



northern
beaches
council

AGENDA

NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING

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

TUESDAY 3 DECEMBER 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
Traffic Engineering Coordinator	Mr Patrick Bastawrous
Traffic Engineer	Mr Ricky Kwok
Traffic Engineer	Mr James Brocklebank
Traffic Engineer	Mr Velsamy Sankaran
Traffic Engineer	Mrs Rezvan Saket
Traffic Engineer	Mr Anwar Subel
Traffic Officer	Mr Luke Nickson
Traffic Officer	Mr Brian Duong
Traffic Officer	Mr Ali Samimi Haghighi
Traffic Officer	Mrs Kajal Todd
Ranger Coordinator	Mr Michael Davey
Strategic Transport Coordinator	Ms Michelle Carter
Transport Project Officer	Mr Phillip Gray
Road Safety Officer	Mrs Karen Menzies
Road Safety Officer	Ms Robynann Dixon
Specialist Administration Officer	Ms Lisa Monk

Visitors

Nil

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

to be held on Tuesday 3 December 2019

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10:00am

1.0 APOLOGIES

2.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICT OF INTEREST

2.1 Minutes of Northern Beaches Council Local Traffic Committee held 12 November 2019

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NEXT MEETING Tuesday 4 February 2020

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

2.1 MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD 12 NOVEMBER 2019

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 12 November 2019, copies of which were previously circulated to all Members, be confirmed as a true and correct record of the proceedings of that meeting.

2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

Members are advised of the following definitions of a "pecuniary" or "conflict" of interest for their assistance:

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

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

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

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

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

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1	POWDERWORKS ROAD, ELANORA HEIGHTS - BLACK SPOT PROJECT
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/660771
ATTACHMENTS	1 Powderworks Road, Elanora Heights - Plan 2 Table of Consultation

GEOCODES: -33.697175, 151.285656

REPORT

BACKGROUND

The Australian Government Black Spot Program provides funding for projects that target locations where crashes are occurring. Nominations are encouraged to include Safe System solutions and treatments that reduce both the risk of crashes and the severity.

Council was successful in obtaining funding for the proposed treatments to address the targeted casualty crashes along the section of Powderworks Road, between Lesley Close and Bolwarra Road, over the nominated 5 year period. The endorsed proposal includes a number of treatments including redirective median, crash barrier, and high friction seal; to address the reported head-on, off carriageway and wet weather casualty crashes.

LOCATION

- Powderworks Road is categorised as a Regional Road that connects Mona Vale Road to Pittwater Road via Garden Street.
- The road has a 3 tonne load limit, and the speed limit along the majority of the road is 50km/h. The speed limit changes to 60km/h, north of No.214 Powderworks Road towards Mona Vale Road.
- The section of road between Lesley Close and Bolwarra Road is approximately 10m wide between kerbs, and a continuous footpath is located along the western side of the road.
- The existing road width provides for one traffic lane in each direction with a parking lane that alternates from one side of the road to the other. The available on-street parking is unrestricted.
- The 182 Mona Vale to Narrabeen and E83 North Narrabeen to City Wynyard (Express Service) operates along Powderworks Road.

ISSUES

- Residents have raised concerns regarding safety and inappropriate speeds of vehicles travelling along Powderworks Road.
- Council previously introduced a number of treatments to improve safety and traffic calming along Powderworks Road, including traffic islands, designated right turn lanes, and alternating the parking lane on either side of the road in the attempt to reduce traffic speeds.
- Council has improved signage along this section of road in recent years with the installation of Chevron Alignment Markers on the outside of the curve near No.118 and advanced curve warning signs with 35km/h advisory speed limit on the approaches.

- Council has also raised the request from residents for consideration of traffic calming devices, however the RMS have indicated that they would not support speed humps on the Regional Road.
- Council submitted an application for Black Spot funding based on the eligible casualty crashes which require at least three casualty crashes over a five-year period, and proposing treatments for those casualty crashes. A casualty crash is defined as a fatal or injury related crash. Non-casualty crashes cannot be considered as part of the assessment, as the Black Spot program specifically funds locations where there is a history of casualty crashes to ensure that those sites where there is a recurrent problem are prioritised for treatment.

PROPOSAL

- The Black Spot proposal forms part of the Safe System approach to reducing fatalities and serious injuries on our roads. The proposed treatments will help provide a safer road environment which is more forgiving of human or mechanical error and reduces the risk and severity of crashes.
- A high friction seal is proposed over a 200m section of Powderworks Road between Lesley Close and Bolwarra Road, to address a number of wet crashes on this road. The treatment will help improve skid resistance and prevent vehicles losing control on the wet surface.
- A redirective median is proposed between the traffic island south of the right turn bay into Totala Place and the driveway of No.119, to address a fatal head-on the bend. The treatment will help separate opposing traffic flows, and will be installed in conjunction with signage and delineation treatments.
- Crash barriers are proposed on the northern side of the road between the driveways of No.113 and 121, to address off carriageway crashes on the left bend. The treatment will help protect the adjacent properties and prevent vehicles leaving the road and colliding with fixed objects.
- The redirective median along the centre of the road and crash barriers on the roadside are suitable treatments with high crash treatment reduction rates to address the specific crash types.
- Council also proposes an additional traffic island between the driveways of No.137 and 137A, to assist with traffic calming on the western approach to the section of road under consideration.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Powderworks Road is included in both the existing Safe Cycling and Road Cycling Network. There is currently an existing footpath for off-road cycling on the southern side of the road. The proposed treatments will help reduce traffic speeds and improve safety for all road users.
- The proposal does not affect pedestrians or impacts on walking.

CONSULTATION

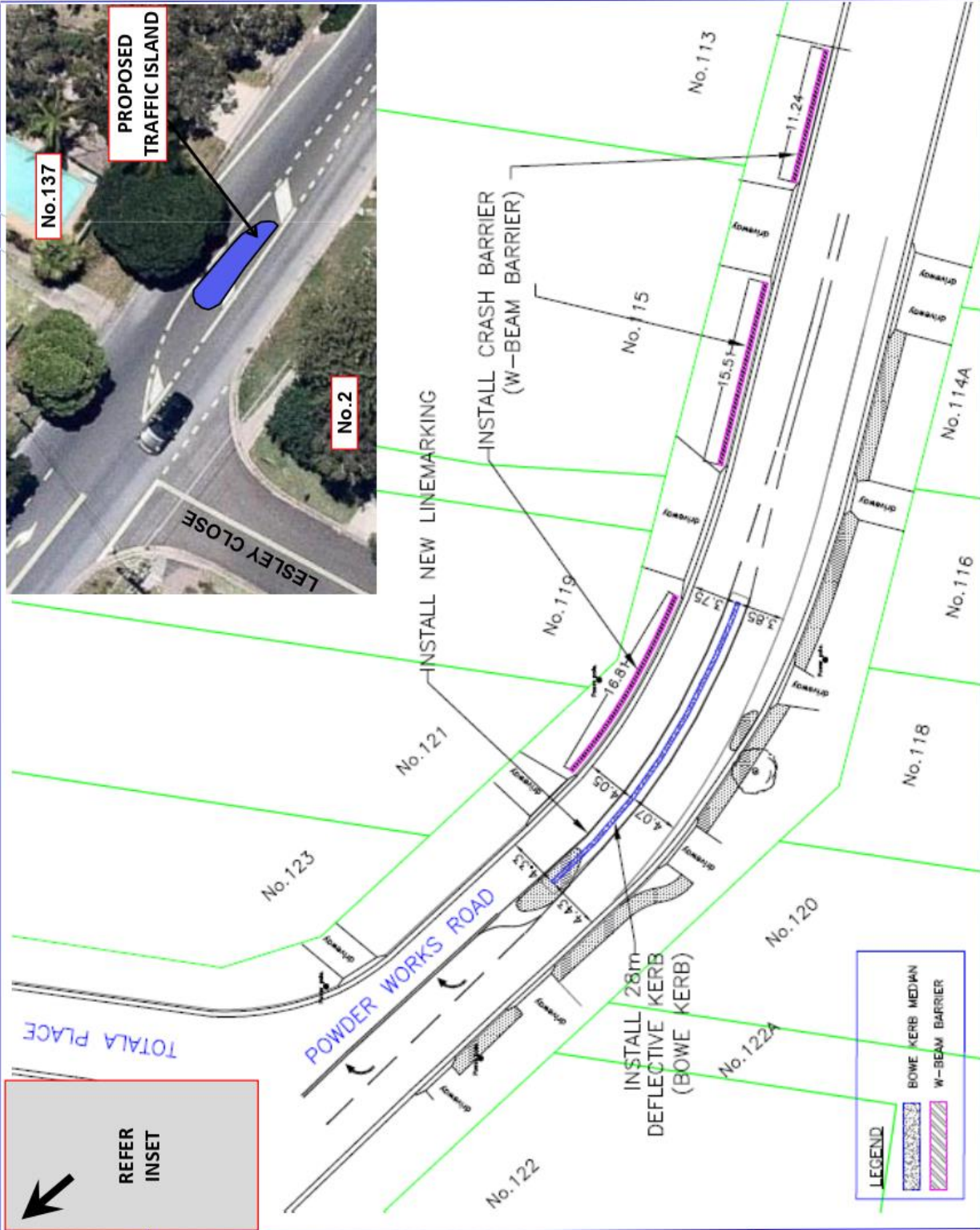
- Consultation letters have been distributed to 57 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 - Table of Consultation.
- A total of 14 submissions were received with 5 letters of support and 9 objections to the proposal. Council also notes the receipt of a petition signed by residents from 24 properties in the immediate area supporting the installation of a speed camera to monitor traffic speeds along this section of road.

- The main objections were in relation to access restrictions and concerns to address traffic speeds. The proposed redirective median constructed along the centre of the road to prevent head-on crashes, will affect right turn manoeuvres for several properties.
- Council will review the overall length of the redirective median to maintain access for properties at the eastern end of the median where possible, and consider minor adjustments to the affected property driveways to improve access. However, in order to maintain the function and continuity of the redirective median, some right turn access to/from properties will be affected. These residents will be required to use the existing right turn bays into the side streets of Totala Place or Cooleena Road to turn around beyond the section of dividing barrier lines.
- The Roads and Maritime Services (RMS) is the responsible authority for setting speed limits on all roads in NSW. Speed cameras are funded and managed by the RMS. Council has therefore submitted a nomination for a speed camera along this section of Powderworks Road for their consideration.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following proposals funded under the 2019/20 Australian Government Black Spot Program for Powderworks Road, between Lesley Close and Bolwarra Road, Elanora Heights:

- A. Provision of a high friction seal (approximately 200m in length).
- B. Construction of a redirective median, between the traffic island south of the right turn bay into Totala Place and the driveway of No.119.
- C. Installation of crash barriers along the northern side of the road between the driveways of No.113 and 121.
- D. Provision of an additional traffic island between the driveways of No.137 and 137A.



	PROPOSAL	 northern beaches council
	POWDERWORKS ROAD, ELANORA HEIGHTS BLACK SPOT PROJECT	
	Drawn RK Approved <i>P. Devo</i>	

Table of Consultation

Address	Powderworks Road, Elanora Heights
Proposal	Black Spot Project

Properties Consulted	57
Responses Received	14
Support	5
Do Not Support	9

*A separate petition signed by residents from 24 properties in the area was received, supporting the installation of a speed camera to monitor traffic speeds along this section of road.

Issue	Resident Comment	Council Response
Redirective median	<p>- It appears only a small section merits the installation of a Deflective Kerb.</p> <p>- The proposal greatly reduces the access to my driveway.</p>	<p>- The Black Spot program specifically funds projects where there is a reported history of casualty (fatal or injury related) crashes and treatments that reduce both the severity and risk of crashes occurring at that location. The proposed length of the redirective median targets the reported fatal head-on at the bend.</p> <p>- The length of the redirective median will be reviewed and modified to maintain access for properties at the eastern end of the median where possible, with minor adjustments to the affected property driveways. In order to maintain the continuity of the redirective median, some resident access will be affected and require use of the existing right turn bays along Powderworks Road to turn around in Totala Place or Cooleena Road beyond the section of dividing barrier lines of the side roads.</p>
Crash barriers	<p>- Speed and accidents occur both up and down the street although it appears that this proposal only deals with that which comes down the street</p> <p>- Crash barriers could reduce the visibility of oncoming traffic for those exiting driveways</p> <p>- I live where the new proposed barriers will be built. I support the plan, it would safeguard the homes that continually have accidents in their front yards.</p> <p>- I do not support installation of a W-Beam Barrier in front of these properties as it will prevent the collection of garbage bins.</p>	<p>- The Black Spot Program funding requirements only considered casualty crashes for the 5 year period. The proposed length of crash barriers targets the eligible reported casualty crashes which occurred for off carriageway on the left bend.</p> <p>- The proposed crash barriers are in accordance with Australian Standards, and will help protect the adjacent properties and prevent vehicles leaving the road and colliding with fixed objects.</p> <p>- Garbage collection services will continue for all affected properties.</p>

Issue	Resident Comment	Council Response
Speed	<ul style="list-style-type: none"> - It does not in any way address the fundamental safety issue which is the excessive speed of vehicles. This section of road needs a Fixed Speed Camera to capture traffic in both directions. - Speed humps and other traffic calming devices should be considered. - A chicane, similar to those in Garden Street in Warriewood Valley, placed immediately to the West of Totala Place will slow these speeding motorists just before they enter the dangerous curve. - We support this Proposal particularly the proposed traffic island outside number 137. Anything to slow the traffic down would be appreciated. - The 50km/h speed limit is rarely enforced 	<ul style="list-style-type: none"> - The Roads & Maritime Services (RMS) is the responsible authority for setting speed limits on all roads in NSW, including the management of speed camera programs. Council has submitted a nomination for a speed camera along this section of Powderworks Road for their consideration. - The RMS have indicated that they would not support speed humps on the Regional Road. - The proposed addition of a traffic island between the driveways of No.137 and 137A will act in conjunction with the existing kerb blisters to assist with traffic calming on the western approach to the section of road. - The enforcement of speed limits is undertaken by the Police. This matter has been forwarded to the Police for their consideration.
Road maintenance	<ul style="list-style-type: none"> - There appears to be a water leak at the corner of 119 Powderworks Road which creates a pothole and is frequently repaired. 	<p>This matter has been referred to Council's Road Assets and Construction Maintenance section for further investigation and any required works.</p>

ITEM 4.2	LANTANA AVENUE, WHEELER HEIGHTS - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2019/649513
ATTACHMENTS	1 Lantana Avenue, Wheeler Heights - Plan

GEOCODES: -33.7243296, 151.2846483

REPORT

BACKGROUND

Council has received concerns from local residents regarding the safety of crossing at Lantana Avenue, Wheeler Heights.

