.8
Croatia	181	1.2	0.4	93	0.6	0.4
India	156	1.0	0.4	97	0.6	0.4
South Africa	97	0.6	0.8	59	0.4	0.6
Country of Birth totals (persons)	2001			1996		
	number	%	Warringah Council area %	number	%	Warringah Council area %
Non-English speaking backgrounds	3,581	23.0	13.6	3,346	22.0	13.5
Mainly English speaking countries	1,914	12.3	12.5	1,908	12.6	12.4
TOTAL OVERSEAS BORN	5,496	35.3	26.1	5,254	34.6	25.9
AUSTRALIA	9,040	58.1	68.8	9,324	61.4	71.0
NOT STATED	1,026	6.6	5.1	599	3.9	3.1
TOTAL	15,561	100.0	100.0	15,177	100.0	100.0

Source: Australian Bureau of Statistics, Census of Population and Housing, 1991, 1996 and 2001.

Table 2.2 shows that Dee Why had a count of 5,496 overseas born migrants in 2001. About 23% of population consists of non-English speaking background (NESB) in comparison to some 14% in Warringah LGA .

**Table 2.3 Car Ownership within Dee Why and Warringah LGA**

Cars owned (vehicles per household)	2001			1996		
	number	%	Warringah Council area %	number	%	Warringah Council area %
No vehicles	1,199	16.8	9.6	1,413	20.2	11.1
1 vehicle	3,487	48.7	37.2	3,452	49.4	38.9
2 vehicles	1,457	20.4	34.1	1,366	19.6	32.9
3 vehicles or more	364	5.1	13.0	258	3.7	12.1
Not stated	647	9.0	6.1	497	7.1	5.0
Total	7,153	100.0	100.0	6,985	100.0	100.0

Source: Australian Bureau of Statistics, Census of Population and Housing, 1991, 1996 and 2001.

Compared with Warringah LGA, Dee Why has a significantly lower share of households owning motor vehicles in 2001(74.2% vs 93.9% having one or more cars). This may be indicative of the comparatively greater use of public and non-motorised transport in the area (Table 2.3).

**Table 2.4 Travel Patterns within Dee Why and Warringah LGA**

Travel to work (includes multi-mode journeys)	2001			1996		
	number	%	Warringah Council area %	number	%	Warringah Council area %
Car - as driver	4,167	48.8	56.2	4,107	50.6	57.7
Car - as passenger	578	6.8	5.7	626	7.7	6.6
Motorbike	63	0.7	0.5	58	0.7	0.6
Truck	114	1.3	1.7	--	--	--
Taxi	35	0.4	0.3	41	0.5	0.4
Train	45	0.5	1.1	113	1.4	2.0
Bus	1,775	20.8	12.7	1,526	18.8	11.4
Tram or Ferry	9	0.1	0.2	12	0.2	0.2
Bicycle	85	1.0	0.7	83	1.0	0.7
Walked only	471	5.5	2.9	472	5.8	3.1
Other	89	1.0	1.3	80	1.0	1.5
Worked at home	232	2.7	5.0	187	2.3	4.5
Did not go to work	759	8.9	10.2	704	8.7	9.9
Not stated	120	1.4	1.5	113	1.4	1.4
Total	8,541	100.0	100.0	8,121	100.0	100.0

Source: Australian Bureau of Statistics, Census of Population and Housing, 1991, 1996 and 2001.

**Table 2.4** highlights a number of relevant points with regard to pedestrian activity issues within the study area:

- About 6% of population use walking as their mode of travel to work.
- Over 21% of population use public transport as their method of travel, this naturally includes a high proportion of walking for getting to/from public transport from/to home.
- Using car as mode of travel to work accounts for over 55% of population.

### 2.3 PEDESTRIAN ACTIVITY NODES

A site analysis of the study area has indicated that Dee Why Town Centre enjoys a high level of activity associated with its land uses.

Overall in terms of pedestrian activities and locations of pedestrian generation, the following main areas are identified:

- **Shopping Centre and Pedestrian Mall:** main pedestrian attractor and generator forming the main core of the study area. The commercial activities of the Centre contribute to the high level of pedestrian movements within the area.
- **Pittwater Road:** a major area of activity associated with Dee Why Town Centre takes place along Pittwater Road. Pittwater Road forms the eastern boundary of the study area and has a direct impact on the level of pedestrian activities within the Centre.

In addition to the above, there are a number of other pedestrian attractors/generators within the study area including a school, post office, cafés, supermarkets and retail activities.

### 2.4 PEDESTRIAN MOVEMENT DATA

As part of the study process and in order to assess the level of pedestrian activities within the study area, a number of pedestrian movement surveys at various locations were carried out. These surveys took place during peak periods on a week day and the results of the survey for the highest pedestrian movements within a period are shown in **Table 2.5**.

The survey also revealed the following main pedestrian desire lines/activity areas:

**Table 2.5 Pedestrian Activity within the Study Area  
Pedestrian Movements Weekday – 2 Hour Peak Period**

Location (Street)	Mid-day (12.30 – 1.30)	Afternoon (3.30 – 5.30)
Howard Ave bet Pittwater Rd and Ped Xing	525	948
Howard Ave west of Avon Rd	158	329
Oak Ave east of Pittwater Rd	133	252
Oak Ave west of Avon Rd (near car park)	4	20
Pacific Pde east of Pittwater Rd	57	63
Sturdee Pde east of Pittwater RD	59	112

The surveys took place during Noon and afternoon peak hours on first week of April 2007.

## 2.5 PEDESTRIAN CRASH DATA

An assessment of pedestrian accident data for a five year period has been carried out and the findings are illustrated in Table 2.6.

**Table 2.6 Pedestrian Accidents by Type (5 Year Period)**

RUM (Accident Type)	2001	2002	2003	2004	2005	Total
0 (other)						
1 (near side)		2	2	2	1	7
2 (emerging)		1			1	2
3 (far side)		2		1	1	4
4 (carriageway)			1			1
7 (driveway)	1			1		2
8 (footway)	1					1
<b>Total</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>17</b>

**Table 2.7 Total Accidents Along Streets (No of Ped. Accidents)**

Street	2001	2002	2003	2004	2005	Total
Pacific Pde	6	4 (1)	1	4 (1)	2	17 (2)
Sturdee Pde			1	1	2	4
Oaks Ave	2 (1)	3 (2)	1		1	7 (3)
Howard Ave	7 (1)	8	5 (1)	6 (2)	8 (2)	34 (6)
Dee Why Pde	7	5 (1)	6 (2)	5	3 (1)	26 (4)
Clarence Ave	2	1 (1)	1	2 (1)	2	8 (2)
						0
<b>TOTAL</b>	<b>24 (2)</b>	<b>21 (5)</b>	<b>15 (3)</b>	<b>18 (4)</b>	<b>18 (3)</b>	<b>96 (17)</b>

Notes on accident data:

- All pedestrian accidents involved injuries with one accident resulting in fatality in 2003 along Dee Why Parade, at 90m east of Pittwater Road.
- 35% of pedestrian accidents during a five year period occurred along Howard Av.
- Over 40% of accidents are related with near to the side of the road. The far side accidents accounts for 23% of accidents.

The location and concentration of accidents are shown in **Appendix A**. This data has also been utilised in the 40km/h traffic management study for the area.

## 2.6 TRAFFIC DATA

Daily vehicular traffic volume counts including 85 percentile speeds along major roads within the study area has been obtained and is shown in **Table 2.8**.

The results of the surveys indicate that Howard Avenue, Pacific Parade and Sturdee Parade experience a higher vehicular speed (with 85 percentile speed of 51 to 59 km/h) while vehicular speeds along other streets are between 40km/h to 47km/h.

The comparison of traffic volumes along the streets within the study area also revealed that the level of traffic during Friday and Saturday is generally higher than other days.

**Table 2.8 Average Daily Traffic Volume Counts**

Street Location	Dir.	Daily Traffic Volume	85% Speed Km/h	AM Peak Hourly Volume	PM Peak Hourly Volume
Oak Av bet Pittwater – Pacific (near Woolworth)	EB	2315	40	95	188
	WB	1033	44	45	73
Oak Av bet Pittwater – Pacific (near House 60)	EB	3537	49	147	294
	WB	2660	50	148	213
Howard Av near House 29	EB	3323	42	175	275
	WB	4780	41	260	349
Howard Av near House 42	EB	2865	58	125	261
	WB	3243	56	177	231
Dee Why Pde near House 33 (bet Pittwater and Strand)	EB	4189	51	278	322
	WB	7096	57	393	555
Pacific Pde near House 16 (bet Pittwater and Griffin)	EB	1412	49	89	118
	WB	3461	55	268	247
Pacific Pde near House 52 (bet Pittwater and Griffin)	EB	3687	57	125	337
	WB	3900	59	268	285
Sturdee bet Pittwater - Pacific	EB	2627	52	89	232
	WB	1429	57	116	96
Avon bet Pacific Richmond	NB	3658	46	211	304
	SB	2099	47	165	178
*Based on March 2007 data					

The results of traffic volume data indicate that the level of vehicular traffic along most major streets within the study area is under 10,000 vehicles per day (vpd). This level of traffic volumes are associated the function and strategic location of these streets.

## 2.7 PUBLIC TRANSPORT

Buses provide services along major streets within the Dee Why area including Pacific Parade, Howard Avenue and Avon Road. Bus stops are available along the above streets.

Further, a number of bus routes also provide services along Pittwater Road.

Figure 2 shows the bus routes within the study area.



Figure 2

Bus Routes



### 3 40 KM/H SPEED LIMIT ROUTES AND PAMP

#### 3.1 ELEMENTS OF DESIGN STRATEGY

In general, the main objective of the 40 km/h speed limit and PAMP is to achieve a safer road environment for all users particularly pedestrians.

While appropriate guidelines and standards have been used in the development of devices/measures to improve pedestrian access throughout the study area, other factors as shown below have also played an important role in the development of the scheme.

The main design elements for the development of this 40 km/h speed limit and PAMP include:

- **Behavioural aspects of road users:** research has shown that the road environment has a significant impact on road users' perceptions and their response to road network and its characteristics. Road geometry, intersection designs, pavement markings and signage all form part of the road environment with a great influence on drivers as well as pedestrians. Therefore, this plan considers such elements so that the introduction of measures would be complementary to, and also effective for, the road users of the area.
- **Urban design principles:** traffic management measures and pedestrian facilities form part of the urban fabric of the area. Therefore, their introduction in an area should not only provide improved safety solutions but should also be sympathetic to, and enhance, the character of the area i.e. maintaining its 'sense of a place' and its heritage characteristics.
- **Engineering principles:** appropriate guidelines and standards such as RTA 2000 Sharing the Main Street Guide and/or Austroads Guide to Local Area Traffic Management (1988) provide the basis for development of traffic and pedestrian management measures that are used in this scheme.

Further, as part of the scheme development the following issues were also considered:

- proposed measures should have a minimal impact on parking provisions along streets;
- the level of conflict between vehicular traffic and pedestrians should be minimised;
- proposed measures should be practical and feasible with respect to the road environment, road network requirements and capacity; and
- there should be no adverse impact on the operation of the road system and intersection performance.

### 3.2 PEDESTRIAN ENVIRONMENT

The Study Area mainly covers the Dee Why Town Centre including Shopping Centre, pedestrian mall, arcades, shops, business, restaurants, café, commercial and office buildings as well as number of car parking areas. It also includes areas of redevelopment as part of the master planning for the area.

Oaks Avenue adjacent to a primary school within the study area is designated as a “School Zone” with 40 km/h during school times.

The site analysis of the area and the results of pedestrian and vehicular traffic surveys have revealed the following main points on speed and pedestrian environment of the study areas:

- The street system within the study area is in grid pattern with all intersections along Pittwater Road controlled with traffic signals.
- All traffic signals provide pedestrian crossing facilities.
- A high level of pedestrian crossing activity occurs at intersections and at mid-block locations where pedestrian crossing facility is provided.
- Most streets within the study area experience a vehicular speed of less than 60km/h (85 percentile).
- There are a number of mid-block pedestrian crossing facilities available throughout the study area which are treated with marked foot crossings.
- The streets adjacent to schools are treated with school zones and 40 km/h speed limit.
- There are a number of residential land uses within the study boundaries while new mixed use developments also are occurring at the fringe of the study area. This indicates a higher level of pedestrian activities within the area.
- There a number of car parking areas within the study area, while also a high level of on-street parking is taking place as well. This creates some level of pedestrian movement due to parkers walking between their cars and point of destinations.
- The pedestrian route network is well established throughout the study area.
- The study area is well furnished with pedestrian footpaths. Some maintenance and upgrade works however are required at crossing points such as provision of low grade ramps, appropriate tactile surface and standardisation of crossing facilities.

### 3.4 40KM/H SPEED LIMIT IN PEDESTRIAN AREA

The RTA publication “40km/h Speed Limits in High Volume Pedestrian Areas” provides a guide to identifying and implementing 40 km/h speed limits in high volume pedestrian areas. The guide describes three categories for roads and adjacent land uses to meet to be considered for a pedestrian precinct treatment.

All roads within Study Area with the adjoining land uses meet the identified criteria for Category A (servicing a business or commercial area) and as well as accommodating other land uses such as schools, clubs, parking areas, etc.

Therefore the proposed 40km/h high pedestrian activity area is generally described as being bounded by:

- Pittwater Road in the west.
- Including Sturdee Parade in the south.
- Clarence Ave, north of Dee Why Parade, in the north.
- Pacific Parade at Sturdee Parade, Oaks Avenue west of Avon Road, Howard Avenue west of Avon Road and Dee Why Parade west of Avon Road in the east.

#### HIGH PEDESTRIAN ACTIVITY AREA TREATMENT OPTIONS

Roads in the proposed high pedestrian activity area are categorised as generally being low speed non-classified roads. This is in part due to the fact that roads in the Dee Why commercial area are in a grid pattern and already have some traffic control devices such as traffic signals or roundabouts, **primary treatment measures** that assist in achieving the desired speed profile and providing safe pedestrian access.

Currently the following traffic control devices are installed within the study area:

- Traffic signals in Pittwater Road at the intersections with Sturdee Parade, Pacific Parade, Oaks Avenue, Howard Avenue and Dee Why Parade, in Pacific Parade at the intersection with The Crescent and mid-block traffic signals in Oaks Avenue outside the primary school.
- Roundabouts in Avon Road at the intersections with Dee Why Parade, Howard Avenue and Oaks Avenue and at the intersection of Dee Why Parade with Clarence Avenue.
- Raised pedestrian (wombat) crossings in Dee Why Parade west of Clarence Avenue and Pacific Parade west of Sturdee Parade.

Other **primary measures** proposed to achieve the 40km/h speed profile within the high pedestrian activity area include:

- Installation of 40km/h area signs and markings at perimeter gateways.
- Installation of 40km/h reminder treatments at designated locations.
- Upgrading of existing “at grade” pedestrian crossings to pedestrian crossings with raised pavement and kerb extensions (wombat crossings).
- Installation of additional pedestrian crossings with raised pavement and kerb extensions (wombat crossings).
- Installation of roundabouts at the intersections of:

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- Pacific Parade and Avon Road.
- Pacific Parade and Sturdee Parade.
- Howard Avenue and proposed road (as part of the Dee Why Master Plan).
- Installation of traffic signals at the intersection of Oaks Avenue and proposed road (as part of the Dee Why Master Plan). These signals would replace the current mid-block traffic signals in Oaks Avenue.

The proposed raised pedestrian crossings on pedestrian desire lines will assist in achieving the desired speed profile as well as improve pedestrian access and mobility within the proposed 40km/h high pedestrian activity area.

Proposed **supporting measures** to achieve the 40km/h speed profile within the high pedestrian activity area include:

- Construction of kerb extensions at gateways, reminder treatments and pedestrian crossings wherever practical (subject to drainage and access considerations).
- Use of textured pavement at gateway and reminder treatments in conjunction with signs, pavement markings and kerb extensions.

On a street by street basis the following primary treatments are proposed (refer to **Figure 4** General Arrangement Plan and **Figure 3** Typical Treatment Details drawings) to define the 40km/h high pedestrian activity area:

**Clarence Avenue** – installation of a Type 1 gateway treatment north of Dee Why Parade.

**Dee Why Parade** – installation of a Type 1 gateway treatment at House No.30/32 and Type 2 gateway treatment at Pittwater Road.

**Howard Avenue** – installation of a Type 1 gateway treatment at House No.45 and Type 3 gateway treatment at Pittwater Road.

**Oaks Avenue** – installation of a Type 1 gateway treatment at House No.52 and Type 2 gateway treatment at Pittwater Road.

**Pacific Parade** – installation of a Type 3 gateway treatment east of Sturdee Parade and Type 2 gateway treatment at Pittwater Road.

**Sturdee Parade** – installation of a Type 2 gateway treatment at Pittwater Road.

Where practical textured road pavement should be used at all proposed gateway locations to consistently enhance definition of the boundaries of the 40km/h high pedestrian activity area. However this treatment should not have the perception as being a pedestrian facility and the footpath should be physically separated by pedestrian barriers (e.g. by use of a verge style pedestrian fence and/or landscaping). Type 2 reminder treatments (pavement “40” numerals only to minimise the number of signs required) are proposed within the 40km/h high pedestrian activity area as shown on the General Arrangement Plan.

### 3.5 PEDESTRIAN FACILITIES - PAMP

This study has also undertaken a review of the existing pedestrian amenities while identifying any further works that would be required as part of PAMP for the area.

In order to provide appropriate amenity and safety for pedestrians a number of pedestrian facilities and traffic management measures are proposed for the area.

The proposed treatments are complementary to the pedestrian route network as well as the needs of residents, commuters and users of the study area.

The following tasks have been employed in the development of such scheme:

- Assessment of accident and traffic data
- Investigation of route network and pedestrian activities/desire lines
- Identification of locations through site analysis
- Consideration of street characteristics and level of demand for a facility
- Use of facilities that have minimal impact on loss of on-street parking
- Assessment of road geometry
- Relevant guidelines and standards

Each device has been proposed on the basis of the above criteria as well as consideration of specific requirements for each location.

The types of pedestrian facilities proposed are:

**Raised marked foot crossings (RMFC) or wombat crossings:** installation of a RMFC at locations where a high level of pedestrian activity occurs.

**Kerb Extension:** this facility provides a better visibility and protection for pedestrians who are standing near the road before crossing while reducing the road width for pedestrian crossings. Kerb extensions are also proposed at the 40km/h high pedestrian activity gateway treatments to enhance definition and make drivers aware of the potential conflict area. They may also incorporate street tree planting depending on the size of the kerb extension.

**Pedestrian fence:** this measure physically separates the pedestrian footpath from the road carriageway to prevent jaywalking.

The existing and proposed pedestrian facilities within the study area are shown in **Figure 4**.

Currently, a separate urban design/master plan being prepared by Warringah Council for the area. It is recommended that any future traffic management measure that is proposed for the study area should be integrated with pedestrian facilities, if such treatment is possible and appropriate.

## CONSISTENCY OF STANDARDS OF DESIGN AND CONSTRUCTION

The following general comments are provided with regard to the consistency of the standard and operation of pedestrian crossing facilities currently used.

- There is inconsistency in the application of construction materials, kerb shapes, linemarking and signposting and lighting of pedestrian facilities. Consistency of materials and application of standards can improve the quality of the environment and provide consistent recognition of facilities by motorists and pedestrians.
- There is a variation in the standard of kerb ramp construction throughout the study area. In conjunction with this, there is an inconsistent application of the use of tactile ground surface indicators – both warning and directional. Many of the single kerb ramps within the study area also exhibit poor characteristics for the movement of persons with vision impairment.

An audit of pedestrian facilities is recommended in consideration of the following standards generally used for the design of pedestrian crossings:

- RTA Technical Direction TDT 2001/04 Use of Traffic Calming Devices as Pedestrian Crossings.
- RTA Technical Direction TDT 2002/12 Stopping and Parking Restrictions at Intersections and Crossings.
- RTA Technical Direction TDT 2002/12 Pedestrian Refuges.
- Australian Standard AS2890.5 Parking Facilities – On Street Parking.
- Australian Standard AS 1428 Design for Access and Mobility.
- Australian Standard AS1742 Manual of Uniform Traffic Control Devices.
- Australian Standard AS 1158 Road Lighting.
- Austroads Guide to Traffic Engineering Practice.

As part of the PAMP the following the measures are proposed:

### Special Needs

- Establishment of a “mobility walk” along streets within the study area by provision of better accessibility for people with prams and special needs. This would require audit of footpath and kerb ramp infrastructure.
- Provision of disabled parking spaces at appropriate locations throughout the study area to improve convenience and access for people with special needs. This would require a review of current parking zones.
- Develop an education program to make the community more aware of road safety by way of posters and leaflets. These should be in different languages to represent the cultural and language diversity of the area.

### Proposed Street by Street Treatments

**Dee Why Parade** - installation of a pedestrian crossing on a flat top road hump with kerb extensions east of Clarence Avenue to provide a pedestrian link between the existing shared path from Howard Avenue and the shared path proposed in the Master Plan northerly.

**Howard Avenue** - installation of a pedestrian crossing on a flat top road hump with kerb extensions at House No.28 to provide a pedestrian link between the existing

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shared path from Dee Why Parade and the shared path currently under construction from Oaks Avenue.

**Howard Avenue** - upgrade the existing facility mid-block between Pittwater Road and the proposed road in the Master Plan to provide a pedestrian crossing on a flat top road hump with kerb extensions.

**Oaks Avenue** – relocate the mid-block traffic signals to the intersection with the proposed road in the Master Plan and relocate the 40km/h school speed zone signage to the proposed gateway of the 40km/h high pedestrian activity area at House No.52.

**Oaks Avenue** - upgrade the existing facility mid-block between Pittwater Road and the proposed road in the Master Plan to provide a pedestrian crossing on a flat top road hump with kerb extensions.

**Oaks Avenue** - installation of a pedestrian crossing on a flat top road hump with kerb extensions at House No.10/12 to provide a formal pedestrian crossing on a pedestrian desire line.

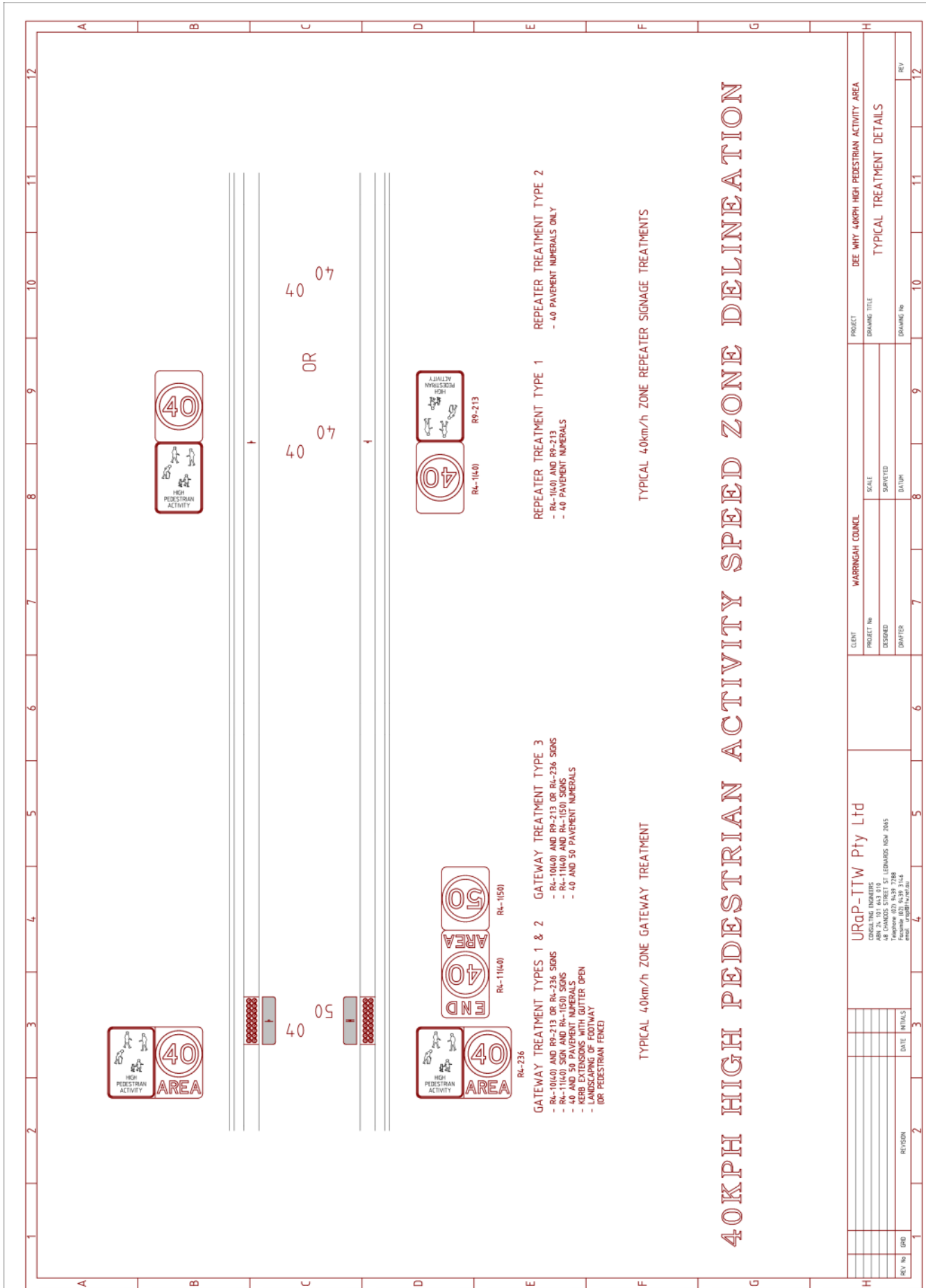
**Pacific Parade** - installation of a pedestrian crossing on a flat top road hump with kerb extensions near the medical centre parking area to provide a formal pedestrian crossing on a pedestrian desire line. This crossing will also provide a pedestrian link to a proposed public thoroughfare between Sturdee Parade and Pacific Parade (to be created as part of a proposed development).

**Sturdee Parade** - installation of a pedestrian crossing on a flat top road hump with kerb extensions at House No.15 to provide a formal pedestrian crossing to link with a proposed public accessway between Sturdee Parade and Pacific Parade (to be created as part of a proposed development).

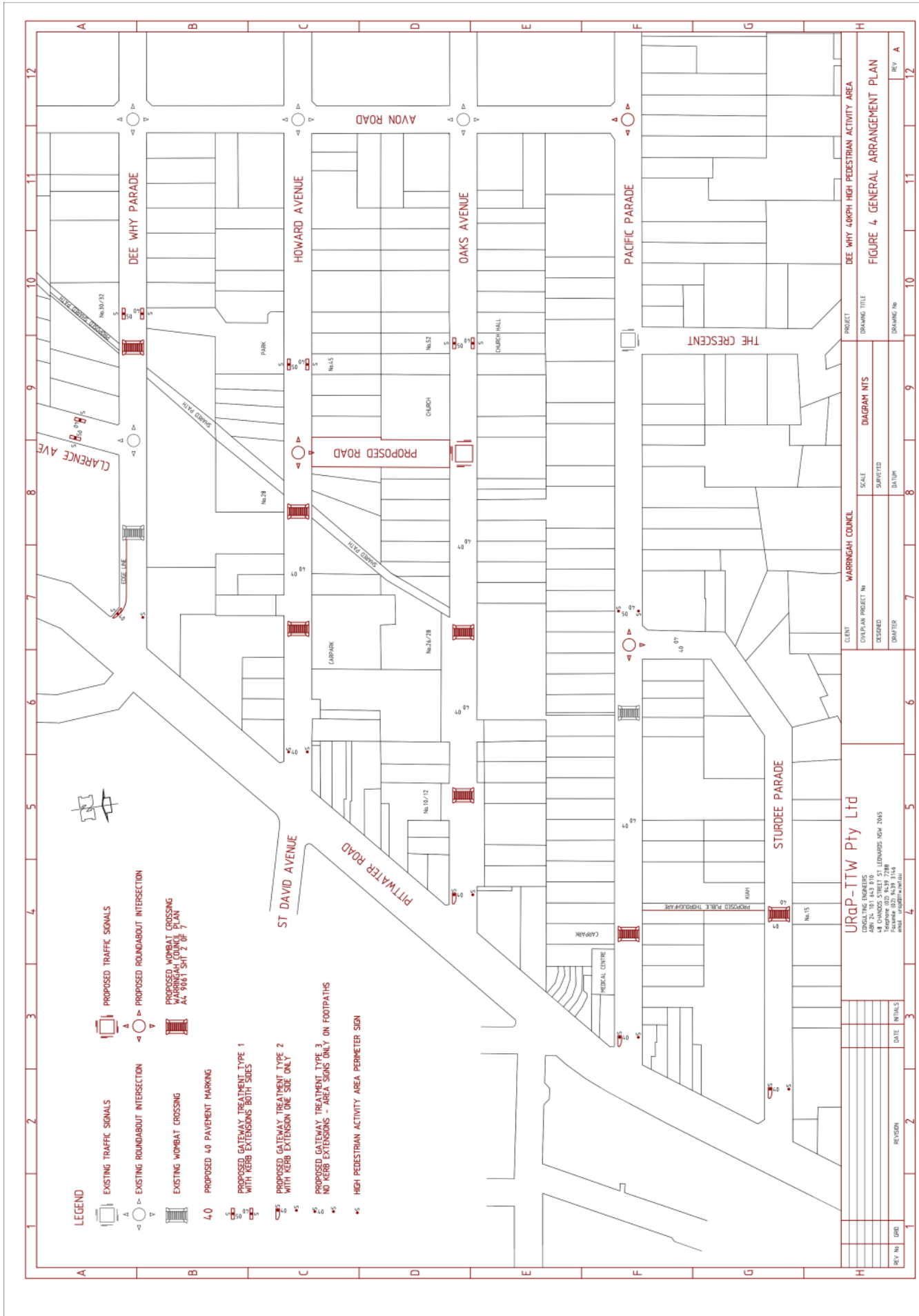
**Pittwater Road** (not part of this study) – consider installation of a median pedestrian fence.



**Oaks Avenue**







## 4 WHAT NEXT

### 4.1 RECOMMENDATION

The proposed 40km/h Speed Limit and Pedestrian Access and Mobility Plan for the Dee Why Town Centre should be referred to the Warringah Council Traffic Committee and Council for consideration and approval.

A copy of the draft report be made available to relevant groups and authorities for their comments in regard to the proposed scheme.

A work program for the final PAMP be prepared as part of Council's planning and funding commitments.

### 4.2 PROGRAM OF WORKS

The following table summarise the recommended works to implement the 40km/h high pedestrian activity area.

**Table 4.1 Work Program – Stage 1**

Street	Location	Facility
Various	Proposed 40km/h high pedestrian activity area	Gateway and reminder treatments
Dee Why Parade	At shared path east of Clarence Avenue	RMFC
Howard Avenue	At shared path west of proposed road	RMFC
	Mid-block between Pittwater Road and proposed road	Upgrade existing MFC with RMFC
Oaks Avenue	Mid-block between Pittwater Road and proposed road	Upgrade existing MFC with RMFC
	At House No.10/12 east of Pittwater Road	RMFC
Pacific Parade	At Sturdee Parade	Install roundabout
	At Medical Centre carpark	RMFC
Sturdee Parade	At House No.15	RMFC
Study area	Existing pedestrian facilities	Compile inventory and condition of assets and carry out safety and access audit. Determine priority program of improvement works.

**Table 4.2 Work Program – Stage 2**

Street	Location	Facility
Howard Avenue	At proposed road	Install roundabout
Oaks Avenue	At proposed road	Install traffic signals

Note: Stage 2 works should be in conjunction with construction of the proposed road between Howard Avenue and Oaks Avenue.

All facilities (both new and refurbished) should consider Council's ultimate vision for the Dee Why Town Centre with respect to urban design and the selection of materials and street elements to provide a consistent theme and character unique to the area.



**Pacific Parade**



**Sturdee Parade**

## APPENDIX A

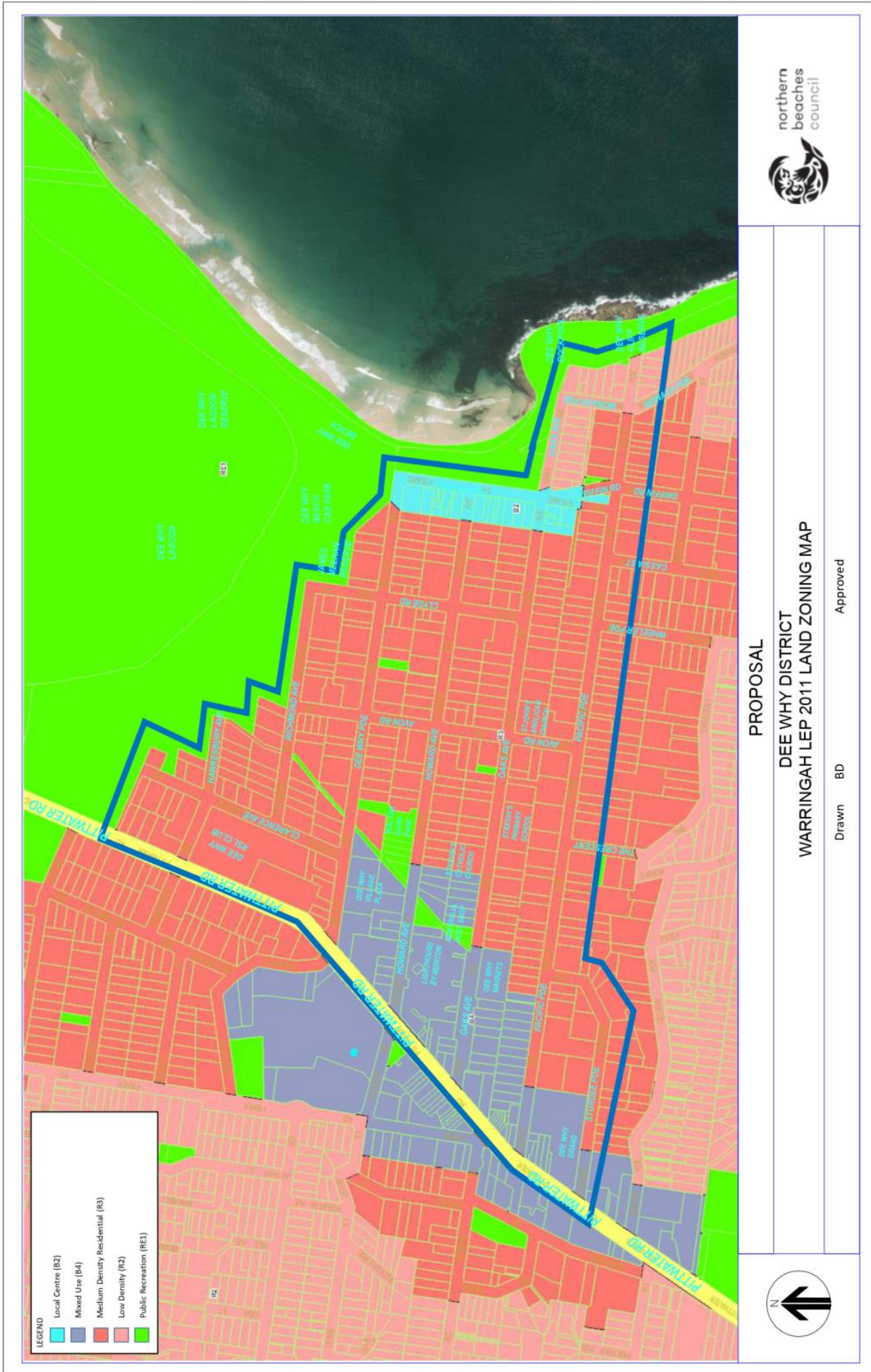


PROPOSAL

DEE WHY DISTRICT  
AREA OF PROPOSED 40KM/H HIGH PEDESTRIAN ACTIVITY ZONE

Drawn BD Approved



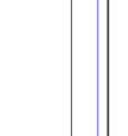
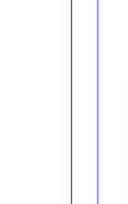
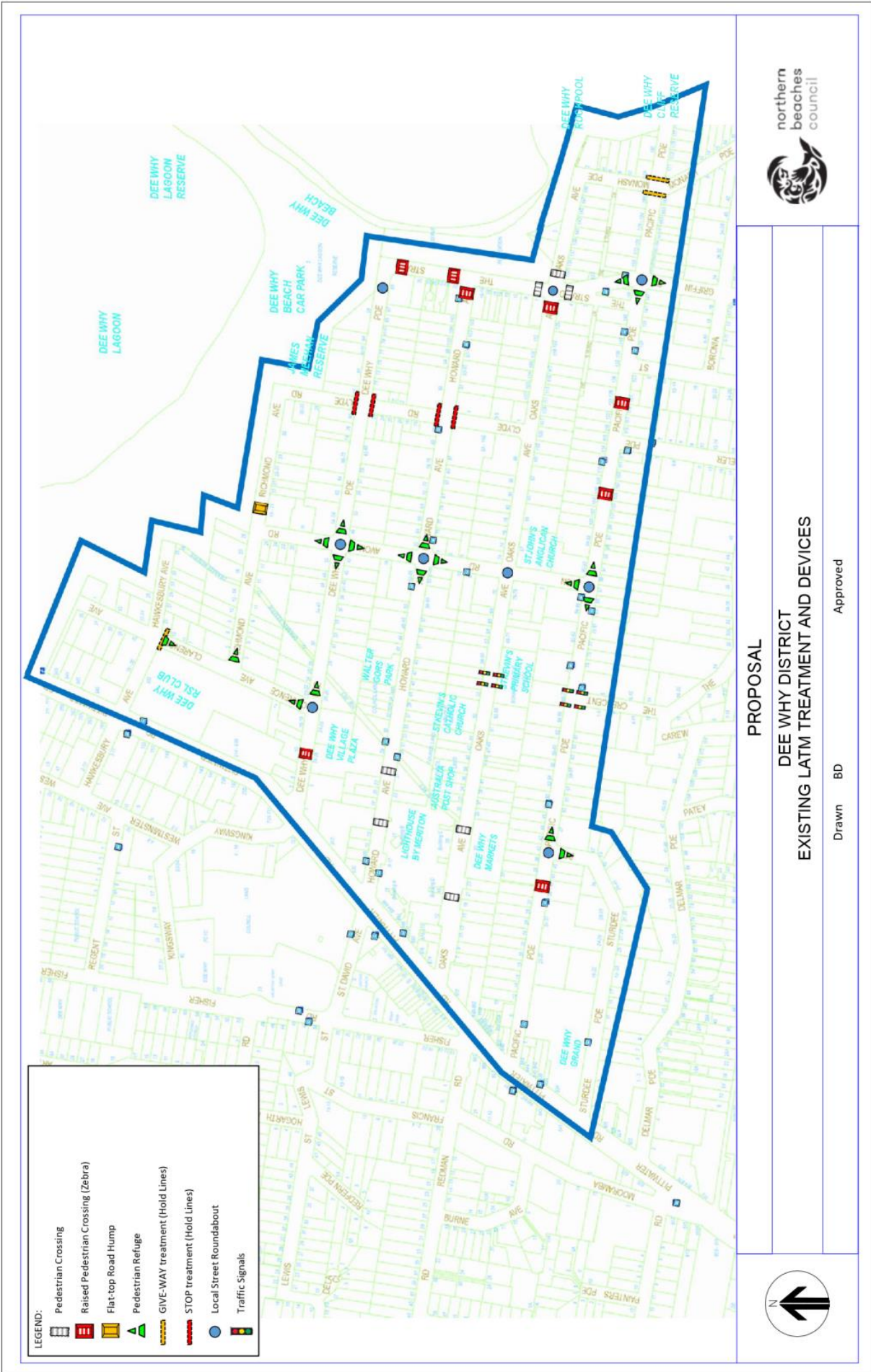