LOCATION

- Lantana Avenue is a No Through Road and connects with Veterans Parade via a roundabout at the eastern end.
- Lantana Avenue is a local road, 7.3m in width, with a speed limit of 50km/h
- The 146 and E79 services this section with three Bus Stops, with the RSL Retirement Village located along the northern side of Lantana Avenue.

ISSUES

Due to the location of the existing crossing being located close to multiple bus stops and a Retirement Village, next to the roundabout on Lantana Avenue and Veterans Parade, the crossing is to be relocated 20m west to ensure it is suitable for walkers, mobility scooters and prams. Motorist will then have a clearer vision of those crossing the road.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to extend the footpath to reposition the kerb ramps and install No Stopping restrictions to ensure clear visibility from vehicles exiting the roundabout from Veterans Parade, entering Lantana Avenue.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Sight lines to cyclists and pedestrians passing through the section of road will be improved by the removal of parked vehicles in the area.

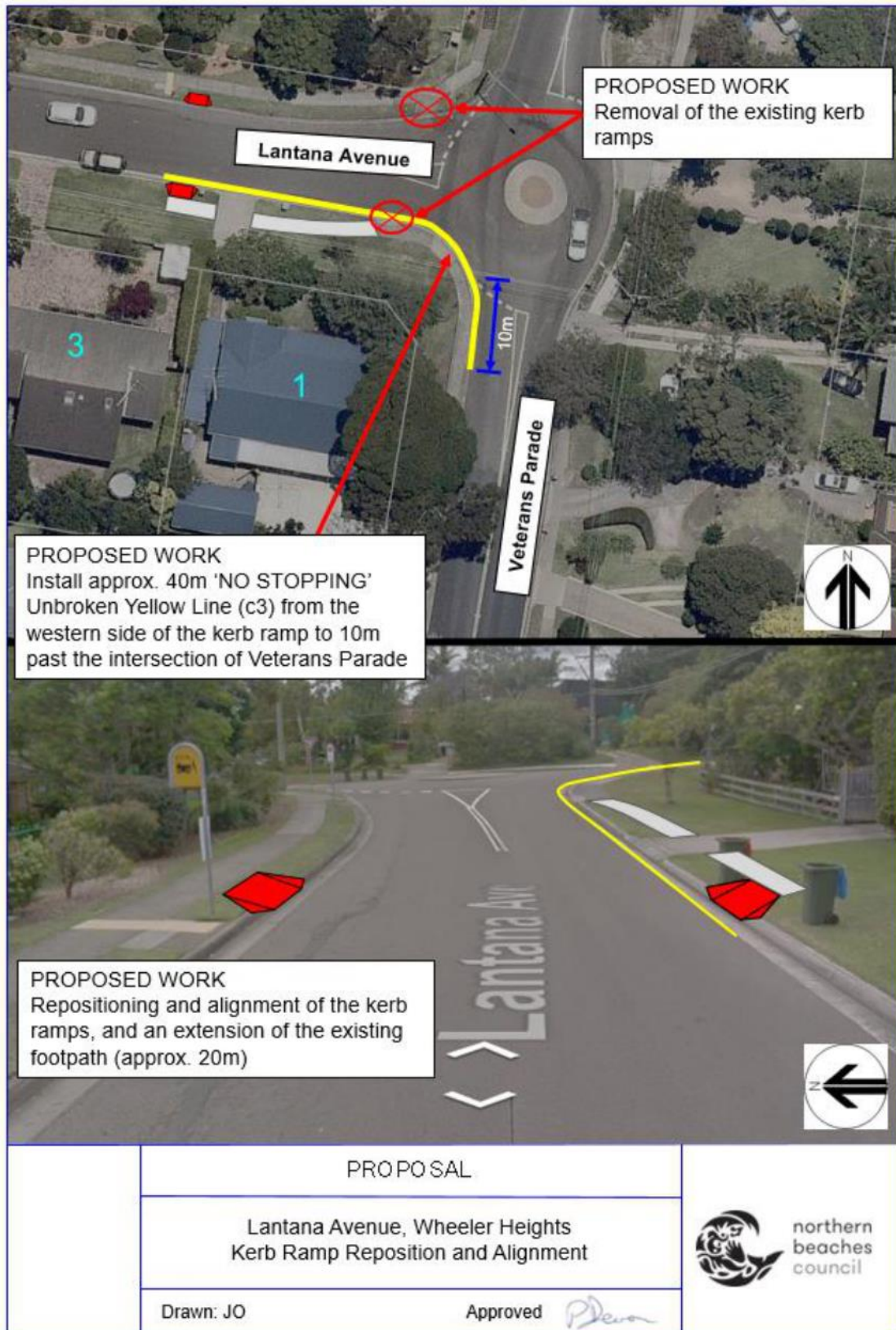
CONSULTATION

Consultation letters have been distributed to 27 properties within the immediate vicinity of the location providing notification of the proposed changes. One response was received in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 40m of a No Stopping Unbroken Yellow Kerb Line from the western side of the kerb ramp to 10m past the intersection of Veterans Parade, Wheeler Heights.
- B. Removal of the existing kerb ramps on Veterans Parade, Wheeler Heights.
- C. Repositioning and alignment of the kerb ramps, and an extension of the existing footpath by approximately 20m on Veterans Parade, Wheeler Heights.



ITEM 4.3	ISMONA AVENUE, NEWPORT - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2019/659030
ATTACHMENTS	1 Ismona Avenue, Newport - Plan 2 Table of Consultation

GEOCODES: -33.651999, 151.319928

REPORT

BACKGROUND

Council has received concerns from local residents regarding the narrow nature of Ismona Avenue, Newport, and the parked vehicles that restrict safe entry and exit for residents and services. There is currently a No Stopping zone from outside No. 4, around the turning circle, and to outside No. 5. The proposal wishes to extend this No Stopping zone by 35m, to end outside No. 1

LOCATION

- Ismona Avenue is a local road with a 50km/h speed limit
- Ismona Avenue is a two-way road with a width varying from 4.3m to 6m (kerb to kerb)
- Ismona Avenue meets at a T-intersection with Ocean Avenue

ISSUES

The narrow nature of this road prevents safe entry and exit for residents and service vehicles when vehicles are parked on both sides of the road.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to extend the existing No Stopping zone by 35m from No. 5 to No.1 on Ismona Avenue, Newport.

This removes two on street parking spaces.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- As there is no footpath on this street, pedestrians and people cycling will need to travel on the road. Extending the No Stopping zone will provide extra space for vehicles driving, pedestrians and people cycling.

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the extension of the No Stopping zone by 35m from No. 5 to No. 1 on Ismona Avenue, Newport.

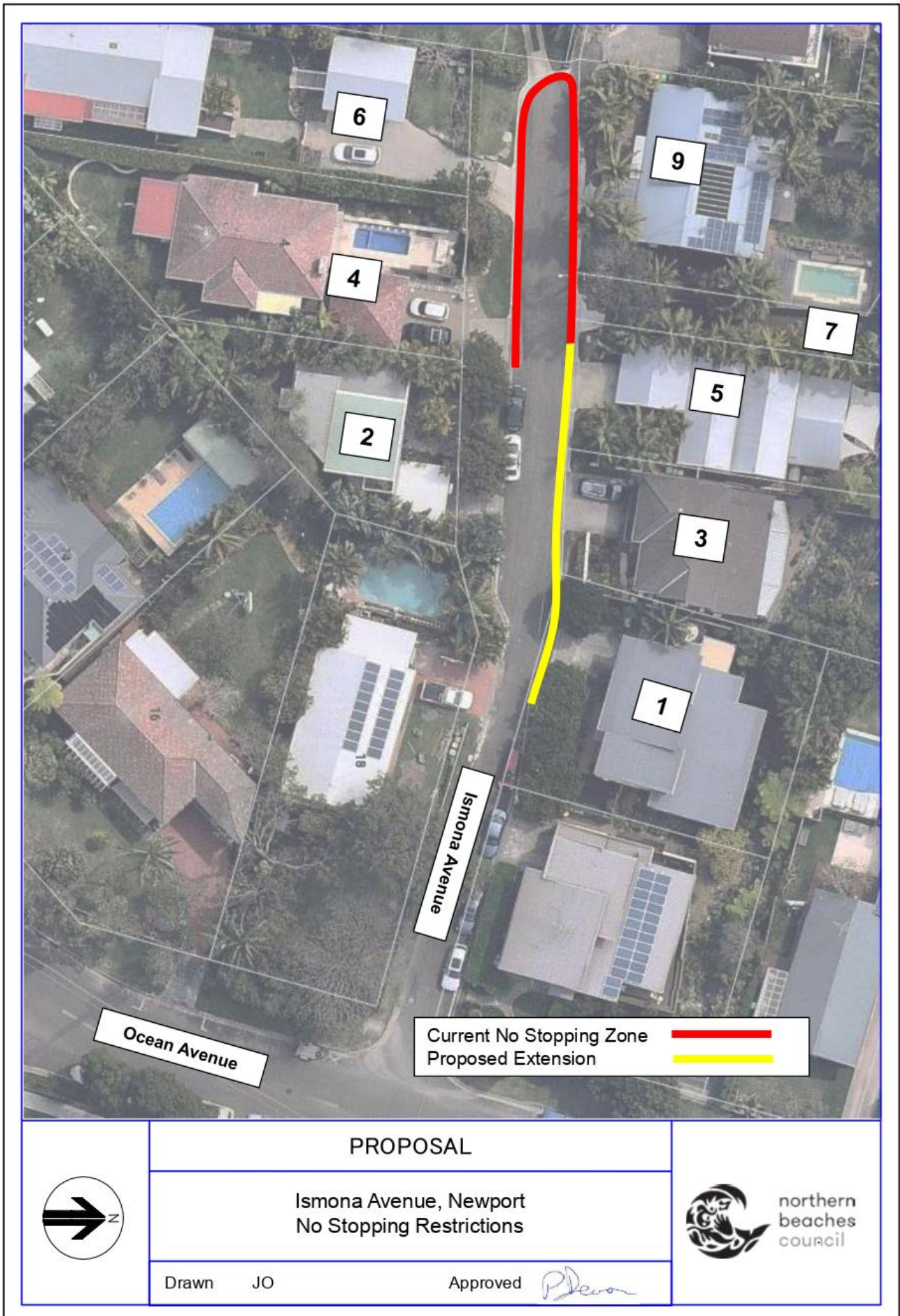


Table of Consultation

Address	<u>Ismona Avenue, Newport</u>
Proposal	<u>Extension of No Stopping Restrictions</u>

Properties Consulted	13
Responses Received	6
Support	5
Do Not Support	1

Issue	Resident Comment	Council Response
Road Surface Conditions	Surface is dangerous and need resurfacing, "it has been over 30 years since it was replaces... your pavements have a lifespan of 20 years"	Comments forwarded to Roads and Maintenance
Parking Demands	Limited parking spaces due to strata apartment owners. If they were to use their garage, the driveway would scratch the cars.	The Proposal will remove 2 parking spaces

ITEM 4.4	ENDEAVOUR DRIVE BEACON HILL - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2019/659202
ATTACHMENTS	1 Endeavour Drive Beacon Hill - Plan

GEOCODES: -338994.377, 6264380

REPORT

BACKGROUND

Council has received concerns from local residents regarding the narrow road width and sight distances when vehicles are parked on both sides of the curve at Endeavour Drive, Beacon Hill.

LOCATION

- Endeavour Drive is a local road in the Sydney Road Hierarchy Plan with a speed limit of 50km/h
- Endeavour Drive is a No Through Road approximately 350m long, 7.3m in width, providing access to 42 residential dwellings

ISSUES

Boat trailers and other box trailers are being parked in Endeavour Drive in and on the approach to the very sharp blind corner (between No.s 6 and 10 Endeavour Drive). This is causing vehicles to move to the other side road when entering a blind corner, which is extremely dangerous. There are often near head-on accidents because of this. Investigations found that trailers had moved and not at this location; however, restriction on one side of the bend would improve road safety.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce a No Stopping Unbroken Yellow Kerb Line from the southern side of the driveway at No. 6a Endeavour Drive 46m to the eastern side of the driveway at No. 8 Endeavour Drive, Beacon Hill.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Sight lines to cyclists and pedestrians passing through the section of road will be improved by the removal of parked vehicles in the area.

CONSULTATION

Consultation letters have been distributed to 14 properties within the immediate vicinity of the location providing notification of the proposed changes. Three responses were received and all in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of a No Stopping Unbroken Yellow Kerb Line from the southern side of the driveway at No. 6a Endeavour Drive 46m to the eastern side of the driveway at No. 8 Endeavour Drive, Beacon Hill.



ITEM 4.5	GERTRUDE AVENUE, NEWPORT - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2019/654624
ATTACHMENTS	1 Gertrude Avenue, Newport - Plan 2 Table of Consultation

GEOCODES: -33.6618062, 151.3198804

REPORT

BACKGROUND

Council has received concerns from local residents regarding the difficulty turning in the end of the cul-de-sac in Gertrude Avenue, Newport.