PROPOSAL

DEE WHY DISTRICT  
WARRINGAH LEP 2011 LAND ZONING MAP

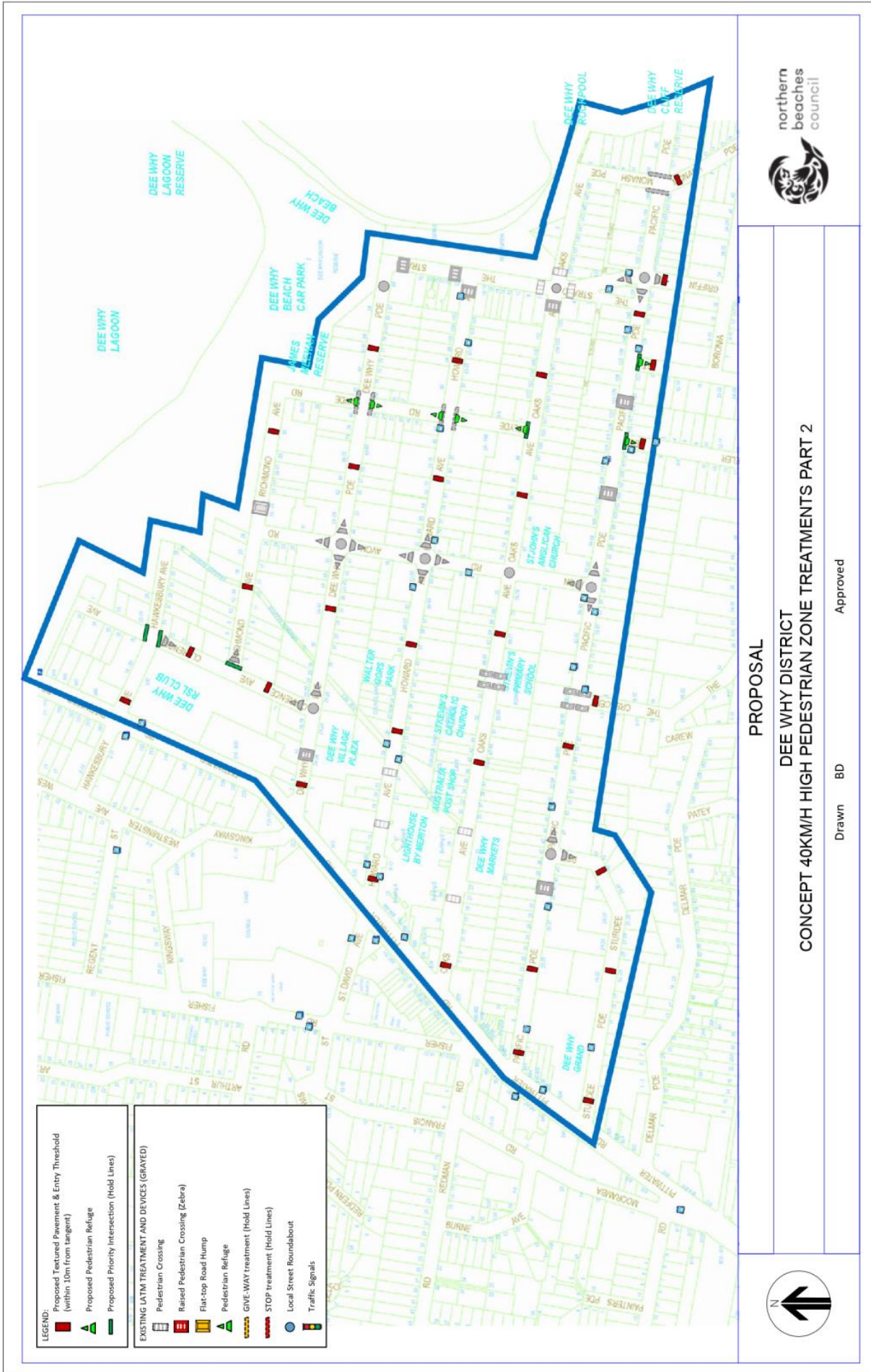
Drawn BD Approved

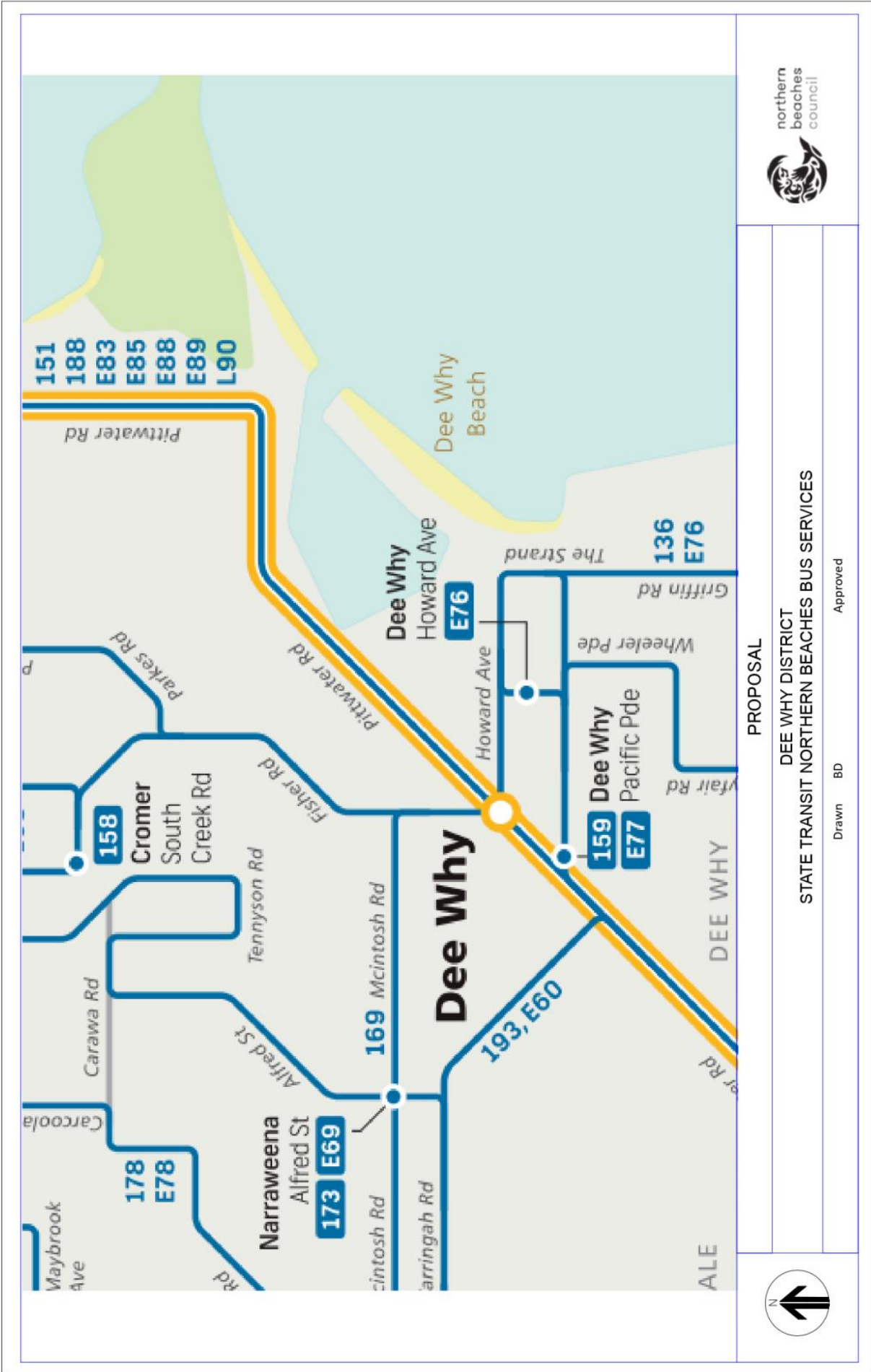












PROPOSAL

DEE WHY DISTRICT  
STATE TRANSIT NORTHERN BEACHES BUS SERVICES

Approved

Drawn BD



<b>ITEM 4.3</b>	<b>SANDERS LANE, AVALON BEACH - WALKING AND CYCLING IMPROVEMENTS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2019/220034</b>
<b>ATTACHMENTS</b>	<b>1 Sanders Lane, Avalon Beach - Plan</b>

**GEOCODES:** -33.638575, 151.327863

## **REPORT**

### **BACKGROUND**

Council has received requests from the Avalon Public School to improve pedestrian access and safety at the intersection of Sanders Lane and Old Barrenjoey Road, Avalon Beach.

### **LOCATION**

- Sanders Lane is a local road which is situated entirely within a designated School Zone, with a reduced 40km/h speed limit between 8:00am – 9:30am and 2:30pm – 4:00pm on School Days.
- Sanders Lane carries one-way traffic between Old Barrenjoey Road and Bellevue Avenue and intersects with Wickham Lane mid-block.
- The road width is approximately 6m wide. A footpath with kerb and gutter exists on both sides of Sanders Lane between Old Barrenjoey Road and Wickham Lane, but only continues further west on the southern side of the laneway to Bellevue Avenue.
- No Stopping restrictions apply for the full length of the northern side of Sanders Lane. The No Stopping restrictions on the southern side of the laneway start at a location 17m west of the School access driveway and continue for a further 17m east as No Stopping 9:00am – 10:00am and 3:00pm – 4:00pm School Days restrictions to improve visibility for both drivers and pedestrians around the school gates during School Zone hours. The available parking between the sections of No Stopping restrictions on the southern side of Sanders Lane does not have time restrictions.
- Avalon Public School is located between Old Barrenjoey Road and Bellevue Avenue, with the main driveway access to the school located on the southern side of Sanders Lane.
- A designated P2 Minute Dropoff and Pickup Area is located on Old Barrenjoey Road at the southern end of the school.

### **ISSUES**

- Council has received concerns from Avalon Public School regarding the safety of children walking and cycling to school. Areas of concern include the school access driveway at Sanders Lane and the intersection of Sanders Lane and Old Barrenjoey Road.
- The Avalon Pedestrian Access and Mobility Plan (PAMP) identified a potential issue for school children crossing Sanders Lane at the intersection with Old Barrenjoey Road. The report also noted that the kerb ramps at this location were not aligned.
- Marked pedestrian crossings can only be considered if they meet the specified Roads and Maritime Services (RMS) guidelines and warrant criteria for traffic and pedestrian volumes, and there are insufficient traffic volumes in Sanders Lane to meet the RMS warrants.
- Safety concerns have been raised regarding children who cycle to Avalon Public School, exiting the school driveway access directly onto Sanders Lane.

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

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

- Sanders Lane is included on the future Safe Cycling Network (Draft). The proposed changes will improve the safety of children cycling to and from Avalon Public School by providing a wider footpath and safer access point to the school.
- The proposal will enhance pedestrian amenity and safety by improving the kerb ramp alignment and reducing the crossing width for pedestrians walking across Sanders Lane.

## **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to improve safety at the intersection of Sanders Lane and Barrenjoey Road by widening the footpath to the School access gate, and narrowing the entry to the laneway to reduce traffic speeds.

## **CONSULTATION**

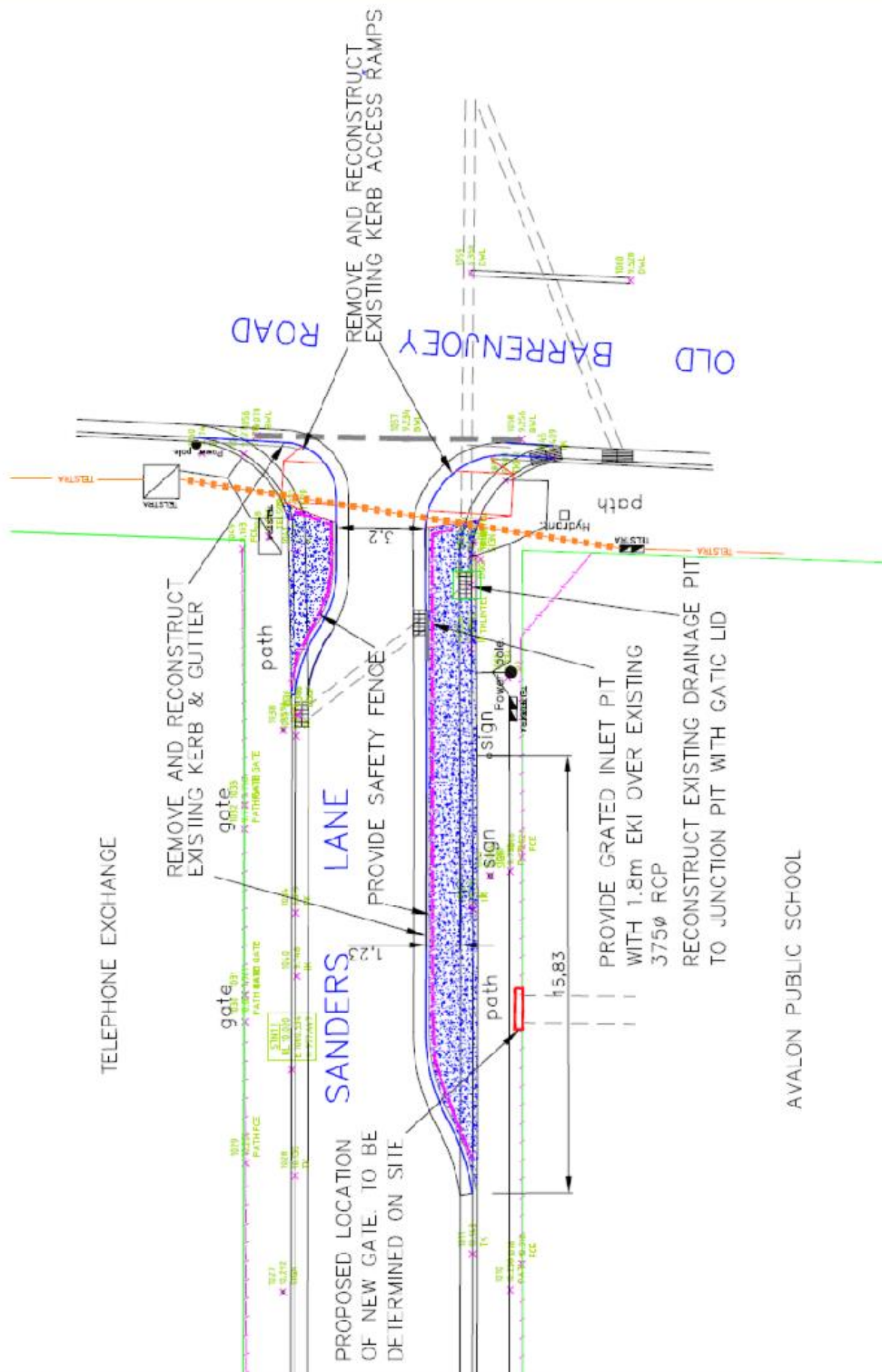
- Consultation letters have been distributed to 93 properties within the immediate vicinity of the location providing notification of the proposed changes. Council has also been liaising with the school regarding relocation of the gate who have indicated support for the proposal.
- Three submissions were received with one indicating support, one objection, and the other submission noting concerns crossing The Crescent on the opposite side of Old Barrenjoey Road.
- The one objection raised concerns regarding the removal of up to five on-street parking spaces. Council has further reviewed the design and location of the gate and the proposed design will only require the removal of two car spaces.

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## **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the proposal to improve safety for children cycling to Avalon Public School and pedestrian safety at the intersection of Sanders Lane and Old Barrenjoey Road, Avalon Beach, by narrowing the entry to the laneway which includes footpath widening, kerb realignment with reconstruction of kerb ramps, and associated civil works.

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PROPOSAL

Sanders Lane, Avalon Beach  
Walking and Cycling Improvements

Drawn GF

Approved *P. Dean*



<b>ITEM 4.4</b>	<b>KANYA STREET, FRENCHS FOREST- BICYCLES EXCEPTED SIGNS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2019/222814</b>
<b>ATTACHMENTS</b>	<b>1 Kanya Street, Frenchs Forest - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.757675, 151.229459

## **REPORT**

### **BACKGROUND**

Council has received concerns from commuter cyclists regarding alternative routes.

### **LOCATION**

- Kanya Street is a two lane thoroughfare road; however, during Monday to Friday morning peak times (7:00am – 8:45am) entry restrictions apply for motor vehicles with exemptions given to buses, taxis and Australia Post vehicles at the intersection with Rangers Retreat Road to reduce the volume of westbound traffic using Kanya Street as a by-pass to the intersection of Fitzpatrick Avenue East and Warringah Road.
- Kanya Street is a local road with a 50km/h speed limit
- Kanya Street is a two lane road with a width of approximately 7m
- There is one raised pavement in Kanya Street.
- There are no parking restrictions along Kanya Street, except for the statutory No Stopping 10m from the intersection.
- Kanya Street is predominantly a residential street.

### **ISSUES**

- The morning peak time restriction was installed to reduce the volume of motor vehicles using Kanya Street as an alternative to by-pass the intersection of Fitzpatrick Avenue East and Warringah Road.
- An exemption has not been given to bicycles. An exemption has been given to buses, taxis and Australia Post vehicles.
- People cycling from Frenchs Forest to Roseville Bridge are forced to use the longer route or risk penalty from police.

### **PROPOSAL**

Council has undertaken a review of the above location and proposes the installation of two Bicycles Excepted signs at the intersection of Rangers Retreat Road and Kanya Street, Frenchs Forest.

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

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

- The removal of the restriction will provide a safer and shorter route for commuter cyclists

## **CONSULTATION**

Consultation letters have been distributed to 31 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 installations of two Bicycle Excepted Signs at Kanya Street, Frenchs Forest, with the intersection of Rangers Retreat Road.

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	<b>Kanya Street Frenchs Forest</b> Install 2 X Bicycles Excepted Signs On Existing Stems	 northern beaches council	
	Drawn 		Approver 



## Table of Consultation

<b>Address</b>	<b>Kanya Street, Frenchs Forest</b>
<b>Proposal</b>	<b>Bicycle Excepted Signs</b>

<b>Properties Consulted</b>	31
<b>Responses Received</b>	4
<b>Support</b>	2
<b>Do Not Support</b>	2

Issue	Resident Comment	Council Response
Local Residents should have access.	Local residents should be exempted from this restriction as the residents have to travel 2km around the way	Under the prevailing Traffic Regulations, there is no means by which the normal class of vehicle can be exempt from the restriction. Also, the Police are unable to check the resident status of every motorist proceeding through the restriction and <u>selectively grant an exemption.</u>
Passersby could be hit by the sign	Suggests to install sign high enough so that pedestrian, joggers and Postman on scooter have clearance	Signs will be installed according to the Australian Standard, having sufficient clearance for the pedestrians, joggers and Postman on scooter.
Cannot overtake bikes.	Due to Safety, lack of clear visibility and topography of the street maintaining legal distance (1m - westbound traffic has to be behind the cycle all the way)	Bicycle riders have the same rights and responsibilities on the road as other road users. If motor vehicle drivers cannot pass the bicycle rider safely, they should slow down and wait until the next safe opportunity to do so. To allow drivers the minimum distance of 1m required, some exemptions to the road rules apply, such as being allowed to cross centre lines when completing the manoeuvre. These exemptions only apply if the driver has a clear view of any approaching traffic and it is safe to pass the bicycle rider.

<b>ITEM 4.5</b>	<b>GRACE AVENUE, FRENCHS FOREST - BICYCLE EXCEPTED SIGNS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2019/222833</b>
<b>ATTACHMENTS</b>	<b>1 Grace Avenue, French Forest - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** 33.753054, 151.223089

## REPORT

### BACKGROUND

Council has received concerns from commuter cyclists that the bicycle route designated in the Warringah Bike Plan (2010) has restrictions that do not allow people cycling to use this route during morning peak hours. To Council's knowledge, at least one person cycling has been fined for using this route. The route has been specifically identified to encourage people cycling to avoid using Warringah Road.

### LOCATION

- Grace Avenue is a two lane thoroughfare road; however, during Monday to Friday morning peak times (7:00am – 8:45am) entry restrictions apply for motor vehicles with exemptions given to buses, taxis and Australia Post vehicles at the intersection with Fitzpatrick Avenue West to reduce the volume of southbound traffic using Grace Avenue as a by-pass to the intersection of Forest Way and Warringah Road.
- Grace Avenue is a local road with a 40km/h speed limit and the subject section have an average pavement width of approximately 7m.
- There are no parking restrictions along Grace Avenue, except for the statutory No Stopping 10m from the intersection.
- There is one one-lane wide raised slow point.
- The street provides access to the Forest Way Shopping Centre, Frenchs Forest Public School, The Forest Kirk Uniting Church, Forest Way and Warringah Road.
- Grace Avenue is the only access connecting the residential area on its north end (Davidson area) to the area on its south end (Forestville area).