LOCATION

- Gertrude Avenue is a local road with an average width of 7.6m and a speed limit of 50km/h
- Gertrude Avenue is a No Through Road with access off Myola Road, Newport

ISSUES

There is currently a No Parking 6:00am – 6:00pm Waste Vehicles Excepted restriction to allow trucks to access the area to collect waste bins, but during the other times vehicles accessing properties and turning around are having difficulty due to vehicles parked in the area and on occasion, blocking driveways.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to replace the existing No Parking 6:00am – 6:00pm Monday Waste Vehicles Excepted restrictions with No Parking restrictions.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

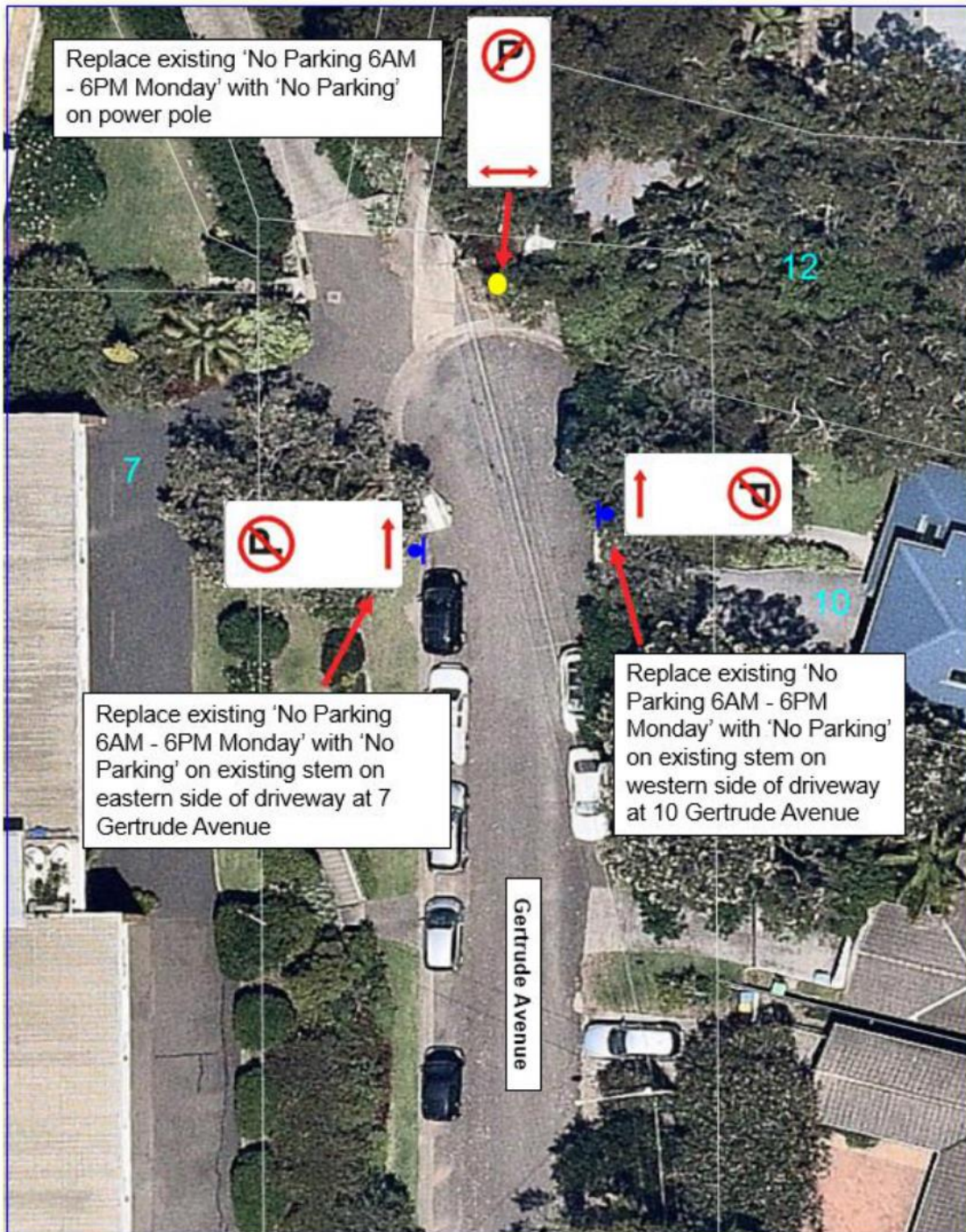
- The proposal does not affect pedestrian facilities or impacts on people walking or cycling.

CONSULTATION

Consultation letters have been distributed to 27 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 replacement of No Parking 6:00am – 6:00pm Waste Vehicles Excepted restrictions with No Parking restrictions on Gertrude Avenue, Newport.



	PROPOSAL	 northern beaches council
	Gertrude Avenue, Newport No Parking Restrictions	
	Drawn: KT Approved <i>Ruby Fawcett</i>	

Table of Consultation

Address	Gertrude Avenue, Newport
Proposal	No Parking Restrictions

Properties Consulted	27
Responses Received	6
Support	5
Do Not Support	1

Issue	Resident Comment	Council Response
Loss of parking	Limited parking on Gertrude Avenue due to the block of units in the street	All houses and units in the street have off street parking available. There is only a loss of 1 parking spot, which will now allow vehicles to turn around in the end of the cul-de-sac

ITEM 4.6	FLORIDA ROAD, PALM BEACH - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2019/665353
ATTACHMENTS	1 Florida Road, Palm Beach - Plan

GEOCODES: -33.598543, 151.323366

REPORT

BACKGROUND

Council has received concerns from local residents regarding narrow road conditions on Florida Road, between Palm Beach Road and Ocean Place, Palm Beach.

LOCATION

- The section of Florida Road lies between the intersection with Palm Beach Road and with Ocean Place, Palm Beach.
- The section of Florida Road is a local road that caters for two-way traffic, with a speed limit of 40km/h.
- Florida Road has an approximate width of 7.2m from kerb-to-kerb
- Current parking restrictions along Florida Road include:
 - No Parking Saturdays, Sundays and Public Holidays restrictions along the western kerbside,
 - No Parking restrictions along the eastern kerbside,
 - From the intersection with Palm Beach Road, No Stopping restrictions on both kerbside as vehicles must not position the vehicle within 3m of Dividing Barrier Lines; and
 - Statutory No Stopping restrictions at the intersection with Ocean Place.
- There is no footpath on either side of Florida Road.
- Adjacent land uses consist of low to medium-density housing along Florida Road.
- The bus routes that service the section of Florida Road include:
 - 199 – Palm Beach to Manly
 - L90 – Palm Beach to City Wynyard (Limited Stops)

ISSUES

- Florida Road is a narrow road and allows parallel parking along the western kerbside and allows vehicles to legally stop for dropping off or picking up, passengers or goods on the eastern kerbside - while catering for two-way traffic.
- When a vehicle stops in the existing No Parking restrictions, it obstructs travel paths of two-way traffic and creates traffic congestion and a potential traffic hazard to road users by restricting the road width for travel.

PROPOSAL

Council has undertaken a review of the above location and proposes to remove existing No Parking restrictions and replace with No Stopping Unbroken Yellow Kerb Lines. The length of the No Stopping restrictions will remain unchanged from the existing No Parking restrictions on the eastern kerbside.

This proposal will deter stopping at this section of Florida Road, Palm Beach. The proposal will assist the safe movement of traffic through Florida Road.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- Florida Road is not part of the Road Cycling Network and is not included in the Safe Cycling Network.
- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect pedestrian facilities or impacts on walking paths.

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Removal of existing No Parking Restrictions on the eastern kerbside on Florida Road, Palm Beach.
- B. Installation of No Stopping Unbroken Yellow Kerb Lines on the eastern kerbside of Florida Road, Palm Beach, between No.s 60 – 70.



LEGEND:
Proposed NO STOPPING restrictions ————
Current NO STOPPING restrictions ————

	PROPOSAL	 northern beaches council	
	Florida Road, PALM BEACH No Stopping Restrictions		
	Drawn BD		Approved <i>P. Deon</i>

ITEM 4.7	BARRENJOEY HIGH SCHOOL - COONANGA ROAD, AVALON BEACH - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/662021
ATTACHMENTS	1 Coonanga Road, Avalon Beach - Plan 2 Table of Consultation

GEOCODES: -33.629935, 151.334970

REPORT

BACKGROUND

Council has received concerns from local residents regarding the absence of a school drop off and pick up area outside Barrenjoey High School in Avalon Beach.

LOCATION

- Coonanga Road and Catalina Crescent are both local roads with a 50km/h speed limit. The section of road under consideration lies 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. Coonanga Road connects with Catalina Crescent on the bend outside Barrenjoey High School.
- Coonanga Road has a general road width of approximately 9.6m between kerbs, which varies to 12.8m where there is an indented bus bay. The bus bay is located near the main entrance to Barrenjoey High School and is used by a number of school bus services.
- The existing parking restrictions on the frontage to the school include a 60m section of Bus Zone 8:15am – 9:00am 3:00pm – 3:30pm School Days restrictions, followed by 25m of Bus Zone 3:00pm – 3:30pm School Days restrictions. The on-street parking between the Bus Zone and the start of the School Zone is unrestricted.

ISSUES

- Council has received concerns from residents and Barrenjoey High School regarding difficulties during the morning and afternoon school drop off/pick up periods, resulting in congestion and safety concerns outside the school.
- The existing parking outside the school frontage consists of a Bus Zone and unrestricted parking.
- The parking of vehicles near the school frontage prevents parents and carers from using the area for school drop off/pick ups.
- Areas signposted with No Parking restrictions allow a driver to drop off and pick up passengers as long as the driver remains within 3m of the vehicle and does not stay for longer than 2 minutes.

PROPOSAL

Council has undertaken a review of the above location and proposes to install No Parking 8:00am – 9:30am 2:30pm – 4:00pm School Days restrictions on the southern side of Coonanga Road, between the start of the School Zone and the Bus Zone.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- No impact on people cycling along Coonanga Road.
- Improved pedestrian amenity and safety by enabling parents and carers to drop off/pick up students on the school frontage.

CONSULTATION

Consultation letters have been distributed to 11 properties within the immediate vicinity of the location providing notification of the proposed changes. Council also advised Barrenjoey High School of the proposal who have indicated their support for the changes. The responses are noted in Attachment 2 - Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of No Parking 8:00am – 9:30am 2:30pm – 4:00pm School Days restrictions on the southern side of Coonanga Road, Avalon Beach; between the start of the Barrenjoey High School Zone and the Bus Zone.





	PROPOSAL	 northern beaches council	
	COONANGA ROAD, AVALON BEACH BARRENJOEY HIGH SCHOOL NO PARKING RESTRICTIONS		
	Drawn RK		Approved <i>P. Deane</i>

Table of Consultation

Address	Coonanga Road, Avalon Beach
Proposal	Barrenjoey High School No Parking restrictions

Properties Consulted	11
Responses Received	2
Support	2
Do Not Support	0

Issue	Resident Comment	Council Response
No Parking restrictions	<p>- I agree that there should be no parking in the proposed area for a 2min drop off instead to make access for the children being dropped off. It would also be ideal to have a drop off area at the back gate on tasman too with a similar 2 min drop off, that way it would not get so congested as cars could use both the front and back access of the school.</p> <p>- I have no objection to the proposed installation of the No Parking signs placed on the southern side of Coonanga Rd. However this will increase the longer parking problem outside my house.</p>	<p>Council has no current plans to provide an additional drop off/pickup area near the back gate in Tasman Road as there is available parking within the adjacent Pay & Display car park.</p> <p>- On street public parking in any street is free for anyone to use. The introduction of new parking restrictions may relocate parking to other nearby areas.</p>

ITEM 4.8	BRAMLEY AVENUE, NEWPORT - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2019/658093
ATTACHMENTS	1 Bramley Avenue, Newport - Plan 2 Table of Consultation

GEOCODES: -33.6554637, 151.3209358

REPORT

BACKGROUND

Council has received a request to provide a facility which enables the drop-off/pick-up of patients outside the medical practice located at the corner of Bramley Avenue and Barrenjoey Road, Newport.

LOCATION

- Bramley Avenue is a local road with a 50km/h speed limit, and a road pavement width of approximately 5.7m between kerbs.
- Bramley Avenue is located between Ross Street and Barrenjoey Road, Newport and provides entry and exit from the Newport Beach Reserve Car Park in Coles Parade.
- There is 'No Entry' to Bramley Avenue off Barrenjoey Road

ISSUES

- Council has received a request from the Medical Practice to facilitate a drop-off/pick-up area to provide patients easier accessibility to their practice
- The public parking available in Coles Parade is used by Newport Beach visitors and customers of the commercial centre along Barrenjoey Road.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to replace the existing No Parking with P10 Minute 8:00am – 5:00pm Mon – Fri (L & R) and No Parking All Other Times (L & R) to enable a drop-off/pick-up area.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will assist with the drop-off and pick-up of patients to access the medical practice on the corner of Bramley Avenue and Barrenjoey Road.
- There will be no impact to pedestrians or people cycling.

CONSULTATION

Consultation letters have been distributed to 21 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 following on Bramley Avenue, Newport:

- A. Replace existing No Parking restrictions with P10 Minute 8:00am – 5:00pm Mon-Fri (L & R) and No Parking At All Other Times (L & R).
- B. Relocate P (R) sign from stem to power pole.
- C. Remove No Parking (L & R) sign off power pole.

i. Replace existing 'NO PARKING' with 'P 10 MINUTE 8AM – 5PM MON – FRI (L)' and 'NO PARKING ALL OTHER TIMES (L)' on existing post

ii. Install 'P 10 MINUTE 8AM – 5PM MON – FRI (R)' and 'NO PARKING ALL OTHER TIMES (R)' and 'NO PARKING (L)' on existing post and relocate 'P' sign to pole

iii. Relocate 'P' (R) sign to pole

iv. Remove 'NO PARKING' (L & R) off pole

PROPOSAL

Bramley Avenue, Newport
Timed Parking Restrictions

Drawn KT Approved *Plewa*

northern
beaches
council

Table of Consultation

Address	Bramley Avenue, Newport
Proposal	Timed Parking Restrictions

Properties Consulted	21
Responses Received	3
Support	0
Do Not Support	3

Issue	Resident Comment	Council Response
Narrow road width	Road heavily used by garbage trucks and food delivery truck	Trucks will be able to pass parked vehicles. This will also assist to slow down passing vehicles in a high pedestrian area
Other parking available to be used	Parking behind Medical Practice and public parking across Bramley Avenue in Coles Parade	This is a 10 minute parking area, designed for drop-off and pick-up which will assist the less mobile to travel as far to the Medical Practice. Parking behind building is intended for staff vehicles

ITEM 4.9	SOUTH CREEK ROAD, DEE WHY - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2019/660204
ATTACHMENTS	1 South Creek Road Dee Why - Plan

GEOCODES: -341976.219, 6264861.834

REPORT

BACKGROUND

Council has received concerns from local businesses in relation to the existing 1P 8:30am-6:00pm Mon-Fri 8:30am - 12:30pm Sat timed restrictions, indicating that an amendment to 1/4P 6:00am - 6:00pm Everyday timed restrictions would be preferred.

LOCATION

- This section of South Creek Road is a local road with a speed limit of 50km/h
- South Creek Road has a measured width of 6.8m trafficable lanes and caters for two-way traffic
- On-street parking is restricted due to the time restrictions of available parking on the northern side
- Adjacent land uses consist of local businesses and low-density housing along the southern side and Telstra and a car wash on the northern side of South Creek Road, correspondingly
- A footpath lies along the northern and southern sides of South Creek Road, correspondingly
- A Mail Zone and an STA Bus Zone are located within this on street parking area

ISSUES

- As there is limited available on-street parking on the southern and northern side, vehicles and non-motorised vehicles share the shoulder parking on the western side
- Parking availabilities for residents and visitors using the reserve are limited due to the existing time restrictions and a Mail Zone and an STA Bus Zone are located within this parking area

PROPOSAL

Council has undertaken a review of the location and issues and proposes to amend the existing restriction to 1/4P 6:00am – 6:00pm Everyday timed restrictions

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- South Creek Road is part of the Road Cycling Network and is included in the Safe Cycling Network
- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 12 properties within the immediate vicinity of the location providing notification of the proposed changes. One response has been received in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports amending the existing 1P 8:30am – 6:00pm Mon-Fri 8:30am - 12:30pm Sat timed restrictions, to 1/4P 6:00am – 6:00pm Everyday timed restrictions on South Creek Road, Dee Why.



PROPOSED WORK
Remove existing 1P timed parking restriction and install 1/4P 6AM – 6PM EVERYDAY
Install on existing poles as allocated



	<p>PROPOSAL</p> <p>South Creek Road, DEE WHY Timed Parking Restrictions</p>	 <p>northern beaches council</p>
Drawn 	Approved 	

2019/032201 Page 2 of 2

ITEM 4.10	PACIFIC PARADE DEE WHY - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2019/660361
ATTACHMENTS	1 Pacific Parade, Dee Why - Plan

GEOCODES: -341144.491, 6263752.057

REPORT

BACKGROUND

Council has received concerns from local businesses regarding a completed proposal by Council to amend the existing 1/4P 8:30am – 6:00pm timed restrictions in Pacific Parade, Dee Why. However, business owners have contacted Council and raised concerns about this course of action, requesting an amendment to 1/2P 8:30am – 6:00pm timed restrictions instead.

LOCATION

- The section of the road under consideration has a variable pavement width between 12.5m and 13m allowing two-way traffic with on-street parking on both sides of the road.
- There are many one-hour parking spaces in surrounding streets including Pacific Parade and Oaks Avenue but not 30 minute or 15 minute parking spaces.
- There is a Council free carpark (650) located between Howard Avenue and Oaks Avenue Dee Why

ISSUES

- Parking is in high demand around the proposed location due to the Dee Why Grand Shopping Centre and many on-street local businesses.
- Local shops are impacted by the existing time restrictions of on-street parking spaces on the northern side of Pacific Parade adjacent to the intersection of Pittwater Road and Pacific Parade. It was identified that an extension of timed parking would assist these businesses.
- A Loading Zone is currently assisting with deliveries to the local businesses

PROPOSAL

Council has undertaken a review of the location and issues and proposes to replace the existing 1/4P 8:30am – 6:00pm timed restrictions to 1/2P 8:30am – 6:00pm Everyday timed restrictions

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

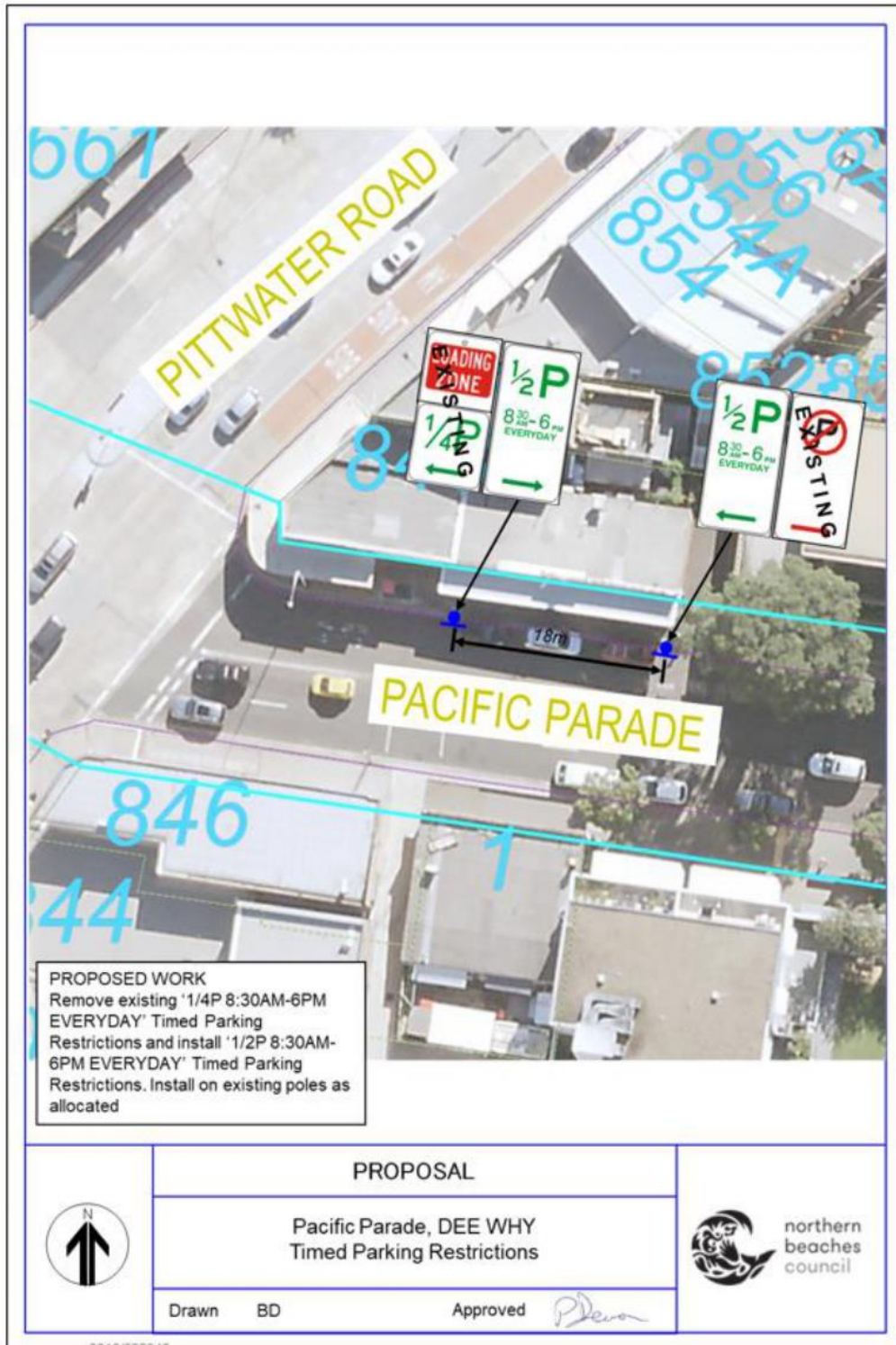
- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 56 properties within the immediate vicinity of the location providing notification of the proposed changes. No responses have been received.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the replacement of the existing 1/4P 8:30am – 6:00pm timed parking restrictions to 1/2P 8:30am – 6:00pm Everyday timed parking restrictions on Pacific Parade, Dee Why.



- Accessible parking is available within the Peninsular Plaza car park with lift access to the Shopping Centre. A number of Wheelchair Taxis are modified without increasing the overall height of the vehicle and are not affected by the 2m height limit at the driveway access, however some vehicle types which are greater than 2m are unable to access the car park.
- The existing Delivery and Emergency Vehicles only 20 minute limit restrictions in the access lane are located within the private property and any changes to allow drop off/pickup at this location should be considered by the Strata Management.
- The Mobility Parking Scheme provides special parking conditions to eligible people with a disability and permit holders are able to park in time limited parking areas for longer time periods. Permit holders can park for a maximum of 30 minutes where the existing timed limited restrictions is less than 30 minutes. In areas signposted with No Parking restrictions, permit holders can stop for up to 5 minutes to drop off or pickup passengers or goods, and the driver must remain within 3m of the vehicle.
- Due to the existing site constraints it is not feasible to provide a designated Accessible Parking space in Bungan Street near the main entrance of Peninsular Plaza Shopping Centre without loss of additional parking spaces and/or removal of the tree, narrowing of the footpath, and substantial civil works and costs.

PROPOSAL

Council has undertaken a review of the above location and site constraints and consulted on a proposal to remove the existing 'No Parking' restrictions near the entrance of the Peninsular Plaza Shopping Centre and provide a section of 'P5 MINUTE 7AM-5PM MON-FRI' restrictions, which will provide a safer drop off and pickup area to facilitate wheelchair access near the raised pedestrian crossing. The proposal does not require a kerb ramp as modifications to the kerb blister would allow a parked Accessible Taxi to unload the wheelchair fully within the parking lane to the footpath by using the level access provided by the marked pedestrian crossing.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal does not affect people cycling along Bungan Street.
- There is an existing footpath for off-road cycling in this area, and it is noted that Bungan Street is included on the future Safe Cycling Network.
- The proposal requires modification to the kerb blister at the raised pedestrian crossing; however, this does not affect pedestrians or impacts on walking.

CONSULTATION

- Consultation letters have been distributed to 136 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of seven submissions were received with three supporting and four objections to the proposal. Three of the objections requested that the timed restricted area be located at the southern end of Bungan Street closer to the main entrance. The other objection opposed the proposal indicating that there are better alternatives within the car park near the lifts.
- Council has noted some of the comments and proposes to retain the existing section of 'No Parking' restrictions near the entrance of the Peninsular Plaza Shopping Centre to allow for drop off/pickups where ramp access is not required, and also provide the new facility near the raised pedestrian crossing to cater for Wheelchair Taxis which are greater than 2m in height and are unable to access the off-street car park. A plan of the amended proposal is shown in Attachment 1 – Bungan Street, Mona Vale - Plan.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of 'P5 MINUTE 7AM-5PM MON-FRI' restrictions (7.5m in length) with modifications to the kerb blister, on the eastern side of Bunggan Street south of the raised pedestrian crossing.



PROPOSAL

BUNGAN STREET, MONA VALE
 TIMED PARKING RESTRICTIONS

Drawn RK

Approved *[Signature]*



northern beaches council

Table of Consultation

Address	Bungan Street, Mona Vale
Proposal	Timed Parking restrictions

Properties Consulted	136
Responses Received	7
Support	3
Do Not Support	4

Issue	Resident Comment	Council Response
Location of Timed Parking restrictions	<p>The P5 Minute area for drop off/pickup should be in the current 'No Parking' zone.</p> <p>The proposed location is a long walk to and from the front door of 20 Bungan Street for those with mobility issues.</p>	<p>It is not feasible to provide a designated Accessible Parking space in Bungan Street near the main entrance of Peninsular Plaza Shopping Centre without loss of additional parking spaces and/or removal of the tree, narrowing of the footpath, and substantial civil works and costs</p> <p>The existing section of 'No Parking' restrictions near the main entrance will be retained to allow for drop off/pickups where ramp access is not required.</p>
Drop off/pickup area	Nobody comes to this building on a whim they are here for a prearranged appointment, in which case their professionals who booked the appointment can suggest dropping their clients on CP2 at the lifts. No blocking traffic, no curbs to step over, no weather.	Council agrees that the safest location to drop off/pickup patients who are less mobile or require wheelchair access is to use the designated Accessible Parking spaces in the off-street car park which also provides convenient lift access to the medical facilities. However the proposed facility will provide additional options where Wheelchair Taxis greater than 2m in height are unable to access the car park.

ITEM 4.12 SURFVIEW ROAD, MONA VALE - TIMED PARKING RESTRICTIONS

REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/660768
ATTACHMENTS	1 Surfview Road, Mona Vale - Plan 2 Table of Consultation

GEOCODES: -33.679957, 151.312305

REPORT**BACKGROUND**

Council has received concerns from local residents regarding the long term parking of vehicles in Surfview Road, Mona Vale.

LOCATION

- The section of Surfview Road under consideration is located south of the intersection with Darley Street East. The road has a 50km/h speed limit and leads to a cul-de-sac providing access to a number of residential properties.
- The road width is approximately 6m between kerbs and a footpath runs along the western side of the road only.
- There are existing No Parking restrictions on the eastern side of the road and parking is unrestricted on the western side. No Stopping restrictions are installed in the turning area located at the southern end of the road.
- Mona Vale Beach is located on the eastern side of Surfview Road and the Mona Vale Golf Course is situated to the south. The area is also part of the Northern Beaches Coast Walk from Manly to Palm Beach.

ISSUES

- Parking usage in Surfview Road is shared between residents, visitors, and users of nearby recreational facilities.
- Residents have reported instances of boat trailers, caravans and campervans parking in the street for extended periods of time.
- The long term parking of vehicles in Surfview Road, reduces the availability of on street parking for other users.
- Timed parking near areas of higher demand can provide turnover of parking for trades and visitors and still allow overnight parking for residents.

PROPOSAL

Council has undertaken a review of the above location and proposes to introduce 4P 6:00am – 6:00pm Everyday restrictions on the western side of Surfview Road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Surfview Road is included in both the existing Safe Cycling and Road Cycling Network. There is currently an existing footpath for off-road cycling in this area, with plans to upgrade this to a shared path. A future shared path would improve facilities for both walking and cycling along Surfview Road.
- The proposal does not affect people cycling along Surfview Road.

CONSULTATION

- Consultation letters have been distributed to 90 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- Council has noted additional concerns raised regarding the driveway access to No.10-16 Surfview Road and traffic in the street, and proposes to install 'NO PARKING' signs from the driveway of No.8 to a location 2m north of the driveway to No.10-16 Surfview Road. A plan of the amended proposal is shown in Attachment 1 – Surfview Road, Mona Vale - Plan.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following changes on the western side of Surfview Road, Mona Vale:

- A. Install 4P 6:00am – 6:00pm Everyday restrictions from 2m north of the driveway of No.10-16 Surfview Road and the existing No Stopping restrictions.
- B. Install No Parking restrictions from the driveway of No.8 to a location 2m north of the driveway to No.10-16 Surfview Road.
- C. Install 4P 6:00am – 6:00pm Everyday restrictions between the driveways of No.58 Golf Avenue and No.8 Surfview Road.



	PROPOSAL	 northern beaches council	
	SURFVIEW ROAD, MONA VALE TIMED PARKING RESTRICTIONS		
	Drawn RK		Approved <i>P. Deane</i>

Table of Consultation

Address	Surfview Road, Mona Vale
Proposal	Timed Parking restrictions

Properties Consulted	90
Responses Received	8
Support	2
Do Not Support	6

Issue	Resident Comment	Council Response
Timed Parking restrictions	<ul style="list-style-type: none"> - We believe that the 4 hr is a good solution and still allows residents to have parking for visitors and tradesmens / deliveries etc within the time frame proposed - The parking has become problematic over the last few years with people parking caravans / boats etc for extended periods of time. 	<ul style="list-style-type: none"> - Timed parking will prevent long term parking of vehicles by providing turnover of parking for visitors and trades.
Parking for residents	<ul style="list-style-type: none"> - Many households have multiple vehicles and rely on street parking. The timed restrictions would mean we will need to move our cars or park further away from our property. - Suggests that Resident Parking Permits be introduced for residents. 	<ul style="list-style-type: none"> - The proposal still allows for overnight parking for residents, however parking for private vehicles remains the responsibility of the property owners. The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking. - Resident Parking Schemes can only be approved by Roads and Maritime Services (RMS), and the street does not satisfy the necessary RMS guidelines and eligibility criteria. All properties have or could have off-street parking on their private property, and on-street parking is available in the area.
Driveway access	<ul style="list-style-type: none"> - The road is effectively a one way street accommodating 2 way traffic. When a car parks next to the driveway it is impossible to have a clear view before exiting driveway onto road and potentially into oncoming cars. A No Parking area approx 2m next to our drive way which would enable us see oncoming cars before we exit driveway. - A traffic mirror would assist with driveway access. 	<ul style="list-style-type: none"> - Council is unable to consider a traffic mirror at this location, however will provide 'NO PARKING' restrictions 2m north of the driveway to improve visibility exiting the driveway.
Footpath	<ul style="list-style-type: none"> The footpath is narrow and requires maintenance and because of this, most people use the road to walk which is dangerous as cars also use the road constantly. 	<ul style="list-style-type: none"> Council is investigating the possibility of upgrading the existing footpath along this section of Surfview Road to a shared path.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- Beach Road is part of the Road Cycling Network and is not included in the Safe Cycling Network.
- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect pedestrian facilities or impacts on walking paths.