### ISSUES

- The morning peak time restriction was installed to reduce the volume of motor vehicles using Grace Avenue as an alternative to Forest Way and Warringah Road.
- An exemption has not been given to bicycles. An exemption has been given to buses, taxis and Australia Post vehicles.
- People cycling from Frenchs Forest/Belrose to Roseville Bridge are forced to use the main arterial Warringah Road or risk penalty from police.

## **PROPOSAL**

Council has undertaken a review of the location and issues and proposes the installation of two Bicycles Excepted signs at the intersection of Fitzpatrick Avenue West and Grace Avenue, Frenchs Forest.

## **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- The removal of the restriction will provide a safer route for commuter cyclists and reflect the intentions of the route designated in the Warringah Bike Plan (2010)

## **CONSULTATION**

Consultation letters have been distributed to 25 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 installation of Bicycle Excepted Signs at Grace Avenue with the intersection of Fitzpatrick Avenue West, Frenchs Forest.

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Installation of 2 X Bicycles Excepted Signs

R9-3  
(A)-450x 300

BICYCLES EXCEPTED

BICYCLES EXCEPTED

88

6

Grace Avenue

Fitzpatrick Ave West

	PROPOSAL		 northern beaches council
	<b>Grace Avenue Frenchs Forest</b> Install 2 X Bicycles Excepted Signs On Existing Stems		
	Drawn	Approved	

### Table of Consultation

<b>Address</b>	Grace Avenue, Frenchs Forest
<b>Proposal</b>	Bicycle Excepted

<b>Properties Consulted</b>	25
<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>
Resident Exception Sign	Wants a sign with 'Bicycles and Permit Holders Excepted'	Under the prevailing Traffic Regulations, there is no means by which the normal class of vehicle can be exempt from the restriction. Also, the Police are unable to check the resident status of every motorist proceeding through the restriction and selectively grant an exemption.

<b>ITEM 4.6</b>	<b>GRAYLIND CLOSE, COLLAROY – PARKING MODIFICATIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2019/219768</b>
<b>ATTACHMENTS</b>	<b>1 Graylind Close, Collaroy - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.729856, 151.296977

## **REPORT**

### **BACKGROUND**

Council has received concerns from residents and Council's Waste Services regarding parked vehicles on Graylind Close, Collaroy, creating difficulties for the waste collection service.

### **LOCATION**

- Graylind Close, Collaroy is a cul-de-sac local road with a default speed of 50 km/h
- It is a two-way road with an average width of 7m and 11m near cul-de-sac end
- The vertical and horizontal alignment of Graylind Close varies rapidly.

### **ISSUES**

- Service vehicles face difficulties navigating around parked vehicles due to the narrowness of the street and rapidly changing road alignment. Sight distance is also compromised at times.
- Graylind Close is a residential street with off street parking facilities in most properties. However, some of these properties are apartments which creates high parking demand, especially before and after working hours.

### **PROPOSAL**

Council has undertaken a review of the above issues and proposes the following parking modifications:

- Propose 13 m No Parking, 9:00am-4:00pm, Friday between driveway of No.s 13 and 14.
- Propose 34 m No Parking, 9:00am-4:00pm, Friday between driveway of No.s 4 and 6
- Propose 16 m No Parking, 9:00am-4:00pm, Friday between driveway of No.s 6 and 7
- Propose 24 m No Parking, 9:00am-4:00pm, Friday between driveway of No.s 10 and 10A
- Extend the existing 30m No Parking restrictions by 19m up to driveway edge of No. 2
- Reinstate the missing No Parking, Right sign.

The proposal will regulate parking and improve the visibility. Hence, service vehicles navigate around parked cars and sharp bends safely and legally. Also, as the parking restrictions only apply on the waste collection day, impacts on parking demand will be minimised.

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

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

- Improved visibility and traffic flow will improve safety for pedestrians and people cycling

## CONSULTATION

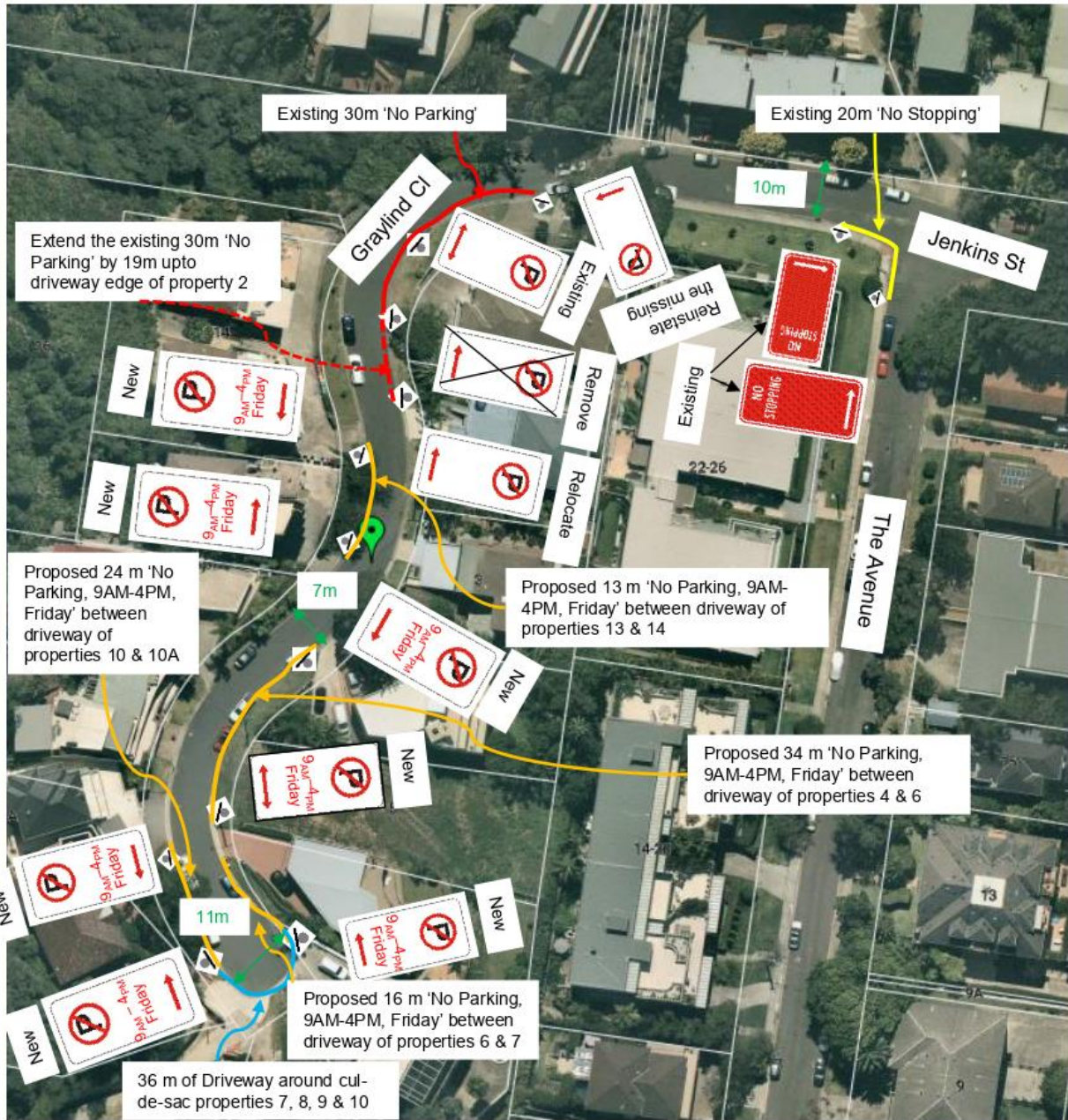
Consultation letters have been distributed to 88 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in the Attachment 2 – Table of Consultation

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following on Graylind Close, Collaroy:

- A. Installation of 13 m No Parking, 9:00am-4:00pm, Friday between driveway of No.s 13 and 14
  - B. Installation of 34 m No Parking, 9:00am-4:00pm, Friday between driveway of No.s 4 and 6
  - C. Installation of 16 m No Parking, 9:00am-4:00pm, Friday between driveway of No.s 6 and 7
  - D. Installation of 24 m No Parking, 9:00am-4:00pm, Friday between driveway of No.s 10 and 10A
  - E. Extension of the existing 30m No Parking restrictions by 19m up to driveway edge of No. 2
  - F. Reinstating the missing No Parking, Right sign.
-



PROPOSAL

Graylind Close, Collaroy  
Parking Modifications



Drawn: VS

Approved



## Table of Consultation

<b>Properties Consulted</b>	88
<b>Responses Received</b>	6
<b>Support</b>	4
<b>Do Not Support</b>	2

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Parking restriction time	Residents commented about the time of restriction need to be changed.	Time restriction has been verified with Waste Collection Services and modified accordingly.
Parking demand is high	On-street parking demand is high and parking restrictions make things worse.	Parking restrictions apply only on waste collection day between 9am and 4pm. Hence, parking impacts have been minimised.
The proposal is no need	During day time, on-street parking is not heavy and therefore no impacts on waste collection services	Many residents and Waste Collection Section report the problem.
Consider other options.	Small vehicles can be used or timing of service can be changed.	It is not feasible.
Consultation time	Consultation time is short and not sufficient.	Because of urgency in waste collection service disruption, consultation period has been reduced.

<b>ITEM 4.7</b>	<b>BARINGA AVENUE, SEAFORTH - NO PARKING (MOTOR VEHICLES EXCEPTED) RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2019/217333</b>
<b>ATTACHMENTS</b>	<b>1 Baringa Avenue, Seaforth - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.789702, 151.246665

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding the parking of boats, trailers and caravans within the angle parking bays on either side of Baringa Avenue, Seaforth, near the Seaforth Community Centre.

### **LOCATION**

Baringa Avenue is a local road. It is approximately 9.5m in width and carries low volumes of two way traffic. The Seaforth Community Centre is sited to the west of Baringa Avenue near its intersection with Koobilya Street. Indented 90° angle parking bays have been constructed on either side of Baringa Avenue.

### **ISSUES**

- Boats and trailers are parking in the 90° angle parking bays and parallel to the kerb on either side of Baringa Avenue leaving little parking available for users of the community centre
- The community centre is used for after school care and concerns have been raised about safety for children crossing the road between parked boats and trailers as they block visibility
- Parents collecting children from after school care are unable to find parking due to the boat and trailer parking
- Some of the trailers and other vehicles parking in the 90° angle bays are in excess of 6m in length with the rear of such vehicles partially obstructing the carriageway.

### **PROPOSAL**

Council has undertaken a review of the above location and proposes to install a No Parking (Motor Vehicles Excepted) restriction along both sides of Baringa Avenue, Seaforth, between Koobilya Street and the first homes to the north of the Seaforth Community Centre. The angle parking bays would also be signposted for 90° parking by vehicles under 6m in length.

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

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

- By removing large trailers and boats from the parking area, sight lines will be improved for pedestrians seeking to cross the road to and from the community centre
- By removing long term parked trailers from the angle parking area the area becomes available during periods of low parking demand for pedestrians to walk through or people cycling to ride through.
- By limiting the size of vehicles parked in the angle parking bays to 6m, existing cycling hazards created by longer vehicles protruding into the carriageway are addressed.

## CONSULTATION

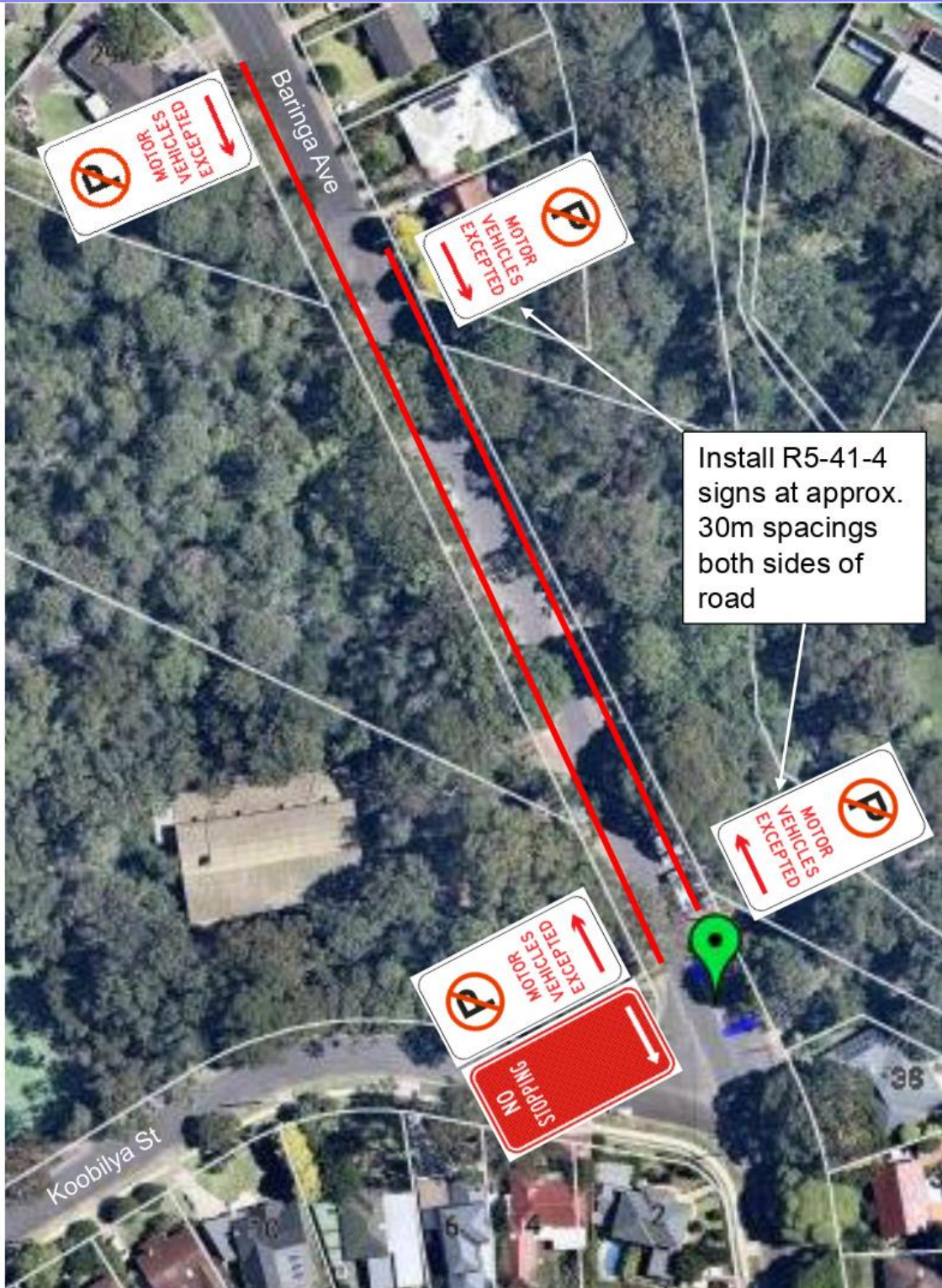
Consultation letters have been distributed to 22 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of No Parking (Motor Vehicles Excepted) parking restrictions on both sides of Baringa Avenue, Seaforth, between Koobilya Street and the first homes north of the Seaforth Community Centre.
  - B. The signposting of 90° angle parking vehicles under 6m only throughout the existing 90° angle parking bays on Baringa Avenue, Seafroth.
-



PROPOSAL

Baringa Avenue, Seaforth  
No Parking Motor Vehicles Excepted



Drawn JB

Approved

### Table of Consultation

<b>Address</b>	<b>Baringa Avenue</b>
<b>Proposal</b>	<b>No Parking Motor Vehicles Excepted</b>

<b>Properties Consulted</b>	22
<b>Responses Received</b>	3
<b>Support</b>	3
<b>Do Not Support</b>	0

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
relocation of trailers	trailers may relocate in front of residential premises	trailer owners tend to favour locations which aren't in front of residential premises but the matter will be monitored
extent of restrictions	proposed restrictions should extend to driveways of No.29 and No.40	extent of restrictions has been adjusted to terminate at the driveways to these homes

<b>ITEM 4.8</b>	<b>NORTH HARBOUR STREET, BALGOWLAH - NO PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2019/218756</b>
<b>ATTACHMENTS</b>	<b>1 North Harbour Street, Balgowlah - Plan 2 Table of Consultation</b>

**GEOCODES:** -33.799984, 151.264807

## **REPORT**

### **BACKGROUND**

Council has received concerns from the North Harbour Community Group regarding a lack of space for through traffic, particularly garbage trucks or emergency services vehicles, on North Harbour Street, Balgowlah.

### **LOCATION**

North Harbour Street is a local road carrying low volumes of two way traffic. It is 6.5m in width with parking permitted on both sides of the street over most of its length.

### **ISSUES**

- Given the 6.5m width of North Harbor Street it is not possible for two vehicles to park opposite each other and maintain two way traffic flow
- Vehicles parked on opposite sides of the street even if offset from each other, can potentially block access for larger vehicles
- To maintain access, vehicles often park illegally with one wheel up on the kerb
- Many pedestrians walk along North Harbour Street which does not have a footpath as it is near the Spit to Manly walk
- North Harbour Reserve is located immediately to the north of North Harbor Street which generates a high degree of weekend parking activity.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to confine parking activity to one side of the road. It is proposed that the existing No Parking restrictions on the western side of the street be extended to terminate near the common boundary of No.s 2 and 4. A No Parking restriction will also be introduced on the eastern side of the street from north of the driveway serving No.7 to the intersection with Clarence Street. A No Stopping Unbroken Yellow Line will also be introduced on the inside radius of the bend where North Harbour Street meets Clarence Street.

### **CONSULTATION**

Consultation letters have been distributed to 22 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. Extension of the existing No Parking restrictions on the western side of North Harbour Street so it terminates at its southern end at a point approximately 6m south of the driveway to No.4 North Harbour Street, Balgowlah.
  - B. Installation of No Parking Restrictions on the east side of North Harbour Street between Clarence Street and the driveway to No.7 North Harbour Street, Balgowlah.
  - C. Introduction of approximately 16m of a No Stopping Unbroken Yellow Line on the inside radius of the bend linking Clarence Street and North Harbour Street, Balgowlah.
-



	<b>PROPOSAL</b>	
	North Harbour Street, Balgowlah No Parking	
	Drawn <b>JB</b> Approved 	





Introduce unbroken yellow No Stopping line on bend





## Table of Consultation

<b>Address</b>	<b>North Harbour Street</b>
<b>Proposal</b>	<b>No Parking</b>

<b>Properties Consulted</b>	22
<b>Responses Received</b>	9
<b>Support</b>	8
<b>Do Not Support</b>	1

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
yellow No Stopping line	proposed yellow No Stopping line takes away too much parking	parking is occurring too close to the bend in dangerous location. Extent of yellow No Stopping reduced as much as possible
speed entering North Harbour Street from Clarence Street	introduction of yellow No Stopping line will increase speed of vehicles entering North Harbour Street	extent of No Stopping line reduced on Clarence Street to keep speeds low
remove No parking in front of No.4 North Harbour Street	reside at No.4 North harbour Street has mobility issues and needs to park close to home	residence has offstreet parking and parking will remain available opposite the home on east side of North Harbour Street
Resident Parking	request that balance of parking be designated "residents only"	street would not meet RMS guidelines for permit parking restrictions
10km/h Shared Zone	requesting that North Harbour Street become a 10km/h Shared Zone	this will be explored separately in liaison with RMS and residents
intensification of parking issues in Clarence Street	introduction of restrictions in North Harbour Street will intensify parking issues in Clarence Street	the restrictions in North Harbour Street remove little parking they merely reinforce and regulate existing parking practices
reduce extent of No parking at No.7 North Harbour Street	No.7 North Harbour Street has a DA approved that incorporates reconstruction and widening of their driveway which means proposed No parking would terminate in the middle of their driveway	extent of No parking adjusted to terminate south of proposed driveway
One Way loop	suggest that a One Way loop - in via Clarence, north on North Harbour Street and out via Beach Lane to Condamine Street be introduced	this will be explored separately in liaison with RMS and residents
rear to kerb angle parking in Beach Lane	suggest that parking in Beach Lane be formalised as 90 degree rear to kerb to improve safety when unloading at the Reserve	this will be explored separately in liaison with RMS and residents
No Stopping in Beach Lane	parking should be banned on south side of Beach Lane west of driveway to No.13	this will be explored separately in liaison with residents

speeding in North Harbour Street	removal of parking will increase speeds and reduce safety for walkers	parking that is being removed is only to ensure traffic is able to proceed. A 10km/h Shared Zone will be explored as a second stage to ensure safety of walkers
No Parking to be entirely on west side	No Parking should be sited on west side as it impacts less homes	less parking is lost under the arrangements proposed as more driveways are incorporated in the proposed restriction areas

<b>ITEM 4.9</b>	<b>SEAFORTH CRESCENT, SEAFORTH - NO PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2019/215126</b>
<b>ATTACHMENTS</b>	<b>1 Seaforth Crescent, Seaforth - Plan</b>

**GEOCODES:** -33.803735, 151.237665

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding vehicles parking on the inside radius of the bend in Seaforth Crescent, Seaforth, fronting No.s 40-46. No Stopping and No Parking restrictions already exist to the west and east of the subject section of the road and observations suggest that most parking activity occurs on the south side of Seaforth Crescent.