CONSULTATION

Consultation letters have been distributed to 7 properties within the immediate vicinity of the location providing notification of the proposed changes. No submissions were received at the time of reporting.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Removal of existing No Parking restrictions on the northern side on Beach Road, Palm Beach.
- B. Installation of 2P 8:00am – 4:00pm Everyday parking restrictions and No Parking restrictions on the northern side of Beach Road, Palm Beach.



PROPOSAL
Remove existing 'NO PARKING'
restrictions and install '2P 8AM-4PM
EVERYDAY' timed parking on Beach
Road, Palm Beach

	PROPOSAL	 northern beaches council
	BEACH ROAD, PALM BEACH Timed Parking Restrictions	
	Drawn BD Approved <i>P. Devan</i>	

ITEM 4.14 GARDEN STREET, NORTH NARRABEEN - TIMED PARKING RESTRICTIONS**REPORTING OFFICER TRAFFIC OFFICER****TRIM FILE REF 2019/665363****ATTACHMENTS**
1 Garden Street, North Narrabeen - Plan
2 Table of Consultation**GEOCODES:** -33.702362, 151.295705**REPORT****BACKGROUND**

Council has received concerns from local residents and businesses regarding parking availability along Garden Street, North Narrabeen.

LOCATION

- The section of Garden Street lies between the intersection with Powderworks Road and with The Crescent, North Narrabeen.
- This section of Garden Street is a local road that caters for two-way traffic, with a speed limit of 50km/h.
- Garden Street has an approximate width of 12m from kerb-to-kerb with parallel parking on the western kerbside and angled parking on the eastern kerbside.
- On-street parking is generally unrestricted on Garden Street, except for the statutory No Stopping restrictions at the intersection with The Crescent and statutory No Stopping restrictions at the signalised intersection with Powderworks Road.
- There is 1P 8:30AM-6PM MON-FRI 8:30AM-12:30PM SAT Timed Parking restriction on the western kerbside to cater for the small commercial/retail businesses adjacent to the intersection with Powderworks Road.
- A footpath and shared pedestrian and cyclist path lie along the western and eastern side of Garden Street, correspondingly.
- Adjacent land uses consist of Progress Park and industrial and commercial land along the eastern and western sides of Garden Street, correspondingly.
- There are no bus routes that service Garden Street.

ISSUES

- The Timed Parking restrictions lies within the 20 metres statutory No Stopping restrictions at the signalised intersection with Powderworks Road.
- To maintain the statutory No Stopping Restrictions, 18 metres of available on-street parking will be removed.
- Currently, on-street parking is primarily utilised by employees and long-term parking.
- The long term parking of vehicles near the small commercial/retail businesses reduces the availability of on-street parking for patrons/visitors and can impact businesses which rely on parking turnover and nearby parking.

PROPOSAL

Council has undertaken a review of the above location and proposes to change the existing Timed Parking restrictions on Garden Street, North Narrabeen, adjacent to the intersection with Powderworks Road.

Council proposes to relocate the Timed Parking restrictions to meet the statutory No Stopping restrictions, extend and adjust time restrictions for existing 1P 8:30am-6:00pm Mon - Fri 8:30AM-12:30pm Sat to 1P 7:00am – 7:00pm Everyday.

This proposal will provide an additional 30m of parking turnover to assist the small commercial/retail businesses. The proposal will increase on-street parking availabilities for all road users without compromising on the safe movement of traffic through Garden Street.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- Garden Street is part of the Road Cycling Network and is included in the Safe Cycling Network.
- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect pedestrian facilities or impacts on walking paths.

CONSULTATION

- Consultation letters have been distributed to 164 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- The Council initially consulted on a proposal to install Timed Parking Restrictions along both western and eastern kerbside. With considerations to the comments received, the Council further reviewed the location and amended the proposal for a secondary consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the relocation, adjustment and extension of the timed parking restrictions to 1P 7:00am – 7:00pm Everyday parking restrictions on the western side of Garden Street, North Narrabeen.

Table of Consultation

Address	Garden Street, North Narrabeen
Proposal	Timed Parking Restrictions

Properties Consulted	164
Responses Received	6
Support	5
Do Not Support	1

Issue	Resident Comment	Council Response
On-street Parking Availabilities	Business has commented with regards to their need of all on-street parking available to allow space onsite for customers.	Comments have been noted. The proposed Timed Parking to provide parking turnover for patrons to assist the small commercial, retail and service-orientated businesses

ITEM 4.15	PITTWATER ROAD, BAYVIEW - TIMED PARKING AND MOTOR BIKE PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/663320
ATTACHMENTS	1 Pittwater Road, Bayview - Plan 2 Table of Consultation

GEOCODES: -33.653392, 151.289058

REPORT

BACKGROUND

Council has received concerns from local residents regarding the long term parking of vehicles near the Bayview Yacht Racing Association (BYRA) in Pittwater Road, Bayview.

LOCATION

- The section of Pittwater Road under consideration is a Regional Road with a 50km/h speed limit.
- The road is two-way with one travel lane in each direction and 90° angle parking along the eastern frontage to the Bayview Yacht Racing Association (BYRA).
- Riddle Reserve lies immediately south of the BYRA and contains a playground, picnic area, and dinghy storage facilities with access to a boat ramp.
- The 156 McCarrs Creek to Mona Vale bus route runs approximately every 30 minutes in each direction, and bus stops are located at each end of the angled parking area.

ISSUES

- Parking usage along this section of Pittwater Road is shared between residents, visitors, members of BYRA and users of nearby recreational facilities.
- Residents and members of BYRA have reported instances of boat trailers parking in the street for extended periods of time.
- Council has also received a number of complaints of vehicles obstructing the footpath at the western end of the parking area especially during peak periods where there is a higher demand for parking.
- The long term parking of vehicles in the area reduces the availability of on street parking for other users.
- Timed parking near areas of higher demand can provide turnover of parking for visitors, and still allow overnight parking for residents.

PROPOSAL

Council has undertaken a review of the location and proposes to introduce signage for 6P 6:00am – 6:00pm Everyday restrictions and 90° Angle Parking Front to Kerb Vehicles Under 6m Only signage, as well as P Motor Bikes Only restrictions to provide parking for eight motor bikes.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal does not further impact people cycling along Pittwater Road; however, will improve off-road cycling and pedestrian access by preventing vehicles parking over the footpath at the northern end of the parking area.
- Pittwater Road is part of the Road Cycling Network and there is an existing footpath for off-road cycling on the eastern side of Pittwater Road.

CONSULTATION

- Consultation letters have been distributed to 24 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation
- A total of nine submissions were received with eight letters supporting timed parking restrictions and one objection to the proposal.
- Council also received suggestions to mark the parking spaces, and two of the submissions suggested alternative timed restrictions of 4P and 8P respectively
- There were also concerns raised regarding people cycling on the road and that front or rear to kerb parking should be maintained.
- Council has noted some of the comments and proposes to signpost the area 6P 6:00am – 6:00pm Everyday with 90° Angle Parking Front or Rear to Kerb Vehicles Under 6m only, and P Motor Bikes Only for ten spaces. It is also proposed to install linemarking for individual car spaces and motor bikes. A plan of the amended proposal is shown in Attachment 1 – Pittwater Road, Bayview - Plan.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following changes to the angled parking area near the Bayview Yacht Racing Association (BYRA) in Pittwater Road, Bayview:

- A. The installation of P Motor Bikes Only signage and linemarking to provide parking for ten motor bike spaces.
- B. The introduction of 6P 6:00am – 6:00pm Everyday with 90° Angle Parking Front or Rear to Kerb Vehicles Under 6m only signage and linemarking of car park spaces between the proposed motor bike spaces and the Riddle Reserve off-street car park.



**PROPOSED
MOTORCYCLE PARKING
1.2x2.5m (10 SPACES)**

**PROPOSED
'6P 6AM-6PM EVERYDAY'
'90° ANGLE PARKING
FRONT OR REAR TO KERB
VEHICLES UNDER 6m ONLY'**

**BAYVIEW YACHT
RACING ASSOCIATION**



**PITTWATER ROAD, BAYVIEW
TIMED PARKING & MOTORCYCLE PARKING**



Drawn RK

Plan

Table of Consultation

Address	Pittwater Road, Bayview
Proposal	Timed Parking and Motor Bike Parking restrictions

Properties Consulted	24
Responses Received	9
Support	8
Do Not Support	1

Issue	Resident Comment	Council Response
Period of Timed Parking restrictions	<ul style="list-style-type: none"> - I think it should be 4hrs. We have contacted Council numerous times , with trailers just being left there (for months, 1 even a year) - Time restriction should be 8P (up from 6P) 	- Timed parking restrictions will prevent the long term parking of trailers. 6P timed restrictions are provided to allow for longer usage of recreational facilities but still enable some turnover of parking.
Angled Parking	- Cyclists ride close to the parked cars and are difficult to see if reversing out of a front to kerb park. The present optional front or rear to kerb parking should be maintained.	- The parking spaces will be signposted '90° ANGLE PARKING FRONT OR REAR TO KERB VEHICLES UNDER 6m ONLY'
Riddle Reserve	- Parking restrictions should be extended to Riddle Reserve.	- The Transport Network team will further review the parking at Riddle Reserve and consider appropriate signage for this location.
Linemarking	- I would recommend that the parking area is marked with lines, indicating each car spot.	- Linemarking is proposed for the motor bike and car spaces.

ITEM 4.16	BEN LOVE PLACE, BEACON HILL - PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/657741
ATTACHMENTS	1 Ben Love Place, Beacon Hill - Plan 2 Table of Consultation

GEOCODES: -33.751030, 151.257855

REPORT

BACKGROUND

Council has received concerns from the Cerebral Palsy Alliance regarding cars blocking the driveway and limited line of sight when exiting the driveway from one of their supported accommodation homes on Ben Love Place, Beacon Hill.

LOCATION

- Ben Love Place is a local road with an average road width of approximately 7.5m and speed limit of 50km/h.
- The street is mostly a residential street with off-street parking facilities on most properties.
- There is unrestricted kerb side parking on both sides of the street.
- Tristram Road Reserve is located nearby.

ISSUES

Cerebral Palsy Alliance is an Australian non-profit organisation dedicated to helping babies, children, teenagers and adults living with cerebral palsy and other neurological and physical disabilities lead the most comfortable, independent and inclusive lives possible. They run a supported accommodation home on 3-5 Ben Love Place, Beacon Hill. They have to access and egress the property with larger vehicles for transporting their patients and clients. Parked vehicles on both side of their driveway make it difficult for the cars to enter or exit safely. During consultation No Parking restrictions were proposed but the resident of the street requested to install a No Stopping Unbroken Yellow Kerb Line. The manager of the supported accommodation home also agreed with the No Stopping restriction.

PROPOSAL

Council has undertaken a review of the above location and proposes to introduce No Stopping restrictions for a length of approximately 10m at the frontage of No.s 3-5 Ben Love Place, Beacon Hill. This would result in the loss of one on street parking space but will facilitate safe access and egress of large vehicles to and from the supported accommodation home of Cerebral Palsy Alliance.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- There is no immediate impact on pedestrian and people cycling

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 installation of a No Stopping Unbroken Yellow Kerb Line for 10m at the frontage of 3-5 Ben Love Place, Beacon Hill.



PROPOSAL

Ben Love Place, Beacon Hill
Parking Restriction

Drawn AS

Approved *P. Devan*



northern
beaches
council

Table of Consultation

Address	Ben Love Place, Beacon Hill
Proposal	No Parking Restriction

Properties Consulted	22
Responses Received	2
Support	2
Do Not Support	0

Issue	Resident Comment	Council Response
Loss of parking	They can't fit two cars between the driveway of 3-5 & 7 Ben Love Place, Beacon Hill	The parking restriction would be installed 10m away from the property number 7. The parking restriction would be around 4.5m on the driveway itself, 2.5m on the east and 3m on the west of the driveway. Technically, there would be no net loss of parking restriction.
Safety and aesthetic of the footpath	The poles with sign is not safe for pedestrians on the footpath. They also affect the aesthetic of the street. Suggested to introduce 'No Stopping Unbroken Yellow Kerb Line'.	The poles with signs are installed on the nature strip away from the pedestrian path. No Stopping Unbroken Yellow Kerb Line will be installed instead of the signs.

ITEM 4.17	CORONATION STREET, MONA VALE - PARKING MODIFICATIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2019/596571
ATTACHMENTS	1 Coronation Street, Mona Vale - Plan

GEOCODES: -33.6869993, 151.3062975

REPORT

BACKGROUND

Council has received a report to modify the restricted parking for the Mona Vale Hospital reconfiguration, converting 2 hour parking to 4 hour parking on Coronation Street, Mona Vale

LOCATION

- Coronation Street is a local road with a posted 50km/h speed limit
- Coronation Street lies between Pittwater Road and Narrabeen Park Parade
- Bus 155 Bayview Garden Village to Narrabeen travels this route
- A footpath lies on the northern side of Coronation Street, connecting from Pittwater Road, servicing the Hospital and South Mona Vale Headland
- South Mona Vale Headland visitors have angled parking bays on the eastern side of Narrabeen Park Parade

ISSUES

- There are no issues and no loss of angled parking bays.

PROPOSAL

Council has undertaken a review of the location and proposes to convert existing 2 hour parking to 4 hour parking 4P 6:00am – 6:00pm Everyday to assist with the Mona Vale Hospital reconfiguration.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- There will be no impact on pedestrians and people cycling.

CONSULTATION

Public consultation is not necessary as the impact on residents is very low and the proposal enhances safety.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the existing 2 hour parking to be converted to 4 hour parking 4P 6:00am – 6:00pm Everyday outside Mona Vale Hospital on Coronation Street, Mona Vale.



4P parking to remain
'4P 6AM - 6PM
EVERYDAY'

Accessible parking
to remain

Existing unrestricted parking to
be converted to 4 hour parking
'4P 6AM - 6PM EVERYDAY'

PROPOSAL



Coronation Street, MONA VALE
Parking Restrictions
(Mona Vale Hospital Reconfiguration)



northern
beaches
council

Drawn KT

Approved *P. Deon*

ITEM 4.18	OXFORD FALLS ROAD, FRENCHS FOREST - PEDESTRIAN REFUGE ISLAND
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/660796
ATTACHMENTS	1 Oxford Falls Road, Frenchs Forest - Concept Plan 2 Oxford Falls Road, Frenchs Forest - Pedestrian Refuge Island Plan 3 Oxford Falls Road, Frenchs Forest - Roundabout Plan 4 Table of Consultation

GEOCODES: -33.750127, 151.252686

REPORT

BACKGROUND

Council has received a petition from local residents and road users regarding safety concerns of pedestrians and vehicles speeding along Oxford Falls Road, Frenchs Forest.