### **LOCATION**

Seaforth Crescent is a local road carrying low volumes of two way traffic. The road is of variable width; however, in the vicinity of 40-46 Seaforth Crescent it is only 6.2m wide. Parking is generally banned on one side.

### **ISSUES**

- The road is too narrow to permit parking on both sides
- Vehicles parked on both sides opposite each other can block through traffic flow
- Even though vehicles parked on opposite sides of the road may permit access for cars they can block access by larger vehicles
- Seaforth Crescent is a long and winding road with few intersecting side streets. If access is blocked, alternate routes are difficult to reach.
- A parking restriction existed at one time on the subject section of the road; however, the relevant signs have disappeared and no record of the pre-existing signage can be located

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to install a No Parking restriction along the frontage of No.s 40-46 Seaforth Crescent, Seaforth.

### **PEDESTRIAN and CYCLIST IMPACT STATEMENT**

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

- Will increase the available carriageway width, giving greater space to avoid oncoming traffic

### **CONSULTATION**

Consultation letters have been distributed to 20 properties within the immediate vicinity of the location providing notification of the proposed changes. No objection to the proposal has been received.

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the introduction of a No Parking restriction on the northern side of Seaforth Crescent, Seaforth, along the frontage of No.s 40-46.

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	<b>PROPOSAL</b>	 northern beaches council	
	Seaforth Crescent , Seaforth No Parking		
	Drawn JB		Approved 

<b>ITEM 4.10</b>	<b>BUNGAN HEAD ROAD NEWPORT - NO PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>ENGINEER - TRAFFIC</b>
<b>TRIM FILE REF</b>	<b>2019/220051</b>
<b>ATTACHMENTS</b>	<b>1 Bungan Head Road, Newport - Plan</b>

**GEOCODES:** -33.662942, 151.318911

## **REPORT**

### **BACKGROUND**

Council has received concerns from residents, regarding the narrow road width when vehicles park on both sides of the road, affecting access and safety in the section of Bungan Head Road west of Karloo Parade. Council has undertaken a further review of the area due to additional concerns raised regarding the overall impact to on-street parking and the location of the restrictions.

### **LOCATION**

- The western section of Bungan Head Road is a no through road providing access to approximately 30 properties.
- Bungan Head Road forms a 'Y' intersection with Karloo Parade on a crest. The intersection is controlled by a stop line and sign.
- Existing dividing barrier lines run for approximately 15m along the centre of Bungan Head Road from the intersection with Karloo Parade, where parking is not permitted within 3m of the continuous dividing line. The statutory 10m No Stopping restrictions from the intersection prohibit stopping on the entry/exit to the road.
- No Parking restrictions have been installed in the turning area at the western end of Bungan Head Road.
- The sealed pavement width is approximately 5m and there is no footpath or kerb and gutter.

### **ISSUES**

- Parallel parking is generally unrestricted on both sides of the road.
- Construction vehicles and trades tend to park in the section of Bungan Head Road west of Karloo Parade due to existing parking restrictions in adjacent streets.
- Vehicles parked on both sides of the road create a potential traffic hazard to road users by restricting the road width for through traffic.
- Council's refuse and recycling contractor, URM, have reported difficulties accessing the area resulting in a number of missed collections. URM have requested that they would prefer for the No Parking restrictions to be installed on the southern side of the road to facilitate waste collection, as they believe that drivers tend to park further away from the edge of the road due to the topography.
- A number of residents expressed concerns with the availability of parking, and that the proposal to restrict parking on the southern side would have a greater impact on the total number of on-street parking spaces. There are fewer driveways on the southern side (high side) of the road which include several shared access driveways.
- Council undertook a further inspection of parking practices in the street and noted that residents are generally conscious of the narrow road width and park close to the edge of the road. Access issues may be attributed to mainly construction vehicles or trades which generally occur between 7:00am – 5:00pm on weekdays.



## PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- The western section of Bungan Head Road is a no through road and generally not used by people cycling. Pedestrians are required to walk on the road as there is no footpath or kerb and gutter in the street.
- Parking restrictions on one side of the road will improve safety for all road users by providing a wider road width.

## PROPOSAL

Council has undertaken a review of the above location and proposes to introduce No Parking 7:00am – 5:00pm Mon-Fri restrictions on the northern side, from east of the driveway to No.26A to the existing No Parking restrictions in the turning area, to minimise the overall impact on parking.

The proposal will restrict parking to improve safety and traffic flow during the day, and allowing for overnight parking. The proposal acts to regulate parking on one side of the road, as random and haphazard parking creates blockages and restricts access especially for larger vehicles. The proposal will also result in fewer parking loss (at least eight car spaces) compared to restrictions on the southern side of the road.

## CONSULTATION

- Consultation letters have been distributed to 35 properties within the immediate vicinity of the location providing notification of the proposed changes.
- Only two submissions were received with both responses reiterating the need for restrictions to be implemented urgently to improve access due to parking issues caused by construction vehicles and trades. One response did not think that the restrictions were adequate to address the parking issues.
- The previous consultation for proposed restrictions on the northern side of the road, were less favoured with eight submissions of support and six objections. The main reasons for the resident objections were related to loss of on-street parking and preference for the restrictions to be located on the northern side of the road.
- It is therefore recommended that the amended proposal for restrictions be introduced on the northern side of the road be implemented to maintain access and regulate parking during times of higher demand and to retain parking amenity for residents and their visitors outside these hours.




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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the introduction of No Parking 7:00am – 5:00pm Mon-Fri restrictions on the northern side, from east of the driveway to No.26A Bungan Head, Newport, to the existing no Parking restrictions in the turning area.

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	<b>PROPOSAL</b>	 northern beaches council	
	<b>BUNGAN HEAD ROAD, NEWPORT</b> <b>'NO PARKING 7AM-5PM MON-FRI' RESTRICTIONS</b>		
	Drawn: RK		Approved: 

<b>ITEM 4.11</b>	<b>KENNETH ROAD, MANLY - TIMED PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2019/218378</b>
<b>ATTACHMENTS</b>	<b>1 Kenneth Road, Manly - Plan</b>

**GEOCODES:** -33.788732, 151.279653

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding speeding and insufficient parking on Kenneth Road, Manly, near the Manly Swim Centre.

### **LOCATION**

Kenneth Road is a Regional Road of 13m in width, carrying two way traffic. It runs east-west between Balgowlah Road and Condamine Street. The Manly Swim Centre is located at its eastern end. During the summer months large numbers of people visit the swim centre with many patrons parking on Kenneth Road.

### **ISSUES**

- During peak periods, parking demand within close proximity to the swim centre is high
- Pedestrian refuges on Kenneth Road, either side of the swim centre carpark, cater for pedestrians crossing the road to access the swim centre. Some of the No Stopping zones on approach and departure to these refuges are in excess of Australian Standard requirements
- Traffic speeds past the swim centre are higher than is desirable in a high pedestrian environment. Existing extended lengths of No Stopping on the north side of Kenneth Road opposite the swim centre encourage higher speeds
- Eastbound traffic wishing to turn right into the swim centre could block through traffic flow if vehicles were permitted to park directly opposite the swim centre carparks entry point.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to replace 33m of No Stopping restrictions on the north side of Kenneth Road with a 4P Timed Parking restriction applying 8:00am to 6:00pm Everyday. This will increase parking availability near the swim centre by 6-7 spaces. The addition of parking in this location will also visually narrow the carriageway, which will assist in reducing traffic speeds past the swim centre where many pedestrians are crossing the road. The proposal will not impact upon the required lengths of No Stopping on approach and departure from the nearby pedestrian refuges, will not interfere with bus egress from an adjacent Bus Zone and will allow sufficient space for traffic to pass a vehicle (or vehicles waiting to turn right into the swim centre carpark).

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

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

- Pedestrian safety will be enhanced by reducing speeds
- As parking availability close to the swim centre will be improved, some pedestrians will have less distance to walk to access the centre
- A shared path is present on the south side of Kenneth Road, this is unaffected by the proposal

- People cycling who chose to ride on the road will still have a lane of at least 4m in width in either direction which is sufficient for a car to safely pass a person cycling.

## CONSULTATION

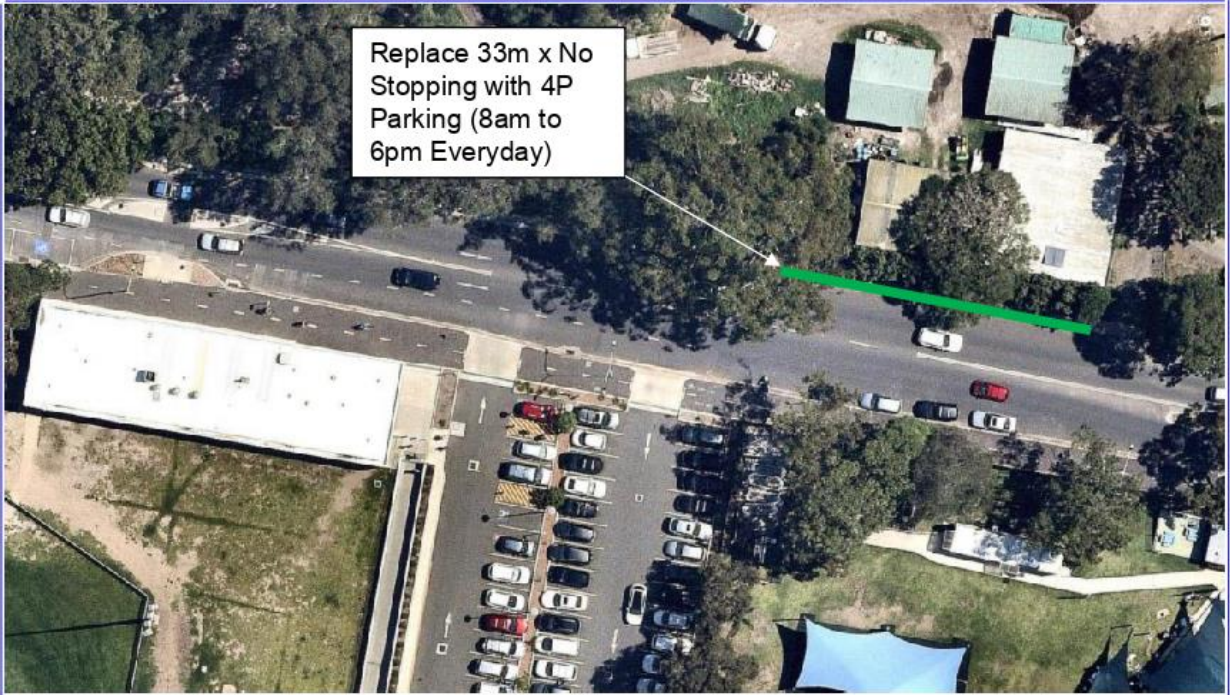
Consultation has been undertaken with the Manly Swim Centre management who are supportive of the change.




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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Removal of 33m of No Stopping restrictions on the northern side of Kenneth Road, Manly, east of the Manly Swim Centre carpark.
  - B. Replacement of the No Stopping restrictions with a 4P Timed Parking restriction applying 8:00am to 6:00pm Everyday on Kenneth Road, Manly.
-



	<b>PROPOSAL</b>	 northern beaches council	
	Kenneth Road, Manly 4P Parking		
	Drawn JB		Approved 

<b>ITEM 4.12</b>	<b>WILMETTE PLACE, MONA VALE - TIMED PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2019/238906</b>
<b>ATTACHMENTS</b>	<b>1 Wilmette Place, Mona Vale - Plan</b>

**GEOCODES:** -33.673277, 151.305574

## **REPORT**

### **BACKGROUND**

Council has received a request from the Mona Vale Chamber of Commerce to review the parking restrictions in Wilmette Place, Mona Vale, following concerns from local businesses regarding the long term parking of vehicles affecting the availability of on-street parking.

### **LOCATION**

- Wilmette Place is a No Through road with a 50km/h speed limit. The road predominantly carries local traffic to the businesses operating in the street.
- The road width is approximately 13m wide, with footpaths and kerb and gutter on both sides of the road.
- The land use of the surrounding area is light industrial.
- Parking is generally unrestricted on both sides of Wilmette Place; however, No Stopping restrictions have been installed on the approaches to the intersection with Darley Street.

### **ISSUES**

- Local businesses have reported increased difficulties in obtaining on-street parking due to the long term parking of vehicles, in particular boats and trailers.
- Larger vehicles such as boat trailers, affect traffic sight distances for through traffic, when parked on the curved section of road.

### **PROPOSAL**

Council has undertaken a review of the above location and proposes the introduction of 8P 8:30am – 6:00pm Everyday restrictions along both sides of the road.

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

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

- No impact on pedestrians or people cycling in the street
- The proposed signage will be installed in the existing nature strip and will not obstruct users of the footpath.

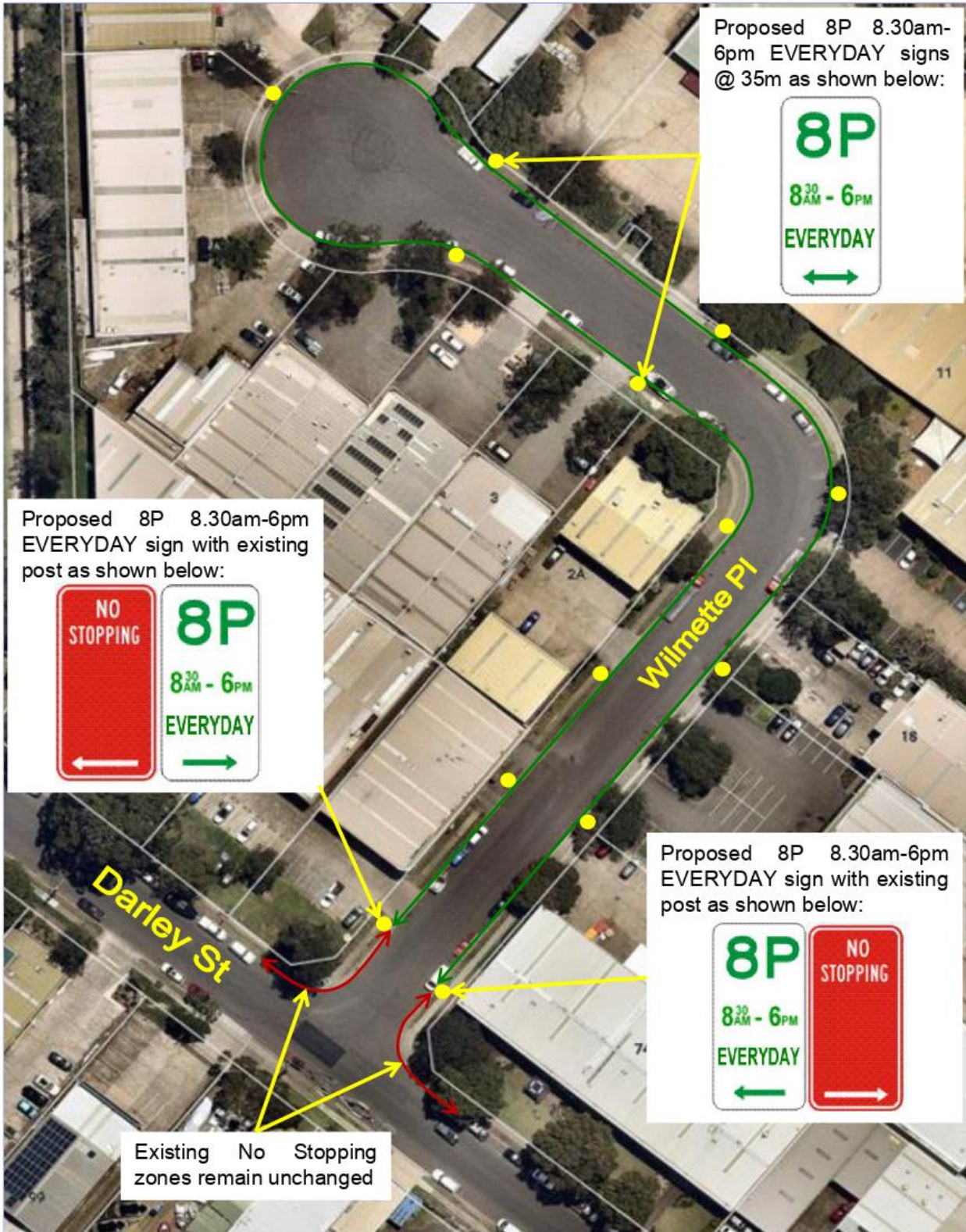
### **CONSULTATION**

Consultation letters have been distributed to 45 properties within the immediate vicinity of the location providing notification of the proposed changes. Council also advised the Mona Vale Chamber of Commerce of the proposal who have indicated their support for the changes. A total of 3 submissions were received with all 3 submissions supporting the proposal.

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the introduction of 8P 8:30am – 6:00pm Everyday restrictions in Wilmette Place, Mona Vale.

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	<b>PROPOSAL</b>		 northern beaches council
	Wilmette Place, Mona Vale Proposed 8P 8.30am-6pm EVERYDAY zone		
	Drawn E K	Approved 	



**ITEM 4.13**

**WAINE STREET, FRESHWATER - NO STOPPING  
RESTRICTIONS**

**REPORTING OFFICER**

**TRAFFIC OFFICER**

**TRIM FILE REF**

**2019/218300**

**ATTACHMENTS**

- 1 Waine Street, Freshwater - Plan**
- 2 Table of Consultation**

**GEOCODES:** -33.778587, 151.276372

**REPORT**

**BACKGROUND**

Council has received a large amount of concerns from local residents, Council Maintenance and Ranger Teams regarding the constant vandalism to the existing No Parking signs at the bend atop of Waine Street, Freshwater. This is coupled with vehicles illegally parking at the curve which obstructs sight distances of two-way traffic and poses a risk when approaching the curve on a crest.

**LOCATION**

- Waine Street, Freshwater, is a dead-end local road with a speed limit of 50 km/h
- The location of the bend occurs atop of a crest on Waine Street
- Waine Street has a road width that varies from 9.5-10 metres around the bend
- There is currently No Parking restrictions around the bend along Waine Street and unrestricted parking
- There are currently no bus routes operating along Waine Street.

**ISSUES**

- The No Parking restriction are constantly reinstated due to vandalism
- Council Rangers are unable to enforce No Parking restrictions due to the vandalised signs
- The presence of a steep grade on approach to the curve in the road results in both sight distance and operational problems for drivers
- When vehicles are parked around the bend, sight distances are effectively reduced for two-way traffic.