LOCATION

- Oxford Falls Road, Frenchs Forest is a local street with a posted speed limit of 50km/h.
- The subject section of Oxford Falls Road between Brooker Avenue to Tristram Road is a two lane road with a pavement width of approximately 12m kerb to kerb.
- The horizontal and vertical alignment of the street changes rapidly.
- The street is mostly residential. Holy Trinity Anglican Church and Beacon Hill Public School is nearby.
- There is no existing parking restriction except for the statutory restriction on Bus Stops.
- There are Bus Stops on either side of this section of the road with service 136 every 5 minutes during peak hour.

ISSUES

The pavement width of the street is very wide, approximately 12m. Pedestrians find it difficult to find a suitable gap and cross the street safely. The varying vertical alignment of the street together with the sharp bend of Oxford Falls on the eastern side make it difficult for pedestrians to see approaching vehicles. There have been numerous accidents at the bending section of Oxford Falls Road, where motorists travelling on the eastern direction towards Ellis Road lose control. A recent traffic count survey indicated that the 85th percentile speed near the curved section is 48km/h for the traffic travelling towards east, which is higher for a motorists approaching a sharp bend. The installation of a pedestrian refuge island would narrow the travelling lanes which will slow the speed of vehicular traffic and help pedestrians to cross safely in two stages.

PROPOSAL

Council has undertaken a review of the above location and proposes to install a pedestrian refuge island and a roundabout. The refuge island would allow pedestrians to cross the road safely in two stages. The construction of the refuge island would also reduce the width of the trafficable lane therefore reducing vehicle speed. Council is also considering an upgrade to the three-leg unsignalised intersection of Oxford Falls Road and Iris Street to a roundabout control. The roundabout would improve safety of the traffic flow at the intersection and reduce the speed of the motorists as well.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Will improve safety for pedestrians crossing Oxford Falls Road.
- Will improve safety for people cycling at this section of the road.

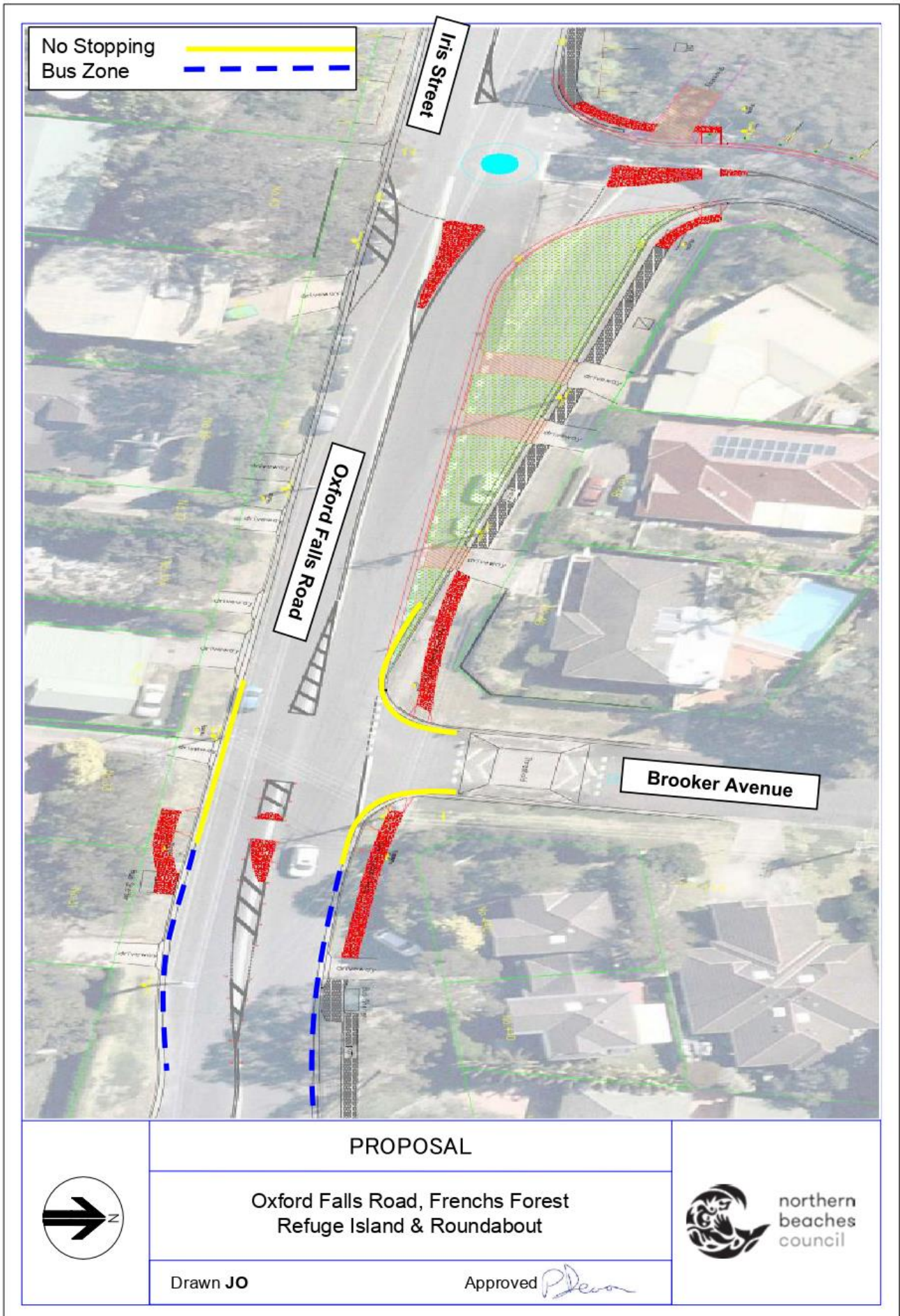
CONSULTATION

Consultation letters have been distributed to 69 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 following on Oxford Falls Road, Frenchs Forest:

- A. Installation of a pedestrian refuge island with the associated signs and line markings.
- B. Installation of a roundabout and associated signs and line markings.
- C. Formalisation of the Bus Stops with Bus Stop Signs.
- D. Installation of a No Stopping Signs near the Pedestrian Refuge Island.



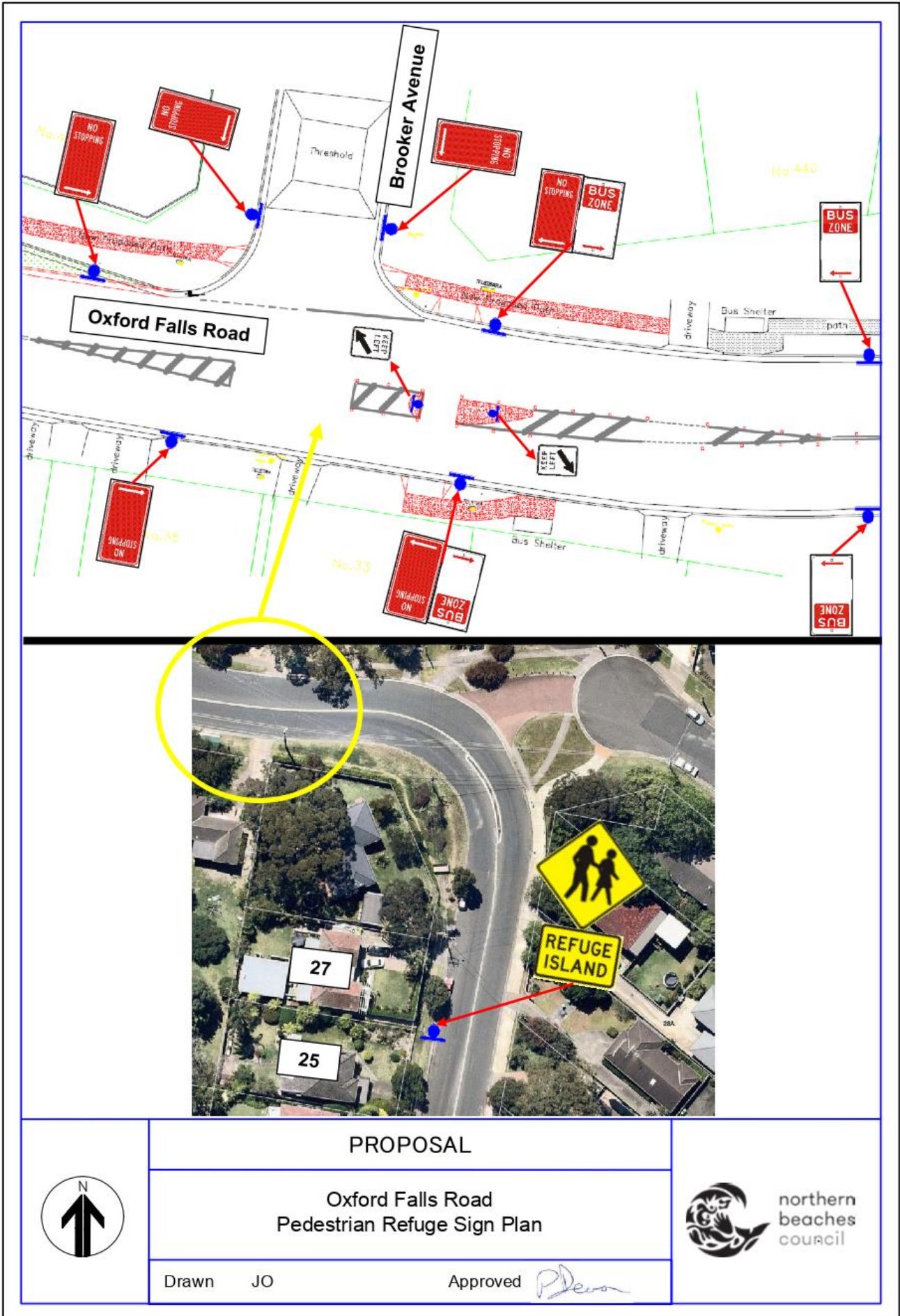
PROPOSAL

Oxford Falls Road, Frenchs Forest
Refuge Island & Roundabout



Drawn JO

Approved *P. Deon*



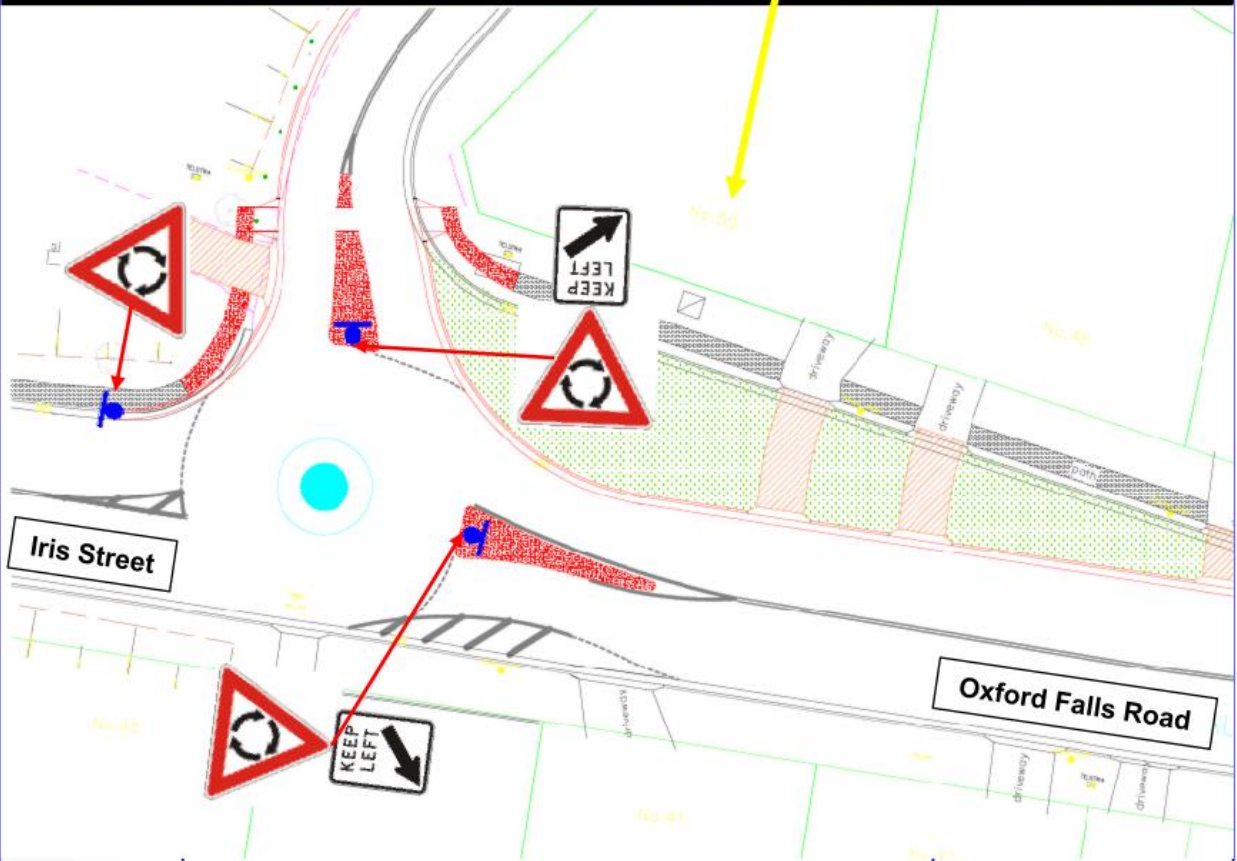
PROPOSAL

Oxford Falls Road
 Pedestrian Refuge Sign Plan



Drawn JO

Approved *P. Devan*



PROPOSAL

Oxford Falls Road
 Roundabout Sign Plan



Drawn JO

Approved *P. Devon*

Table of Consultation

Address	Oxford Falls Road, Frenchs Forest
Proposal	Pedestrian Refuge Island

Properties Consulted	69
Responses Received	21
Support	17
Do Not Support	2

Issue	Resident Comment	Council Response
Lower Speed limit	Suggest to lower speed to 40km/h	The Roads & Maritime Services (RMS) is the responsible authority for the determination of speed limits. Suggestion to review the speed limits will be forwarded to the RMS for consideration
Install additional roundabout	Install a second roundabout at the intersection of Oxford Falls Road & Brooker Avenue	Roundabouts are generally installed to improve the safety of right turn manoeuvres. A preliminary examination of traffic conditions at this location indicates that construction of a roundabout at this intersection is not justified at the present time.
Install Traffic Lights	Install traffic light control to slow traffic and hinder rat run.	RMS is the responsible authority for the installation of traffic lights. A request to review the intersection will be sent to RMS.
Install Barrier.	Install barrier on the shared path to protect the pedestrians and cyclists on the shared path	A barrier on the shared path is not recommended. Council will monitor the traffic after the installation of the pedestrian refuge island.
Speed	Vehicles speeding along this section of the road	The installation of the pedestrian refuge island would narrow the traffic lane and would reduce vehicle speed.
Speed hump	Install Speed hump to slow traffic	Speed hump in Bus Route is not desirable. However, council will review the site after the installation of pedestrian refuge island.
Congestion	The traffic island would reduce road width and introduce congestion when Bus stops at the Bus Stop as cars cannot overtake the Bus.	This treatment may cause delay to other traffic which is acceptable to a street in local area.
Raised Pedestrian Crossing	Introduce raised pedestrian crossing.	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 at this location to meet the RMS warrants.

ITEM 4.19	RYRIE AVENUE, CROMER - PEDESTRIAN REFUGE ISLAND
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2019/659082
ATTACHMENTS	1 Ryrie Avenue, Cromer - Plan 2 Table of Consultation

GEOCODES: -33.738067, 151.279997

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles recklessly driving and speeding through Ryrie Avenue, Cromer. Observations show that drivers disregard the Dividing Barrier Lines and drive into the middle of the road when entering Ryrie Avenue. At this intersection Ryrie Avenue widens (to 28m) increasing the ground that pedestrians must cover when crossing. Furthermore, the crossing has inadequate conditions as the ramps are not aligned creating an added danger for disabled individuals.

LOCATION

- Ryrie Avenue is a local road with a 50km/h speed limit
- Ryrie Avenue is a two lane road with a width of approximately 9.8m
- Ryrie Avenue meets both Alfred Street and Fisher Road North at T-intersections
- There are existing Dividing Barrier Lines (spanning 25m) on Ryrie Avenue at the intersection with Fisher Road North.
- The proposed work will affect one bus service; 602N bus route as it turns from Ryrie Avenue into Fisher Road North. This bus service departs once a day, Monday – Friday
- Cromer Public School, Cromer High School and Cromer Park Fields are in the near vicinity of Ryrie Avenue

ISSUES

- The speeding and reckless driving affects the road and pedestrian safety. The Pedestrian Refuge will prevent vehicles from driving into the centre of the road.
- Pedestrians are immediately affected by the high volume of traffic in this intersection and pedestrian refuges will allow for a safer crossing between intersections.
- The alignment of the kerb access ramps will create a safer guide for pedestrians
- This intersection is prone to near misses, lowering the speed will improve road and pedestrian safety minimising these near misses

PROPOSAL

Council has undertaken a review of the location and issues and proposes to re-align the kerb access ramps and construct a pedestrian refuge. Associated No Stopping Unbroken Yellow Kerb Lines will be installed with the refuge island. On street parking will not be reduced as the existing Dividing Barrier Lines prohibit cars from parking within 25m of the intersection with Fisher Road North, Cromer.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The refuge island will create a safer crossing environment for pedestrians and people cycling (under 16 years of age)
- Calming the traffic will improve overall road safety for both cyclist on the road and pedestrians.

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of the Pedestrian Refuge and associated No Stopping Unbroken Yellow Kerb Lines at the intersection between Ryrie Avenue and Fisher Road North, Cromer.
 - B. Realignment of existing kerb access ramps at the intersection between Ryrie Avenue and Fisher Road North, Cromer.
-

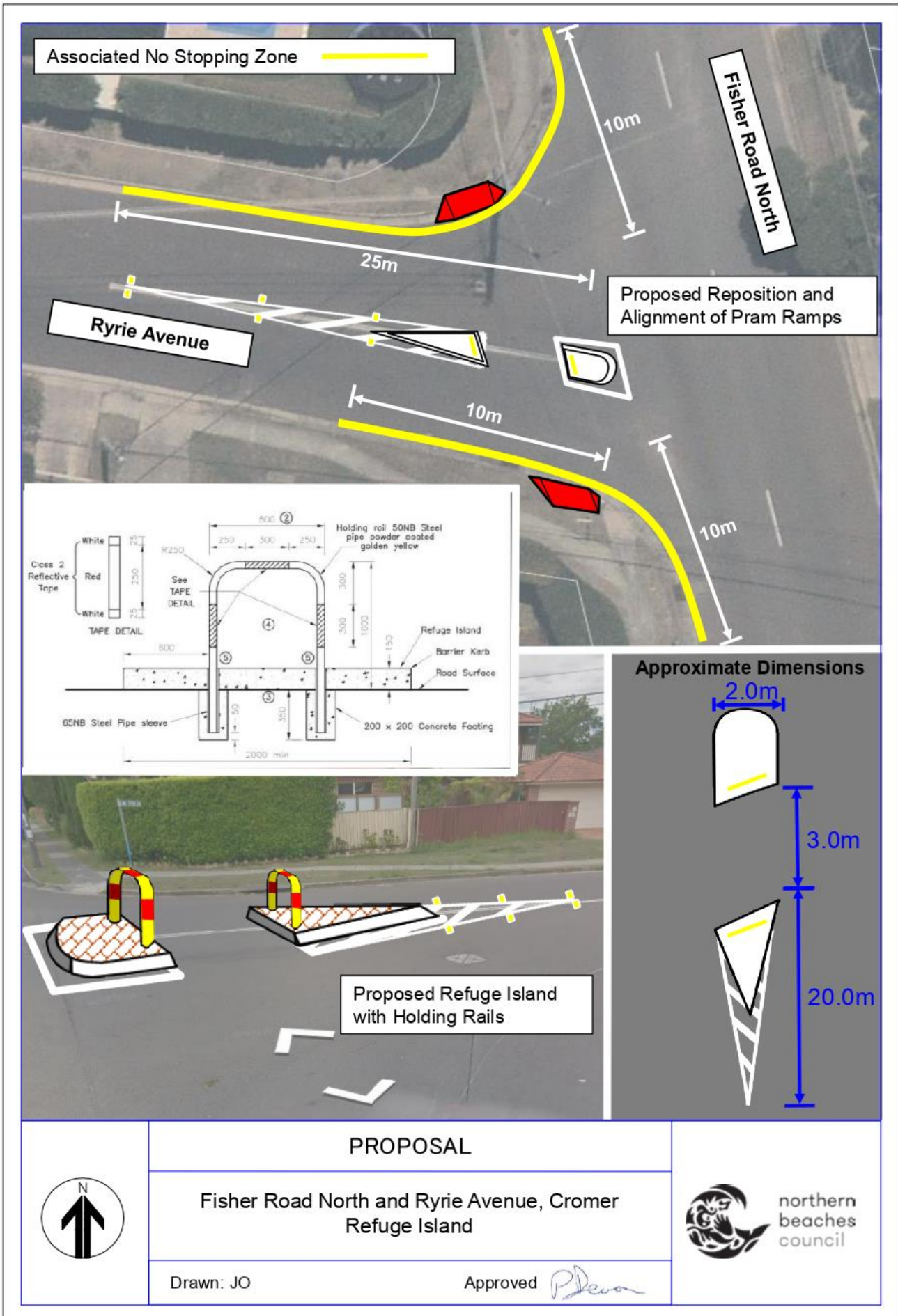


Table of Consultation

Address	<u>Ryrie Avenue and Fisher Road North</u>
Proposal	<u>Pedestrian Safety</u>

Properties Consulted	13
Responses Received	3
Support	3
Do Not Support	0

Issue	Resident Comment	Council Response
No Issues	Full Support	

ITEM 4.20	CARRINGTON AVENUE, CROMER - PEDESTRIAN REFUGE ISLAND
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2019/662493
ATTACHMENTS	1 Carrington Avenue, Cromer - Plan

GEOCODES: -339976.754, 6265882.684

REPORT

BACKGROUND

Council has received concerns from local residents regarding the safety of pedestrians crossing Carrington Avenue at the intersection of Grover Avenue, Cromer.

LOCATION

- Section of road at the intersection of Carrington Avenue and Grover Avenue Cromer. Located between the intersections of Carrington Avenue – Washington Avenue and Carrington Avenue - Willandra Road, Cromer
- This section of Carrington Avenue is a local road with a speed limit of 50km/h
- Carrington Avenue has a measured width of 9.8m trafficable lanes and caters for two-way traffic with additional unrestricted shoulder parking on the western side
- Adjacent land uses consist of low-density housing along both western and eastern sides of Carrington Avenue, correspondingly.
- A shared pedestrian and cyclist path and a footpath lies along the western side of Carrington Avenue
- The 136,146,169 and 178 bus routes service the section of Carrington Avenue including school bus routes

ISSUES

- Pedestrians are immediately affected by the high volume of traffic in this street and pedestrian refuges will allow for a safer crossing between intersections.
- The section of road on approach from the south has an incline with traffic sight distances restricted due to the road geometry and terrain.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce a Pedestrian Refuge on the northern side of the roundabout at the intersection of Carrington Avenue and Grover Avenue, Cromer

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The refuge island will create a safer crossing environment for pedestrians and bike riders
- Calming the traffic will improve overall road safety for both people cycling on the road and pedestrians

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of a Pedestrian Refuge Island on the northern side of the roundabout on Carrington Avenue at the intersection of Carrington Avenue and Grover Avenue, Cromer

ITEM 4.21	ALFRED STREET, CROMER - SPEED CALMING AND PEDESTRIAN SAFETY
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2019/658975
ATTACHMENTS	1 Alfred Street, Cromer - Plan 2 Table of Consultation

GEOCODES: -33.737960, 151.279026

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles recklessly driving and speeding through Ryrie Avenue and Alfred Street, Cromer. Previous investigations showed that on average, the speed at which vehicles travel were not at a critical state, However, a danger remains as speeding still occurs and impacts road and pedestrian safety. Furthermore, this street has experienced two crashes and several near misses in the past year

LOCATION

- Alfred Street is a local road with a 50km/h speed limit
- Alfred Street is a two lane road (width of approximately 10m) with parking along both sides of the street
- Alfred Street meets at a T-intersection with Ryrie Avenue and meets at a roundabout with Carawa Road
- There are currently Dividing Barrier Lines at the intersection with Ryrie Avenue and Refuge islands with the roundabout at the intersection with Carawa Road
- Cromer Public School, Cromer High School and Cromer Park Fields are in the near vicinity of Alfred Street

ISSUES

- The speeding and reckless driving affects the road and pedestrian safety. Traffic calming devices will lower the speed of vehicles and cause them to naturally drive more carefully.
- The noise that it produces by rapidly accelerating vehicles will be lowered as these vehicles will have to naturally maintain a lower speed on approach to the speed cushions, roundabout and pedestrian refuge.
- Pedestrians are immediately affected by the high volume of traffic in this street and pedestrian refuges will allow for a safer crossing between intersections.
- This street is prone to near misses and has experienced two crashes in the past year, lowering the speed will improve road safety and minimise these near misses and accidents.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to implement traffic calming devices (pedestrian refuge and speed cushions) to improve road and pedestrian safety. The speed cushions will be placed in the centre of the street, with associated warning signs placed at the speed cushions and 40m on approach. Associated No Stopping zones will be installed with the pedestrian island, 20m on approach and 10m when exiting. This will remove two on-street parking spaces.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The refuge island will create a safer crossing environment for pedestrians and bike riders
- Calming the traffic will improve overall road safety for both bike riders on the road and pedestrians

CONSULTATION

Consultation letters have been distributed to 48 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. Installation of the Pedestrian Refuge and associated No Stopping Unbroken Yellow Kerb Lines at the intersection between Alfred Street and Ryrie Avenue, Cromer.
- B. Installation of Speed Cushions on Alfred Street 120m from the intersection with Ryrie Avenue, Cromer.

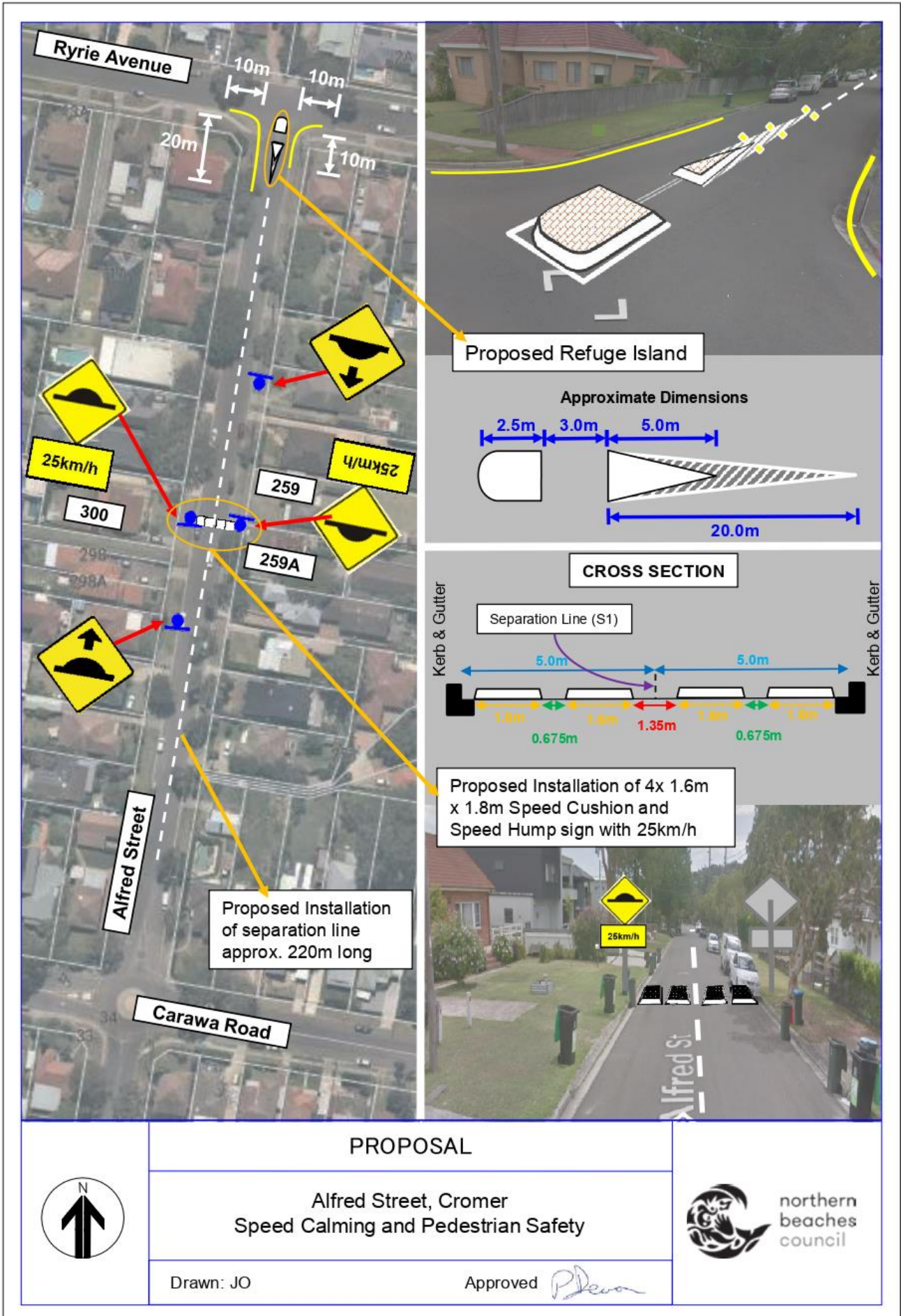


Table of Consultation

Address	<u>Alfred Street and Ryrie Avenue</u>
Proposal	<u>Pedestrian Safety and Traffic Calming</u>