**PROPOSAL**

Council has undertaken a review of the above location and proposes to replace the existing No Parking zone with a No Stopping Unbroken Yellow Line. Distance of the No Stopping zone will be 63 metres. This proposal will deter any future vandalism and illegal parking at the bend atop of Waine Street, Freshwater. The proposal will effectively provide longer sight distance on approach to the curve and ensures that sight distance lines occurs at the curve giving drivers the best opportunity to see obstacles and brake.

In addition, Council proposes to install Dividing Separation Lines to position and guide movement of traffic around the curve.

**PEDESTRIAN AND CYCLIST IMPACT STATEMENT**

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

- No immediate impact to pedestrians and people cycling
- Provides additional road width for people cycling

### **CONSULTATION**

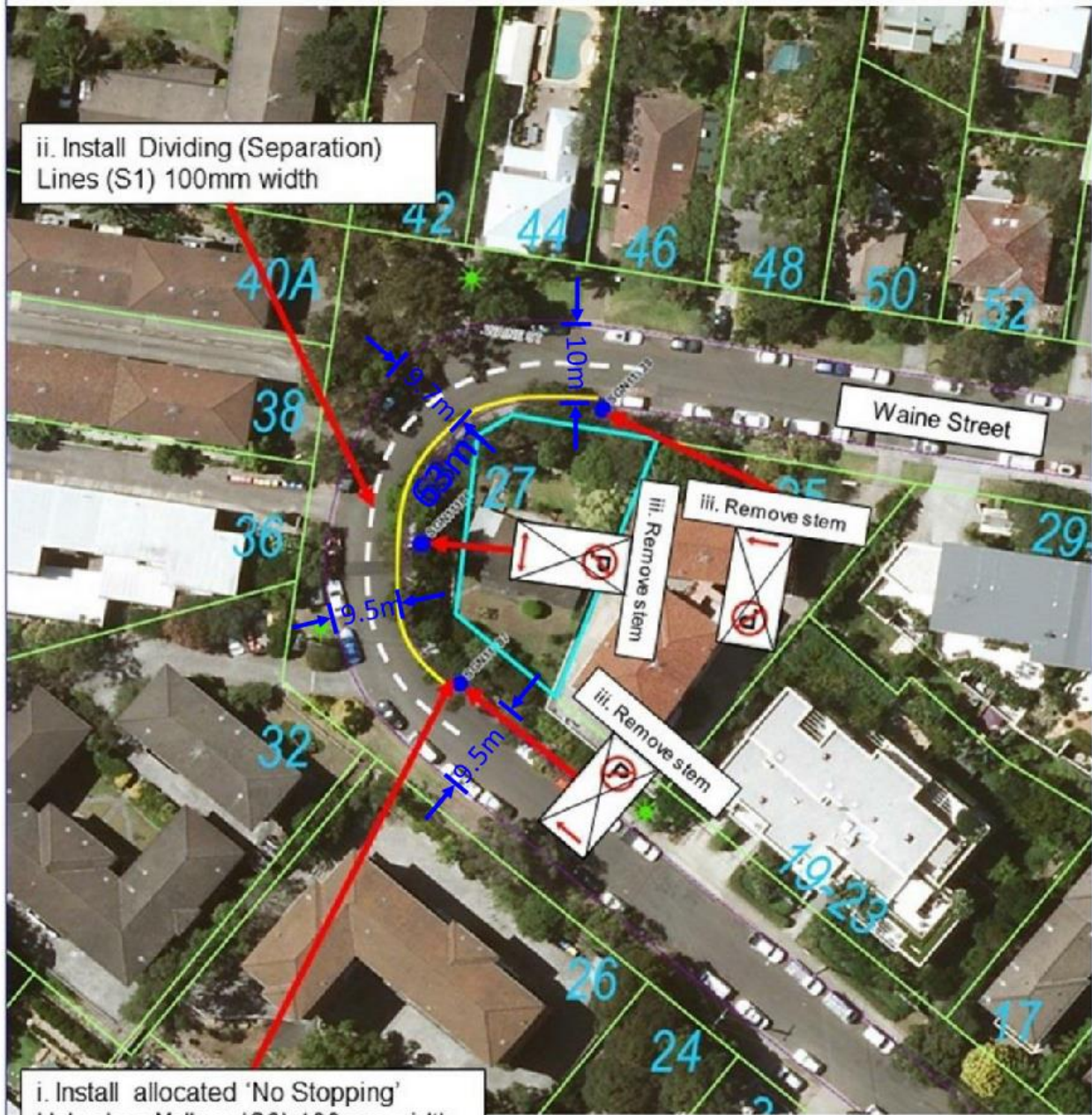
Consultation letters have been distributed to 80 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Replacement of the existing No Parking zone with a No Stopping Unbroken Yellow Line on Waine Street, Freshwater.
  - B. Installation of Dividing Separation Lines on Waine Street, Freshwater.
-



i. Install allocated 'No Stopping' Unbroken Yellow (C3) 100mm width (start from existing 'No Parking' (R) sign to existing 'No Parking' sign (L))

ii. Install Dividing (Separation) Lines (S1) 100mm width

iii. Remove stem

iii. Remove stem

PROPOSAL



Waine Street, Freshwater  
Installation of 'No Stopping Unbroken Yellow Line'



Drawn BD

Approved

### Table of Consultation

<b>Address</b>	<b>Waine Street, Freshwater</b>
<b>Proposal</b>	<b>No Stopping Restrictions</b>

<b>Properties Consulted</b>	80
<b>Responses Received</b>	4
<b>Support</b>	3
<b>Do Not Support</b>	1

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Lose off-street parking	Proposal will lose available off-street parking. Inadequate supply of off-street parking on Waine Street	No parking lost as there is 'No Parking' restrictions previously instated around the bend.
Mark parking bays	Suggest to install parking bays along Waine Street. Resident raises concerns regarding larger vehicles parking off-street.	Installation of parking bays to Australian Standard will affectively lose a number of off-street parking spaces on Waine Street.
Residential parking permits	Resident raises concerns regarding long-term vehicles parking on Waine Street. Suggest to implement residential parking permits.	Comment does not concern current proposal. However, Council understand resident's concerns regarding the parking difficulties along Waine Street. Council will continue to monitor Waine Street for alternate and feasible solutions to alleviate these problems in the future.

<b>ITEM 4.14</b>	<b>CROMER ROAD, CROMER - NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2019/218478</b>
<b>ATTACHMENTS</b>	<b>1 Cromer Road, Cromer - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.728174, 151.265943

## REPORT

### BACKGROUND

Council has received concerns from local residents regarding the narrow turning conditions at the northernmost bend on Cromer Road, Cromer, fronting Wolbah Place (Wolbah Fire Trail). When vehicles are parked on the either side of the curve they obstruct and create shorter sight distances for two-way traffic to pass on Cromer Road.

### LOCATION

- Cromer Road is a dead-end local road with a speed limit of 50 km/h
- The location of the curve is at the intersection of Cromer Road and Wolbah Place, Cromer
- The road width of the bend shifts laterally from approximately 5.6 metres to 8.8 metres west to east corresponding
- Wolbah Place is a gated unpaved road to Wolbah Fire Trail. There is no vehicle access to Wolbah Place from Cromer Road, except authorised or emergency services
- There is currently unrestricted kerbside parking along Cromer Road
- There are currently no bus routes operating along Cromer Road.

### ISSUES

- There is currently obstructed sight distance for two-way traffic due the existing vegetation and property fences
- Additionally, when vehicles are parking around the bend, sight distances are effectively reduced for two-way traffic and result in operational problems for drivers
- Due to the shift in road width east bound vehicles are travelling more centred to road, this poses a risk when there are vehicles travelling in the opposing direction.

### PROPOSAL

Council has undertaken a review of the above location and proposes to install No Stopping Unbroken Yellow Lines at this bend. This will remove 18 metres of off-street parking; however, it will improve traffic movement by providing additional road availability for road users and provide longer sight distance on approach to the curve and ensure that sight distance lines occur at the curve giving drivers the best opportunity to see obstacles and brake. The line is to be placed within 10 metres from the tangent of the curve:

- 6 metres on western side in front of Property No. 49
- 12 metres on eastern side up to the boundary of Property No. 47

## **PEDESTRIAN AND CYCLIST IMPACT STATEMENT**

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

- No immediate impact to pedestrians and people cycling
- Provides additional road width for people cycling

## **CONSULTATION**

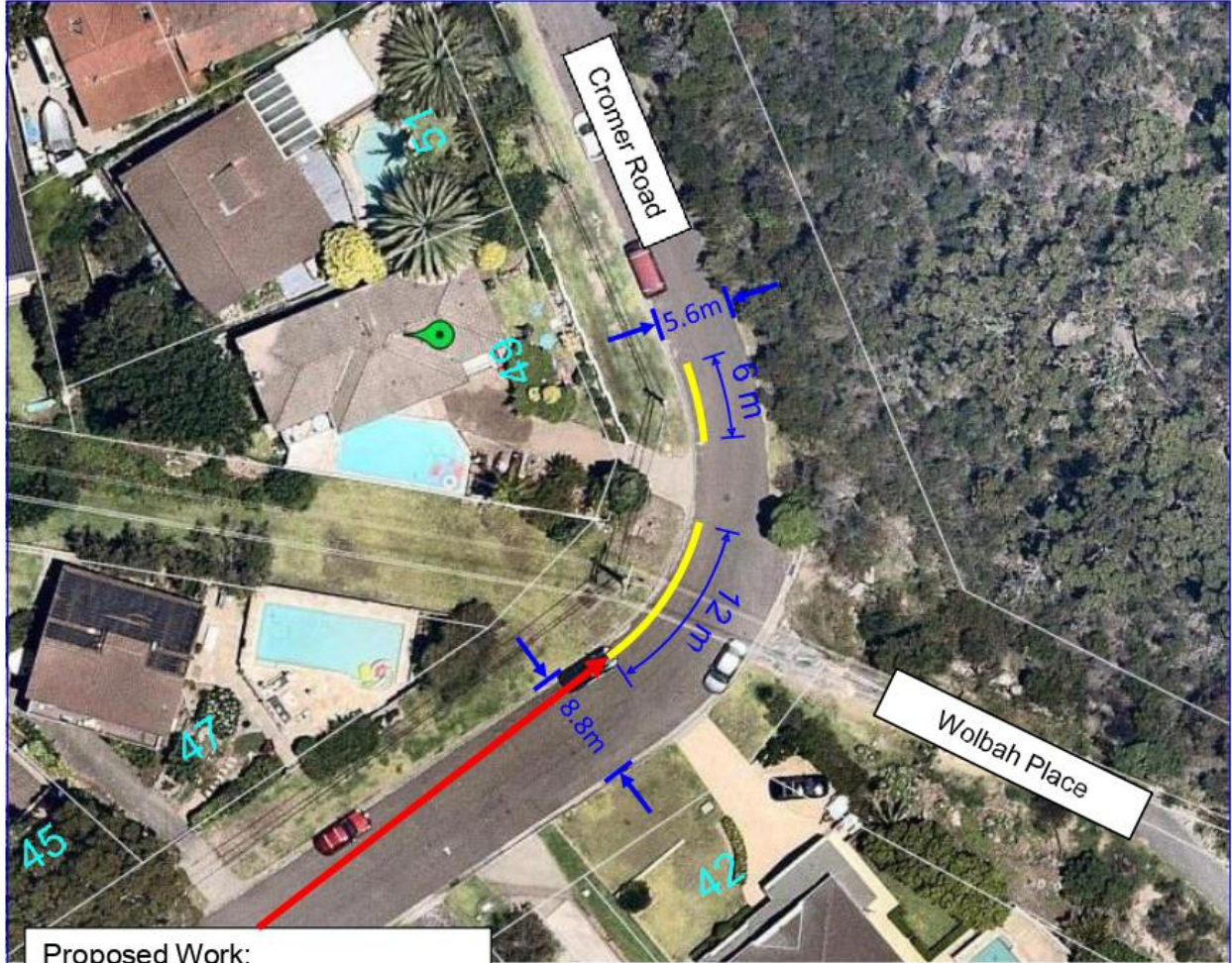
Consultation letters have been distributed to 10 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of No Stopping Unbroken Yellow Lines at the northernmost bend of Cromer Road, Cromer, to be placed within 10 metres from the tangent of the curve.

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Proposed Work:  
 Install allocated No Stopping  
 Unbroken Yellow Lines (C3)



	<b>PROPOSAL</b>	 <p>northern beaches council</p>
	Cromer Road, CROMER Install No Stopping Unbroken Yellow Lines	
	Drawn    BD                      Approved 	

### Table of Consultation

<b>Address</b>	<b><u>Cromer Road, Cromer</u></b>
<b>Proposal</b>	<b><u>No Stopping Restrictions</u></b>

<b>Properties Consulted</b>	10
<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>
Extend No Stopping Unbroken Yellow Lines	Resident requests to install a No Stopping Unbroken Yellow Line on opposite kerbside, fronting Wolbah Place and Property No. 42 due to parked vehicles obstructing driveways.	Council will raised resident's concern with Council Rangers to investigate and montior.



<b>ITEM 4.15</b>	<b>ADRIAN PLACE, BALGOWLAH HEIGHTS - NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2019/218610</b>
<b>ATTACHMENTS</b>	<b>1 Adrian Place, Balgowlah Heights - Plan</b>

**GEOCODES:** -33.809105, 151.260518

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding vehicles parking across driveways at the end of the cul-de-sac of Adrian Place, Balgowlah Heights.

### **LOCATION**

Adrian Place, Balgowlah Heights, is a local road of 7.3m in width carrying two way traffic. It carries low volumes of predominantly residential traffic.

### **ISSUES**

- There are a number of driveways accessed from the southern end of Adrian Place, parking adjacent to these driveways impedes access to those driveways
- Tradesmen and delivery drivers frequently park across or partly across driveways, the gaps between driveways are insufficient for parking to take place without partially overlapping adjacent driveways
- Residents do not want signposting in the street which will detract from its aesthetics

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to install a length of No Stopping Unbroken Yellow Line between the driveways to No.s 8 and 12 Adrian Place.

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

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

- No impact on bicycle or pedestrian use of the street

### **CONSULTATION**

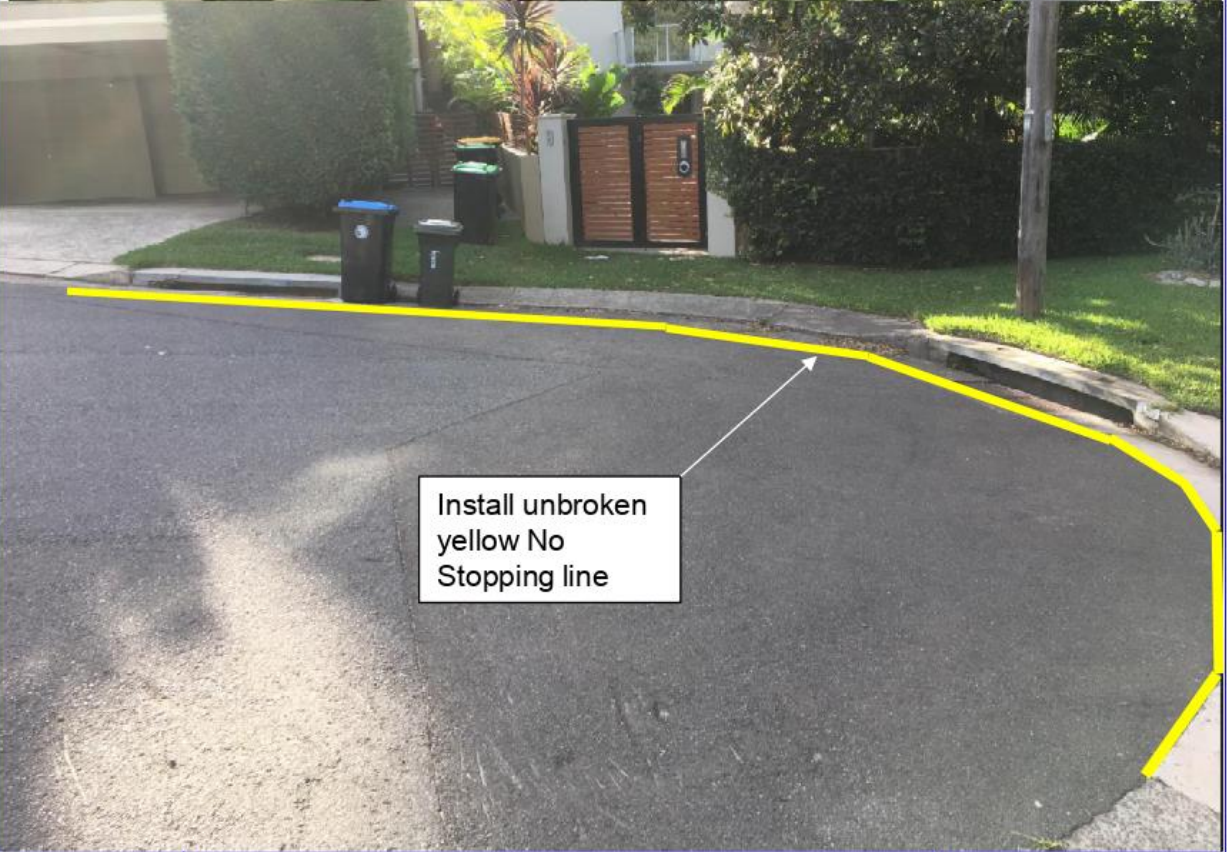
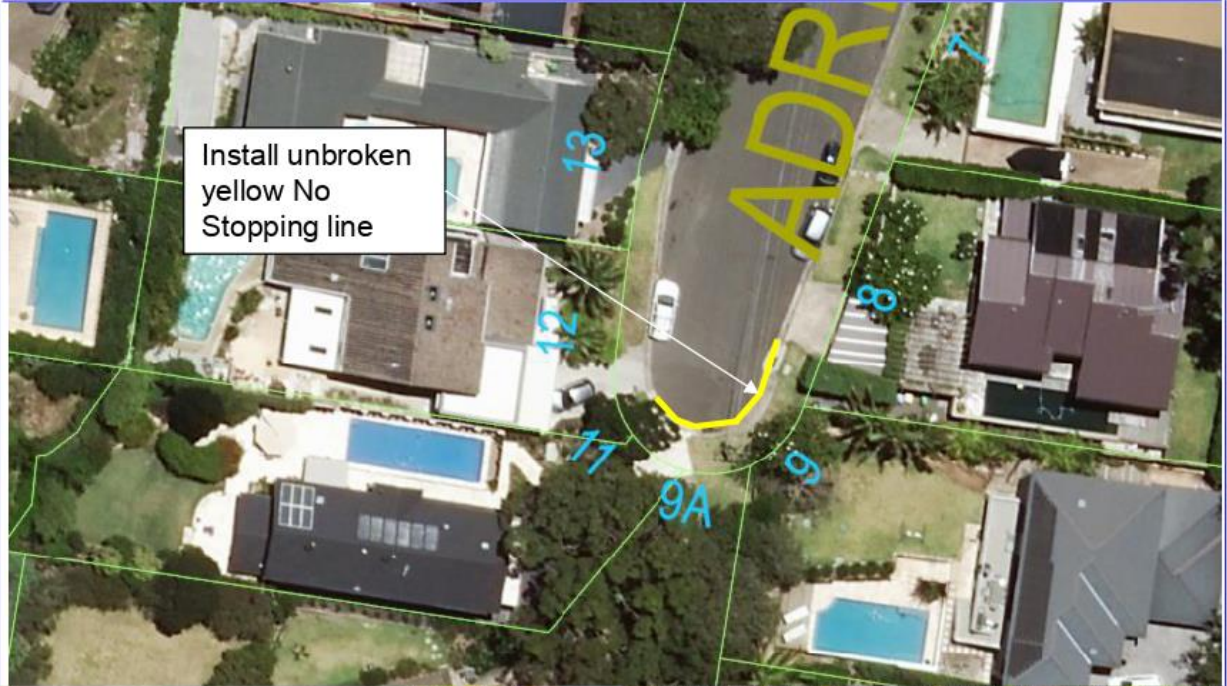
Consultation has been undertaken via a street meeting with residents of the southern end of Adrian Place, Balgowlah Heights, who are supportive of the proposed changes.




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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the introduction of a No Stopping Unbroken Yellow Line between the driveways to No.8 and 12 Adrian Place, Balgowlah Heights.

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	<b>PROPOSAL</b>	 northern beaches council
	Adrian Place, Balgowlah Heights No Stopping	
	Drawn JB                      Approved 	

<b>ITEM 4.16</b>	<b>PALM BEACH ROAD AND PACIFIC ROAD, PALM BEACH - NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2019/220059</b>
<b>ATTACHMENTS</b>	<b>1 Palm Beach and Pacific Road Palm Beach - Plan</b>

**GEOCODES:** -33.597721, 151.322047

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents and the Palm Beach and Whale Beach Association, regarding the narrow road width and sight distances when vehicles park on both sides Palm Beach Road, and near the intersection of Palm Beach Road and Pacific Road.

### **LOCATION**

- Palm Beach Road is a collector road linking Barrenjoey Road with Ocean Road. Access restrictions apply to vehicles over 6m in length due to the narrow and winding road. The section of road under consideration has a road width which varies from 7-8m between kerbs.
- Pacific Road a local road, where the road width varies from 6m on the approach to 7.5m at the intersection with Palm Beach Road. Pacific Road intersects Palm Beach Road to form the southern arm of a 'Y' intersection.
- Both roads have a 40km/h speed limit approved under a previous RMS Local Traffic Scheme.
- Dividing barrier lines have been installed on the hairpin curve in Palm Beach Road to the intersection with Pacific Road, and also on the curved section fronting No.18 Palm Beach Road. Additional No Stopping Unbroken Yellow Lines have previously been installed to reinforce the No Stopping restrictions where parking is not permitted.

### **ISSUES**

- Vehicles parked on both sides of the road narrow the overall road width for through traffic.
- Traffic sight distances are restricted when vehicles park on the curve between No.140 and 144 Pacific Road, increasing safety concerns at this location.

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

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

- Improves safety for people cycling along Pacific Road and Palm Beach Road by providing a wider road width and improved sightlines for through traffic.
- The amended proposal maintains parking on the eastern side of the road where a missing section of footpath will be constructed in the future between Palm Beach Road and Sunrise Road.

### **PROPOSAL**

Council has undertaken a review of the location and issues and consulted on a proposal to install No Stopping restrictions on the western side of the Pacific Road/Palm Beach Road intersection (indicated by a No Stopping Unbroken Yellow Line). It was also proposed to install No Parking restrictions between the driveways of No.s 16 and 24 Palm Beach Road, to prevent parking on the inside of the curve to improve sight distances for through traffic.

## CONSULTATION

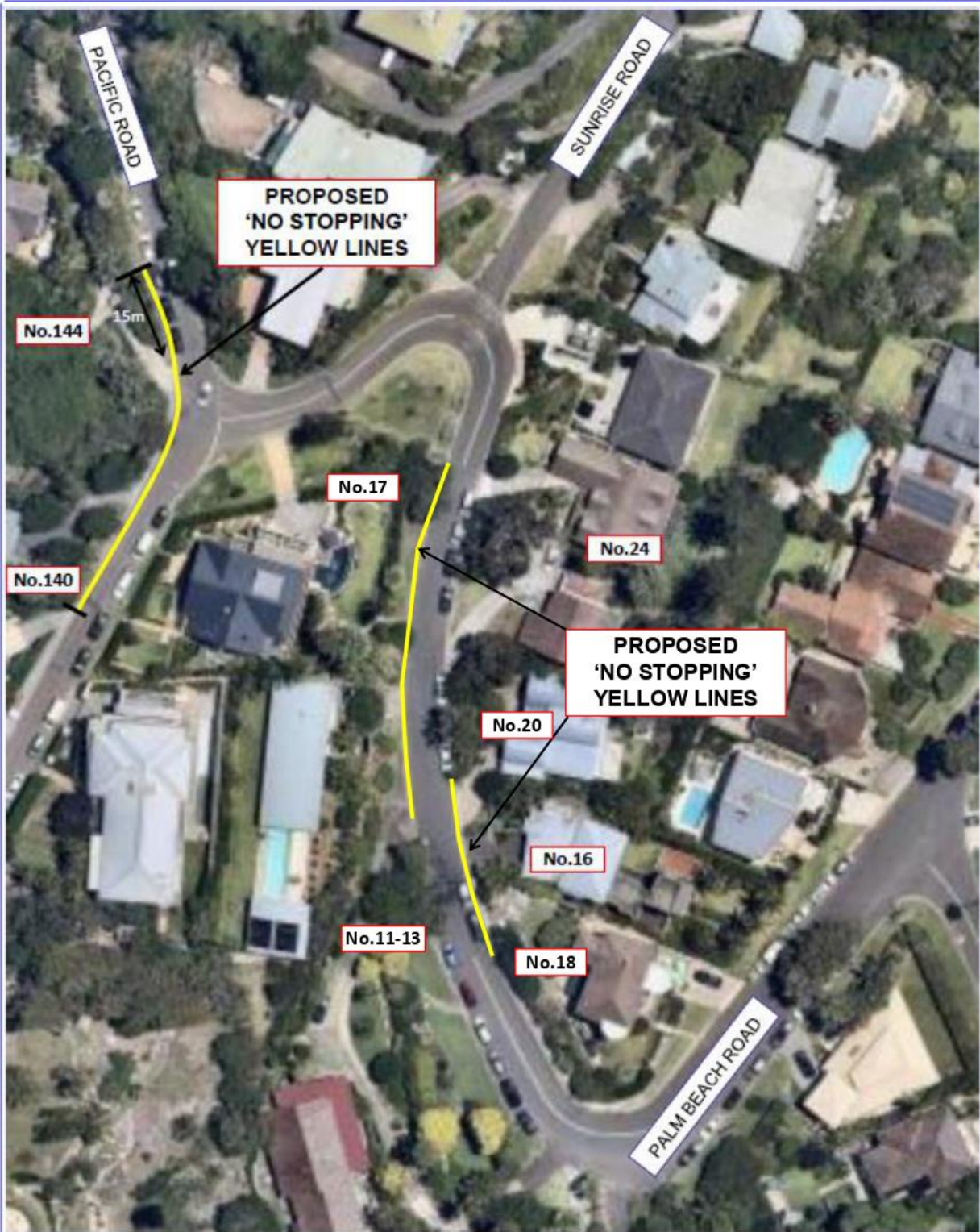
- Consultation letters have been distributed to 27 properties within the immediate vicinity of the location providing notification of the proposed changes.
- One objection was received from a resident on the eastern side of Palm Beach Road, where properties are located on the low side of the road. The access is a low level skew driveway profile, which further exacerbates visibility and difficulties exiting the driveway. Council noted the resident comments regarding access and difficulties with on-street parking on the opposite side of the road (high side) due to the existing vegetation and terrain, and has amended the proposal so that the No Stopping restrictions alternate from one side of the road to the other. The proposed restrictions will permit parking at locations preferred by local residents and will provide additional road width for through traffic.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Stopping Unbroken Yellow Line on the western side of Pacific Road, Palm Beach, from the driveway of No.140 to 15m north of the driveway to No.144.
  - B. Extension of the No Stopping Unbroken Yellow Line on the western side of Palm Beach Road, from outside No.17 to the driveway of No.11-13.
  - C. Extension of the No Stopping Unbroken Yellow Line on the eastern side of Palm Beach Road, from outside No.18 to the driveway of No.20.
-



	<b>PROPOSAL</b>	 northern beaches council	
	Palm Beach Road & Pacific Road, Palm Beach 'No Stopping' restrictions		
	Drawn RK		Approved <i>P. Deon</i>

<b>ITEM 4.17</b>	<b>MACTIER STREET, NARRABEEN - DIVIDING BARRIER LINES EXTENSION</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2019/217763</b>
<b>ATTACHMENTS</b>	<b>1 Mactier Street, Narrabeen - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.721777, 151.294595

## REPORT

### BACKGROUND

Council has received concerns from local residents about the increase in traffic accidents to parked vehicle(s) on Mactier Street, Narrabeen, between Park Street and Lindley Avenue; in particular the westbound lane of Mactier Street adjacent to the dashed centreline.

### LOCATION

- Section of road between the intersections of Mactier Street/Park Street and Mactier Street/Lindley Avenue, Narrabeen. Mactier Street is bounded by roundabouts at both ends.
- Mactier Street is local road with a speed limit of 50 km/h.
- There are currently dividing barrier lines along Mactier Street between Park Street and Lindley Avenue; however, this changes into a dashed centreline between Property No.38 and No.48 Mactier Street.
- The eastbound lane has a lane width of approximately 7 metres.
- The westbound lane has a lane width of approximately 3.8 metres.
- There is currently unrestricted kerbside parking along the eastbound lane of Mactier Street.
- There is currently No Stopping restrictions along the majority of the westbound lane, adjacent to the dividing barrier lines according to the Australian Road Rules 2014.
- There are currently no bus routes operating along Mactier Street.

### ISSUES

- As the eastbound lane can only facilitate kerbside parking on Mactier Street, most of the parking is occupied throughout the day and subsequently vehicles park along the westbound lane next to the dashed centreline creates a narrow opening for two-way traffic to pass.
- Along the dashed centreline, parked vehicles are getting sideswiped by passing traffic due to the narrowed lane.
- Cars passing parked vehicles must drive onto the oncoming traffic to manoeuvre around these parked vehicles.

### PROPOSAL

Council has undertaken a review of the above location and proposes to replace the existing dashed centreline from Property No.38 to No.48 Mactier Street and extend the Dividing Barrier Lines. This proposal will effectively remove 66 metres of unrestricted parking along the Dividing Barrier Lines which will aid traffic flow and positioning on the westbound lane.

Council will also install No Stopping signs to reinforce the new No Stopping restrictions next to the proposed Dividing Barrier Lines. This will continue the existing No Stopping restrictions along the westbound lane.

## **PEDESTRIAN AND CYCLIST IMPACT STATEMENT**

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

- No immediate impact to pedestrians and people cycling
- Provides additional road width for people cycling

## **CONSULTATION**

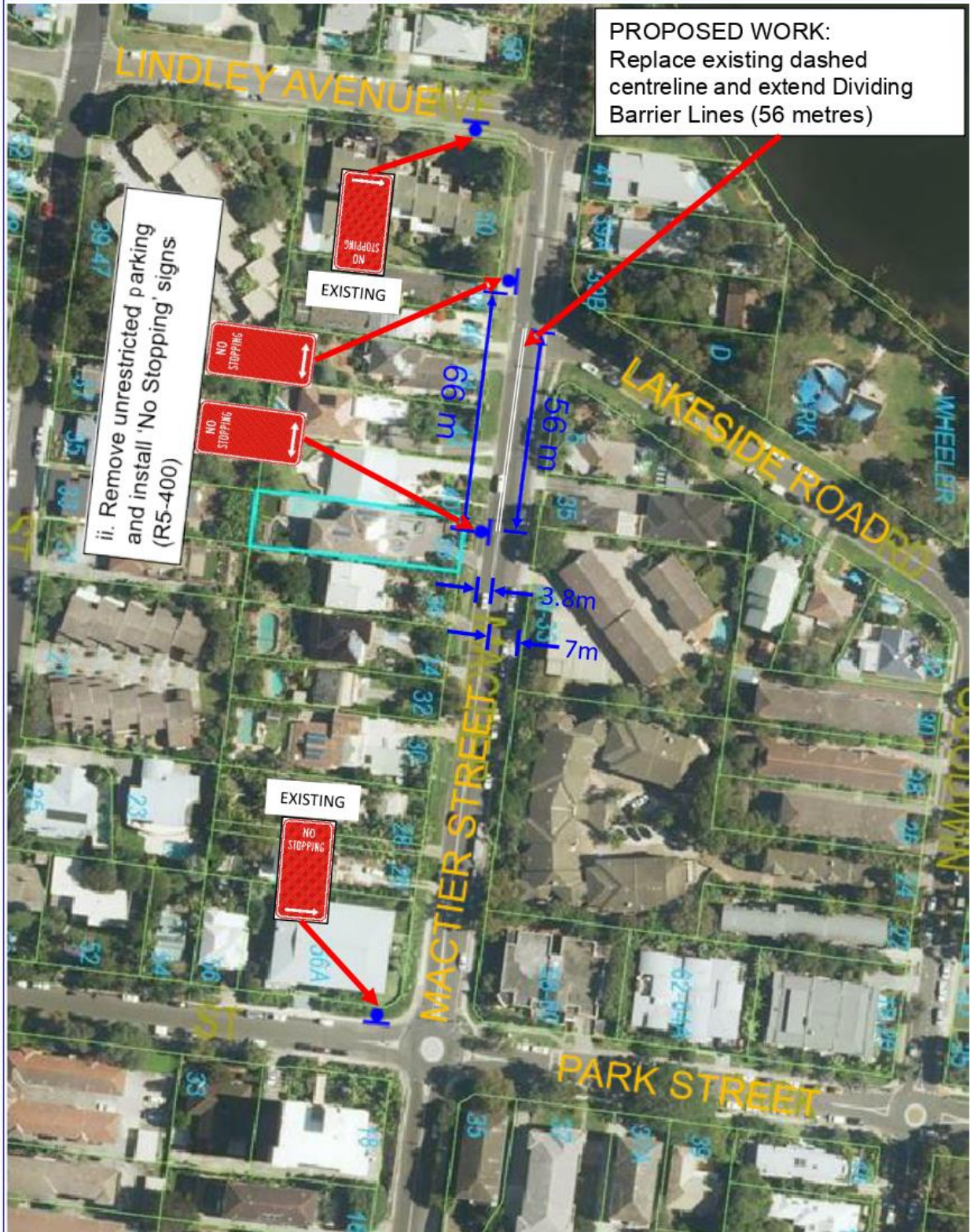
Consultation letters have been distributed to 42 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the replacement of the existing dashed centreline from Property No.38 to No.48 Mactier Street, Narrabeen, with a Dividing Barrier Line by extending the existing Dividing Barrier Line by 56 metres.

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PROPOSAL

Mactier Street, Narrabeen  
Extend Dividing Barrier Lines



northern beaches council

Drawn BD

Approved 



### Table of Consultation

<b>Properties Consulted</b>	42
<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>
Additional parking	Support proposal. Suggest Council to monitor the kerbside parking on Lakeside Road, Narrabeen.	Council will continue monitor adjacent streets Lakeside Road for alternate and feasible parking spaces to alleviate parking loss in the future.

<b>ITEM 4.18</b>	<b>94 GRIFFITHS STREET, FAIRLIGHT - PARKING SPACE RELOCATION</b>
<b>REPORTING OFFICER</b>	<b>CONTRACTOR - SENIOR TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2019/217265</b>
<b>ATTACHMENTS</b>	<b>1 94 Griffiths Street, Fairlight - Plan</b>

**GEOCODES:** -33.793108, 151.272548

## **REPORT**

### **BACKGROUND**

A development application (DA) has been approved for 94 Griffiths Street, Fairlight. One of the conditions of consent for the DA requires the applicant to seek approval through the Traffic Committee for relocation of the existing car share parking space. The car share space is currently sited where the driveway for the development will be placed and needs to be relocated.

### **LOCATION**

Griffiths Street, Fairlight, is a local collector road linking Condamine Street in the west with Belgrave Street in the east. It is 12.8m in width with parking permitted on both sides.

### **ISSUES**

- Council has introduced a number of dedicated spaces for car share vehicles around the Manly Ward and one of these spaces is sited on Griffiths Street in front of No.94
- 94 Griffiths Street is to be subdivided into two lots and redeveloped as two semi-detached dwellings. In conjunction with the above, the existing driveway at the east of the block is to be removed and a new combined driveway constructed at midway across the frontage to serve both dwellings
- The new driveway is sited where the existing car share space is located
- The car share space is still required and will need to be re-sited to the west of its existing location.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to approve the applicant's proposal for re-siting of the car share space approximately 12m west of its existing location.

### **CONSULTATION**

In conjunction with the DA approval, notification of the proposed changes to the surrounding community has already been undertaken.

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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

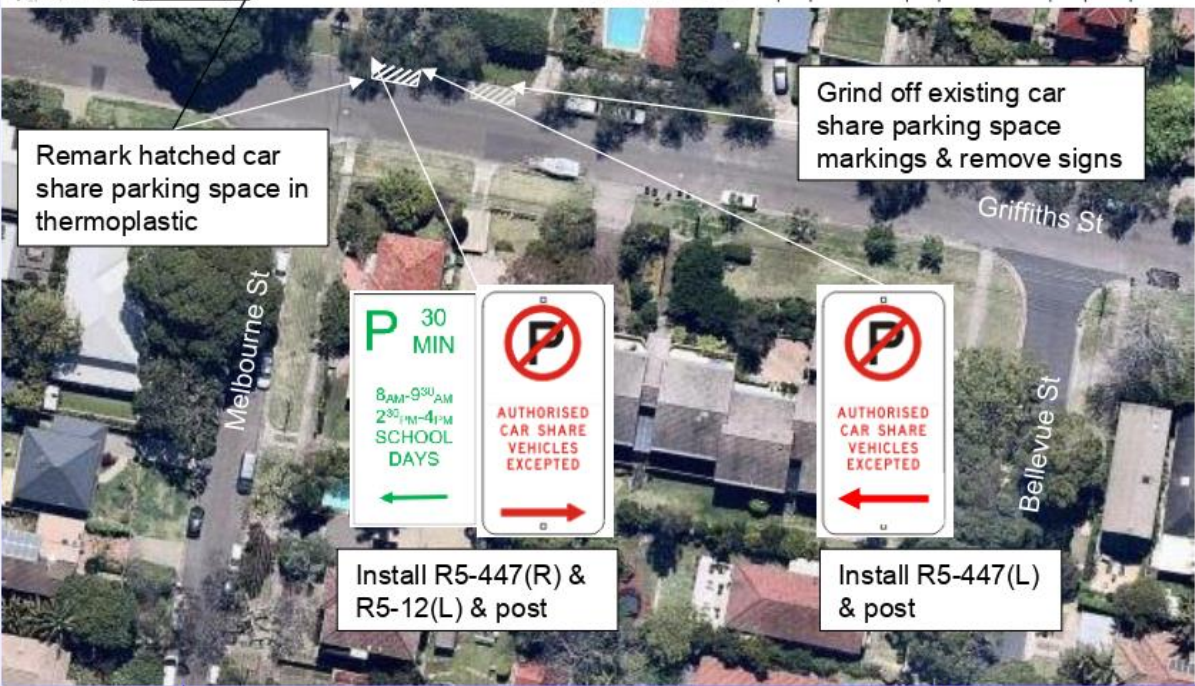
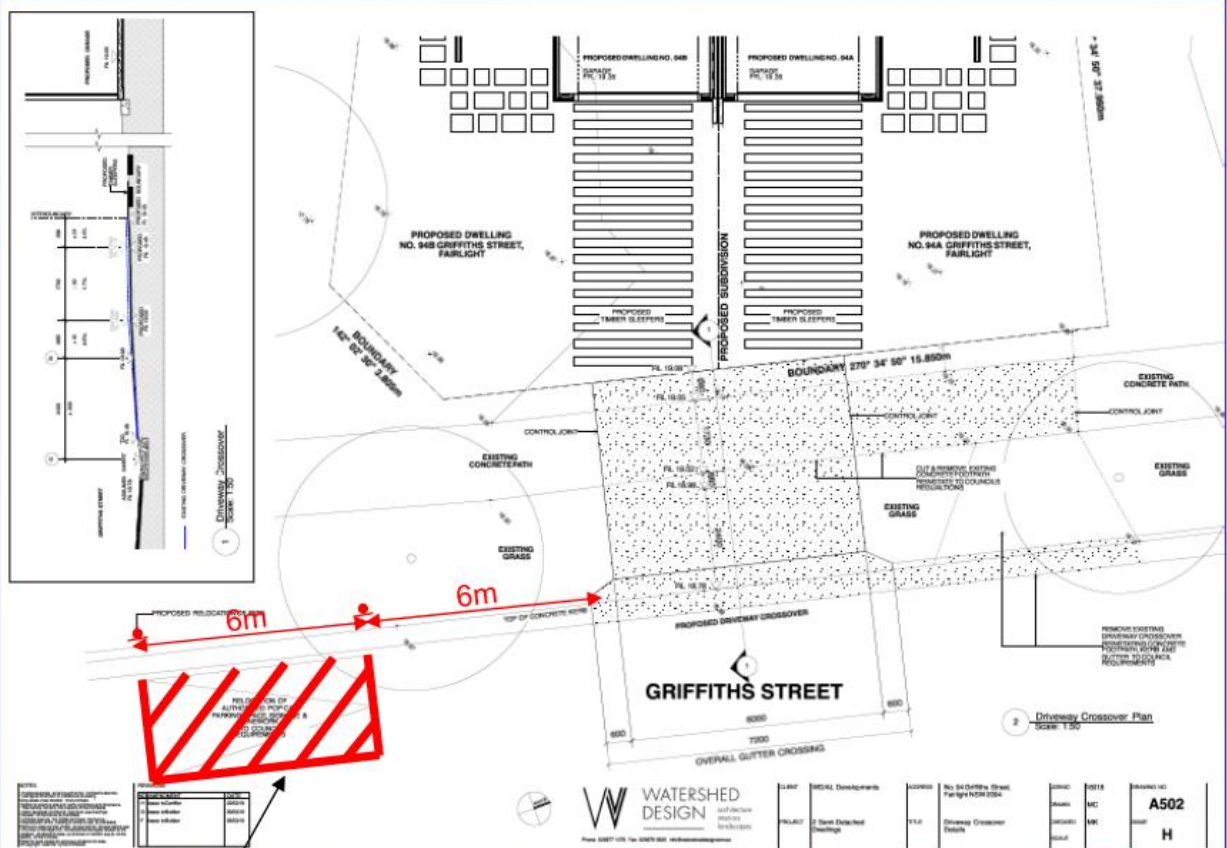
That the Traffic Committee supports the:

- A. Removal of the existing car share space in front of No.94 Griffiths Street, Fairlight, and relocation approximately 12m to the west
  - B. Completion of all signposting and linemarking works associated with the removal and relocation of the space being undertaken at the applicant's cost.
-



**REPORT TO NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE  
MEETING**

**ITEM NO. 4.18 - 07 MAY 2019**



**PROPOSAL**

**94 Griffiths Street, Fairlight  
Relocation of Car Share Parking Space**

Drawn **JB** Approved

<b>ITEM 4.19</b>	<b>EAST ESPLANADE, MANLY - LOADING ZONE RELOCATION</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2019/215998</b>
<b>ATTACHMENTS</b>	<b>1 East Esplanade, Manly - Plan</b>

**GEOCODES:** -33.799313, 151.284590

## **REPORT**

### **BACKGROUND**

Council has received concerns from the State Transit Authority (STA) regarding difficulties buses are experiencing in gaining access to the Bus Zone sited on the south side of East Esplanade, west of Belgrave Street, Manly. The STA requests changes to ensure this Bus Zone is available for use when required.

### **LOCATION**

East Esplanade, Manly, is a local road carrying moderate volumes of traffic. It intersects with Belgrave Street, a State Road at Manly Wharf. Very high volumes of pedestrians cross Belgrave Street to and from the ferry wharf with large numbers of buses departing from East and West Esplanade near this intersection.

### **ISSUES**

- The rear of the existing Bus Zone on West Esplanade applies only between 6:00am to 9:00am and 3:00pm to 7:00pm Mon-Fri reverting to a Loading Zone at other times. The STA advises that buses are frequently unable to access the part time Bus Zone when needed as it is occupied by delivery vehicles.
- The STA has advised that they would prefer the Bus Zone on West Esplanade to operate on a full time basis rather than a part time basis
- The parking of delivery vehicles at the rear of the Bus Zone on East Esplanade will not impact upon bus services as much as the parking of delivery vehicles at the rear of the Bus Zone on West Esplanade
- There are a number of commercial premises operating from the Manly Wharf that need to make their deliveries from the West Esplanade Loading Zone. Relocating the Loading Zone, but extending its hours of operation, will improve the ability of delivery drivers to make their deliveries. An access ramp is present at the rear of the proposed Loading Zone to facilitate delivery access in the Wharf precinct.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to relocate the existing part time Loading Zone from the rear of the Bus Zone on West Esplanade to the rear of the Bus Zone on East Esplanade, Manly. The Bus Zone on West Esplanade will be amended to operate on a full time basis and the new Loading Zone on East Esplanade will also operate on a full time basis.

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

This proposal will have no impact on people walking or cycling.

## CONSULTATION

Consultation has taken place with the STA who are supportive of the proposed change. No other consultation has been undertaken with regard to this matter as the existing Loading Zone and Bus Zone restrictions are being maintained, just re-sited and becoming full time rather than part time.

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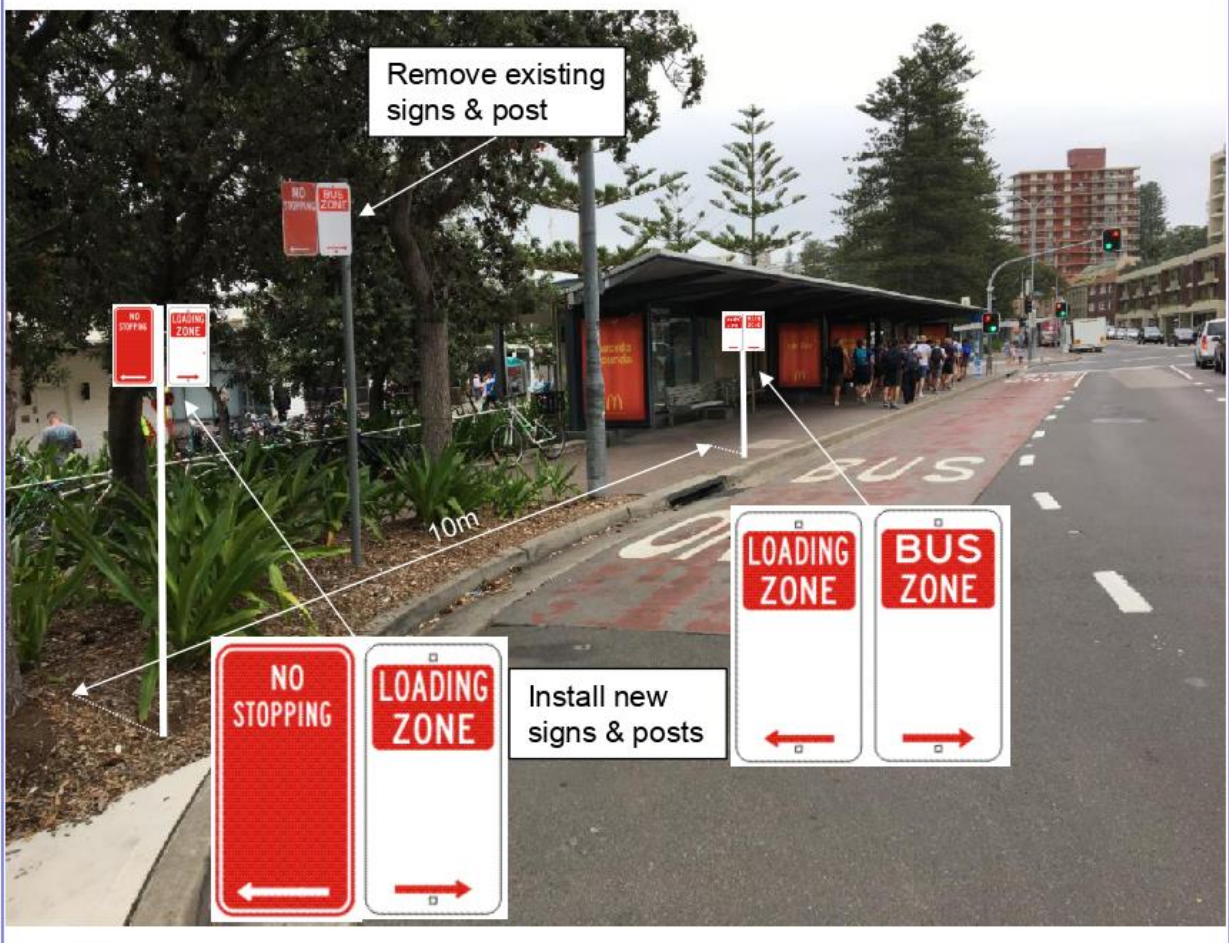
## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Replacement of the part time Bus Zone (12m in length ) on the south side of West Esplanade west of Belgrave Street, Manly, with a full time Bus Zone.
  - B. Introduction of a full time Loading Zone of 10m in length at the eastern end of the Bus Zone on East Esplanade, Manly.
-



	<p>PROPOSAL</p>	
	<p>East Esplanade Bus Zone &amp; Loading Zone</p>	
	<p>Drawn JB                      Approved </p>	





<b>ITEM 4.20</b>	<b>BEACONSFIELD STREET AND KALINYA STREET, NEWPORT BEACH - BUS ZONE RELOCATION</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2019/220047</b>
<b>ATTACHMENTS</b>	<b>1 Beaconsfield Street and Kalinya Street, Newport Beach - Plan</b>

**GEOCODES:** -33.660235, 151.309258

## REPORT

### BACKGROUND

Council has received concerns from local residents regarding the location of the bus stop outside No.75 Beaconsfield Street, Newport, which is used by visitors to The Newport.

### LOCATION

- Beaconsfield Street is a local sub-arterial road and Kalinya Street, a collector road, both with a 50km/h speed limit.
- Beaconsfield Street has a road width of approximately 11.5m between kerbs. Kalinya Street has a road width which varies from 12.5m to 19m where there is an indented bay for angled parking.
- Dearin Reserve and the Metro Mirage Newport are located on the western side of Kalinya Street (between Gladstone Street and Queens Parade), and The Newport is located south of Queens Parade.
- The Queens Parade Car Park is located on the eastern side of Kalinya Street providing a total of 59 spaces with both short and longer term parking options. 15 minute parking (8:30am – 8:00pm Everyday) is provided fronting the shops, and 10 minute parking (7:30am – 8:00pm Everyday) outside Newport Kindergarten. The remainder of the car park includes sections of restricted 1 hour and 2 hour parking (8:30am – 8:00pm Mon-Sat) and 4 hour parking (8:30am – 8:00pm Sunday and Public Holidays).
- Queens Parade West has unrestricted parking from Monday to Friday and 4 hour parking (8:30am – 6:00pm Sat, Sun and Public Holidays). The section of Beaconsfield Street fronting the shops has 1 hour parking (8:30am – 6:00pm Everyday).
- The section of Kalinya Street between Gladstone Street and Queens Parade has restricted 2 hour parking (8:30am – 6:00pm Mon-Sat) and 4 hour parking (8:30am – 6:00pm Sunday and Public Holidays). The section of Kalinya Street fronting The Newport has restricted 1 hour parking (8:30am – 6:00pm Everyday) and No Parking 6:00pm – 12:00am Everyday which allows for drop-off and pickups. Drivers are permitted to stop to drop-off or pickup passengers for up to 2 minutes as long as the driver remains within 3m of the vehicle.
- There is an existing marked pedestrian crossing located in Kalinya Street (south of Queens Parade) which facilitates pedestrian access between The Newport, Council car park, bus stops, public wharf, school, shops, and on street car parking areas that are situated on opposite sides of the road.
- The 188, 189 and L90 bus services operate along Beaconsfield Street and Kalinya Street. A bus stop is located on the eastern side of Kalinya Street south of the marked pedestrian crossing, with the corresponding bus stop for the reverse direction located outside No.75 Beaconsfield Street.

## ISSUES

- Local residents have expressed concerns regarding the location of the bus stop outside No.75 Beaconsfield Street, which is frequently used by visitors using public transport to The Newport. Council has received a number of reports in relation to inappropriate behaviour, noise, litter, trespassing private property, and concerns regarding security.
- The existing Bus Zone is located in the vicinity of five residential driveways including several unit blocks, and there are safety concerns with large groups of people congregating around the bus stop and blocking access to properties.
- It has been requested that the bus stop be relocated directly in front of the Newport where there are additional controls to deter inappropriate behaviour, including security guards and surveillance cameras.
- The proposed bus stop location would be more convenient and accessible for public transport users as the wider footpath outside The Newport provides a larger waiting area for users boarding and alighting from the bus.
- Vehicles parked on bends where traffic sight distances are restricted, and on the approaches to bus stops, affect bus accessibility and create a potential traffic hazard to road users by restricting the road width for through traffic.
- The existing timed parking restrictions in the area were introduced following recommendations outlined in the West Newport Parking Demand Management Strategy, to provide a variety of parking options for visitors and customers of local businesses and services.
- There continues to be a high demand for parking during business hours, weekends and public holidays. Parking usage in the area is shared between residents, shop customers, users of Dearin Reserve, and patrons of The Newport and Metro Mirage Hotel Newport, which are popular entertainment and social venues.

## PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- Beaconsfield Street and Kalinya Street are part of the Road Cycling Network and also included on the future Safe Cycling Network (Draft). The proposed changes do not affect any future planned facilities and will improve safety for people cycling and other road users by preventing parking on the bend.
- The proposal will enhance pedestrian amenity and provide more convenient access for public transport users with the relocation of the bus stop directly outside The Newport, closer to the existing marked pedestrian crossing and where there is a wider footpath and waiting area.

## PROPOSAL

Council has undertaken a review of the above location and consulted on a proposal to relocate the existing Bus Zone from outside No.75 Beaconsfield Street to The Newport in Kalinya Street, with No Parking restrictions on the approach to improve bus stop accessibility. The existing 1P 8:30am-6:00pm Everyday and No Parking 6:00pm-12:00am Everyday restrictions outside The Newport were to be relocated between the driveways of No.79-81 and 83-85 Beaconsfield Street. The Bus Zone outside Dearin Reserve was to be removed to provide additional on-street parking).

## CONSULTATION

- Consultation letters have been distributed to 89 properties within the immediate vicinity of the location providing notification of the proposed changes.
- A total of 13 submissions were received with all 13 responses supporting the relocation of the bus stop and Bus Zone. Four of the submissions requested that 2 hour parking (8:30am - 6:00pm Mon-Fri) and 4 hour parking (8:30am – 6:00pm Sat, Sun and Public Holidays) be installed between the driveways of No.73 and 77 following the removal of the Bus Zone.

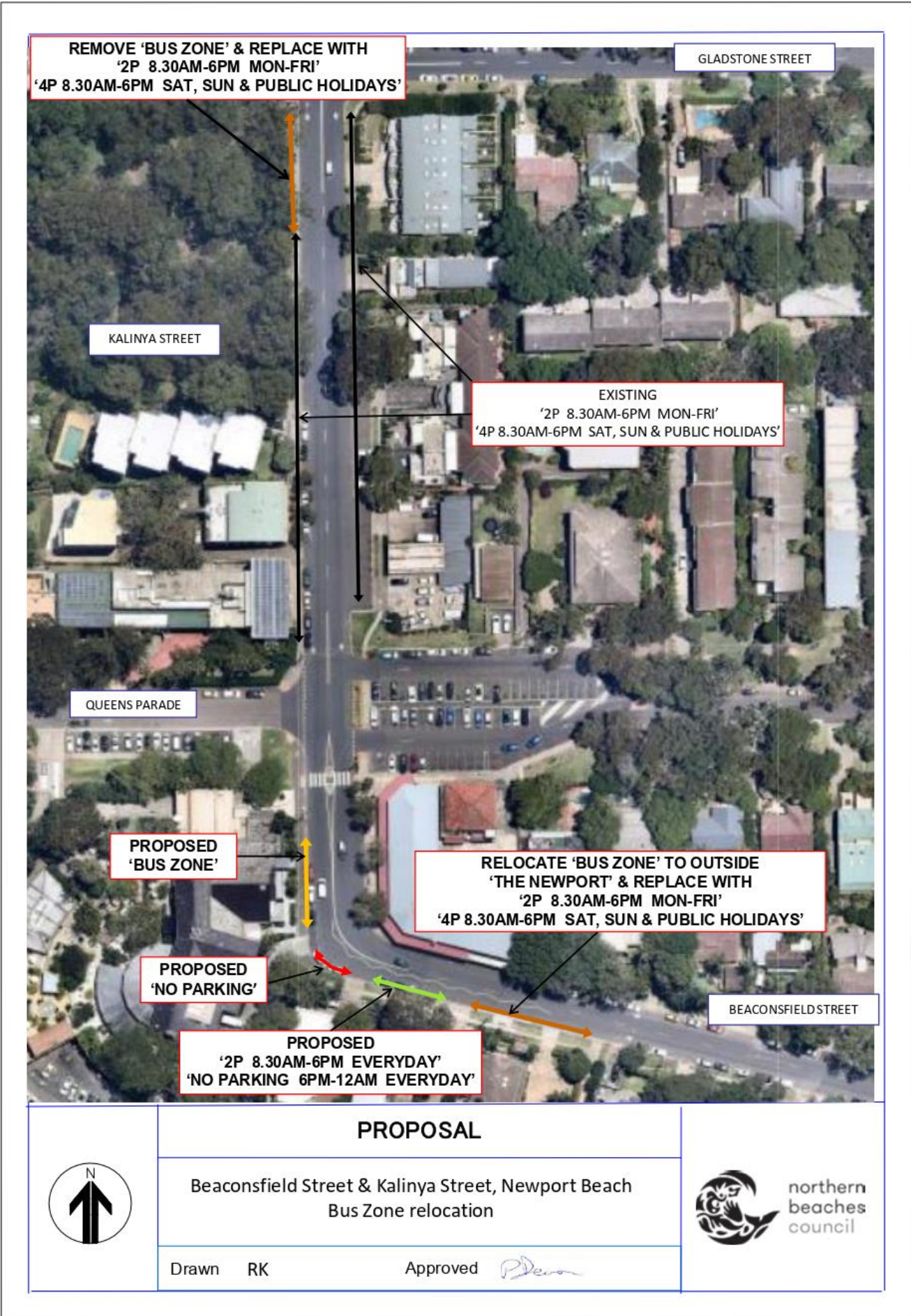
- Two respondents objected to the relocation of the 1P 8:30am – 6:00pm Everyday and No Parking 6:00pm – 12:00am Everyday restrictions from outside The Newport, to between the driveways of No.79-81 and 83-85 Beaconsfield Street, and an additional submission supported the No Parking but believed that the 1 hour parking was not sufficient and would encourage parking for short visits to the shops and pedestrians crossing on the bend.
- The State Transit Authority (STA) did not raise any objections to the overall proposal, including the removal of the bus stop outside Dearin Reserve, as the distance between bus stops were still within the STA requirements of 400m. There were also suggestions from residents to remove the existing bus stop outside No.15-17 Kalinya Street; however, this would not be supported as the resultant distance between bus stops would exceed 400m.
- Council has further reviewed some of the comments and has decided to amend the proposal to include 2 hour parking (8:30am – 6:00pm Mon-Fri) and 4 hour parking (8:30am – 6:00pm Sat, Sun and Public Holidays). The 1P 8:30am – 6:00pm Everyday and No Parking 6:00pm - 12am Everyday restrictions between the driveways of No.79-81 and 83-85 Beaconsfield Street, will also be modified to 2P 8:30am – 6:00pm Everyday' and No Parking 6:00pm - 12:00am Everyday restrictions.

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### RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following changes in parking restrictions in Beaconsfield Street and Kalinya Street, Newport:

- A. Replace the section of 1P 8:30am – 6:00pm Everyday and No Parking 6:00pm – 12:00am Everyday restrictions outside The Newport, with Bus Zone restrictions
  - B. Install No Parking restrictions between the exit to The Newport and the driveway of No.83-85 Beaconsfield Street.
  - C. Install 2P 8:30am – 6:00pm Everyday and No Parking 6:00pm – 12:00am Everyday restrictions between the driveways of No.79-81 and 83-85 Beaconsfield Street.
  - D. Install 2P 8:30am – 6:00pm Mon-Fri and 4P 8.30am - 6pm Sat, Sun and Public Holidays restrictions, between the driveways of No.73 and 77 Beaconsfield Street.
  - E. Remove Bus Zone outside Dearin Reserve and replace with 2P 8:30am – 6:00pm Mon-Fri and 4P 8:30am – 6:00pm Sat, Sun and Public Holidays' restrictions.
-



**PROPOSAL**

Beaconsfield Street & Kalinya Street, Newport Beach  
Bus Zone relocation



Drawn RK

Approved *P. Deon*