Properties Consulted	48
Responses Received	13
Support	13
Do Not Support	0

Issue	Resident Comment	Council Response
Speeding of Vehicles	Residents support for the implementation of the speed cushions and have responded, wanting additional speed cushions placed along Alfred Street	Vehicles will naturally slow down and maintain a lower speed when approaching the Pedestrian Island, Speed Cushions and Roundabout. The additional cushions aren't required
Road Modification	Residents have suggested to close off one end of the street and/or to restrict parking entirely from one side of the street	Closing off one end of the street will limit the access for service vehicles and the street will not have adequate road reserve for a turning circle. The street is in high demand for parking due to the medium density housing and will not likely be supported by residents
Pedestrian Footpath	Residents have suggested the construction of a footpath	There is a schedule, planning the construction of footpaths over the Northern Beaches. For Alfred Street there is one scheduled for 20/21, though it is currently low priority on the list
Noise Pollution	Residents have concern over the current noise of "cars accelerating" and have concerns with the additional acceleration from the speed cushions	Vehicles will not accelerate greatly once passing the speed cushions as the pedestrian island and roundabout will be in close proximity, they will naturally need to slow down
Heavy Vehicle Usage	Residents have recommended to implement 3 Tonne limit restriction along the street	RMS is responsible for creating 3 Tonne restrictions

ITEM 4.22	RUSSELL AVENUE AND GRACE AVENUE, FRENCHS FOREST - SPEED CUSHION
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/660809
ATTACHMENTS	1 Russel Avenue and Grace Avenue, Frenchs Forest - Plan 2 Table of Consultation

GEOCODES: -33.749471, 151.223360

REPORT

BACKGROUND

Council has received concerns from local residents regarding motorists losing control on approach to the roundabout. There have been a few reported accidents at the roundabout.

LOCATION

- Grace Avenue and Russell Avenue are local roads with a posted speed limit of 40 km/h.
- Grace Avenue is a two lane road with a varying width. The subject section of Grace Avenue is approximately 12m with unrestricted kerbside parking on the western side. Between the roundabout and the first driveway there is a No Parking Zone on the eastern side.
- Russell Avenue is a two lane road with an average width of 7m. There is a pedestrian refuge island between the roundabout and Forest Way. There is a No Stopping restriction on the entire section of the northern side of Russell Avenue. On the southern side, there is a No Parking restriction from the roundabout to just past the first driveway while the rest is No Stopping.
- Grace Avenue and Russell Avenue form a roundabout intersection.
- Grace Avenue and Russell Avenue are a bus route for the school bus service 720N and 722N which runs during morning and afternoon school times.
- Frenchs Forest Public School, Forestway Shopping Centre, Drive in Liquor Store and other shops are nearby.

ISSUES

Motorists approaching the roundabout do not slow down or fail to give way to vehicles already on the roundabout. There had been at least three reported accidents in the last five years and numerous unreported accidents and near misses at this location. The vehicular traffic using this roundabout has increased considerably with motorists using this route to avoid congestion at the intersection of Forest Way and Warringah Road due to the road upgrade program.

PROPOSAL

Council has undertaken a review of the above location and proposes to install speed cushions on approach to the roundabout. Three speed cushions will be installed, one on Russell Avenue on approach to the roundabout, one on south Grace Avenue on approach to the roundabout and the other one on north Grace Avenue on approach to the roundabout. The speed cushions would lower the speed of the vehicles approaching the roundabout and increase safety.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Will improve the safety for pedestrian crossing Grace Avenue and Russel Avenue, as vehicles will be approaching the roundabout at a lower speed.
- Will improve safety for people cycling using this roundabout.
- The use of speed cushions rather than speed humps will allow cyclists to ride around rather than over the slowing devices.

CONSULTATION

Consultation letters have been distributed to 3 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. Installation of three speed cushions on the three legs, one on each of the traffic lane approaching the roundabout on Russell Avenue and Grace Avenue, Frenchs Forest.
- B. Installation of a Speed Hump, Advisory Speed and Speed Hump Ahead Signs.



Install Speed Cushion



Width 1.6m
 Height 0.075m
 Length 2m

PROPOSAL

Russell Avenue, Frenchs Forest
 Speed Cushion



Drawn AS

Approved *P. Devon*

Table of Consultation

Address	Russell Avenue & Grace Avenue, Frenchs Forest
Proposal	Speed Cushions

Properties Consulted	27
Responses Received	4
Support	4
Do Not Support	0

Issue	Resident Comment	Council Response
Additional speed cushion	Install another speed cushion on North Grace Avenue to slow traffic approaching the roundabout	Council will install another speed cushion on North Grace Avenue.
Pedestrian Crossing	Convert the pedestrian refuge island to a marked pedestrian crossing	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 at this roundabout to meet the RMS warrants.

ITEM 4.23	KALINYA, GLADSTONE AND BISHOP STREET, NEWPORT - SHARED PATH
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/657503
ATTACHMENTS	1 Kalinya, Gladstone and Bishop Street, Newport - Plan 2 Table of Consultation

GEOCODES: 33.658298, 151.312887

REPORT

BACKGROUND

Council has received 50% RMS Active Transport funding (Connecting Centres Infrastructure) to provide an improved active transport connection between Newport and Newport West. The funding will allow for greater safety, accessibility and provision for the community to walk or cycle in the local area.

This project is in line with Council's *Move – Northern Beaches Transport Strategy 2038* to improve walking and cycling connectivity and increase active transport trips within neighborhoods.

The project proposes a shared path connection along Bishop Street, Gladstone Street and Kalinya Street in Newport. The project will complete the shared path connection from Newport West to Newport and Newport Beach.

LOCATION

- Kalinya, Gladstone and Bishop Street, Newport are local roads with a 50km/h speed limit.
- Kalinya, Gladstone and Bishop Street, Newport are residential with medium density housing
- Kalinya, Gladstone and Bishop Street, Newport are two lane roads with varying widths from 10m to 12.5m, with on street parking on both sides of the road.
- These streets meet at a T-intersection and a Cross-intersection respectively.
- There is existing infrastructure including:
 - Road cycling marking
 - 1 pedestrian refuge island and
 - 1 pedestrian crossing.
- Kalinya, Gladstone and Bishop Street are bus routes for:
 - 199 – Palm Beach to Manly
 - L90 – Palm Beach to Wynyard
 - 623N – Avalon to Mackellar Girls
 - 634N – Careel Head Road to Pittwater High
 - 644N – Careel Head Road to Pittwater High
 - 664N – Avalon to Mater Maria
 - 673N – Careel Head Road to St. Lukes Dee Why
 - 703N – Avalon to Brookvale Shops
 - 704N – Bilgola Plateau to Pittwater House
 - 713N – Barrenjoey High School to Narrabeen
 - 736N – Sacred Heart School to Newport Public School
 - 742N – Careel Head Road to Narrabeen Public School
 - 766N – Avalon to Milsons Point
 - 767N – Avalon to Milsons Point
 - 787N – Newport to Brookvale

- Newport Public School is located nearby to these streets. Several cafes and restaurants, including The Newport, are located on Kalinya Street and Newport Oval is located on Bishop Street.

ISSUES

- Council's Transport Strategy has an objective to expand the shared path network.
- There is currently no off-road bicycle route between Newport West and Newport.
- The existing shared path from Newport Beach to Newport Oval links to an on-road route to Newport West.
- Gladstone and Kalinya Street are marked with on-road cycling stencils; however, many people are not comfortable cycling amongst general traffic. A safer off-road shared path will offer cycling as a transport option to a greater proportion of the community.
- In 2018 the NSW Government increased the age of legally cycling on the footpath from under 12 to under 16. This has resulted in allowing more people to cycle on footpaths. Upgrading the footpath to a shared path will help cater for this increase.

PROPOSAL

Council has undertaken a review of the location and supports the construction of a 2.5m wide shared path to create a safer cycling route that connects Newport West to Newport and Newport Beach.

The route of the shared path will connect the existing shared path at Newport Oval and travel along Bishop St (east side), Gladstone Street (north side) and Kalinya Street (west side), terminating at the pedestrian crossing at Newport West shops.

Safer road crossing treatments in the form of kerb extensions or blisters will be applied to crossing points at Bishop Street, King Street, Gladstone Street and Queens Parade.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will have a positive impact on pedestrians and bicycle riders by providing a wider path with safer road crossings for pedestrians and provide the option of an off-road route for bicycle riders.

CONSULTATION

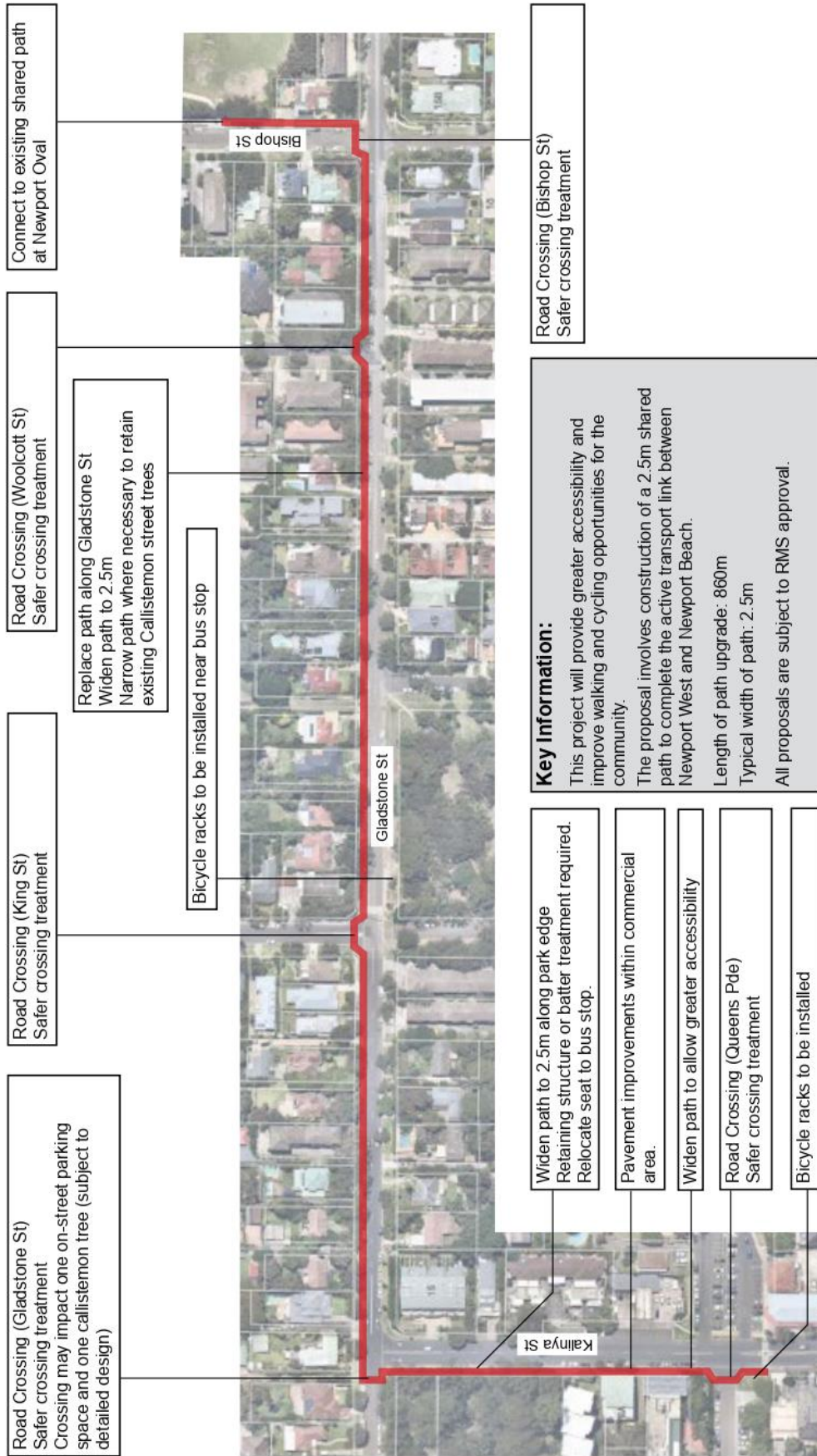
Consultation letters have been distributed to 616 properties within the immediate vicinity of the location providing notification of the proposed changes. In addition, an extra consultation session was done on site on 12 October 2019. Temporary corflute signage has been installed along the route to notify users of the proposal. The responses are noted in Attachment 2 – Table of Consultation

RECOMMENDATION TO TRAFFIC COMMITTEE

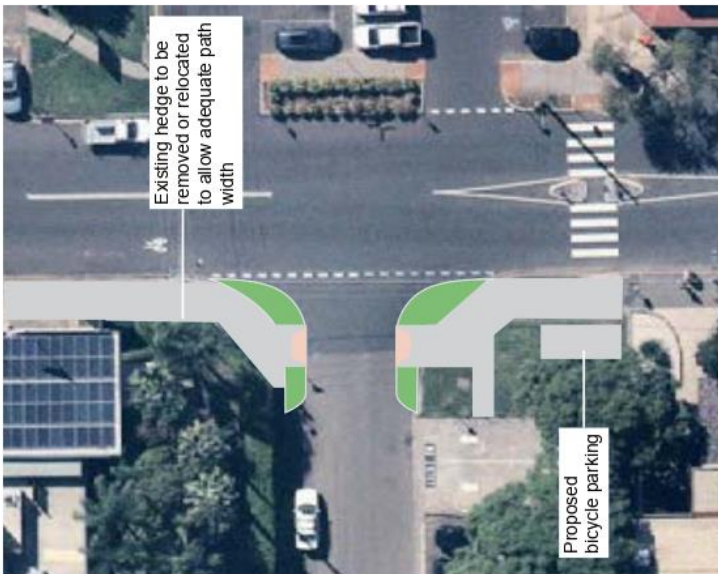
That the Traffic Committee supports:

- A. The installation of a 2.5m wide shared path (860 meters long) along Kalinya Street, Gladstone Street and Bishop Street, Newport.

- B. Safer crossing treatments for shared path users at the following intersections:
- Bishop Street at Gladstone Street
 - King Street at Gladstone Street
 - Gladstone Street at Kalinya Street
 - Queens Parade at Kalinya Street



**Proposed Path Upgrade
Kalinya St, Gladstone St and Bishop St, Newport**
Concept Plan - Not to Scale - 23/08/2019



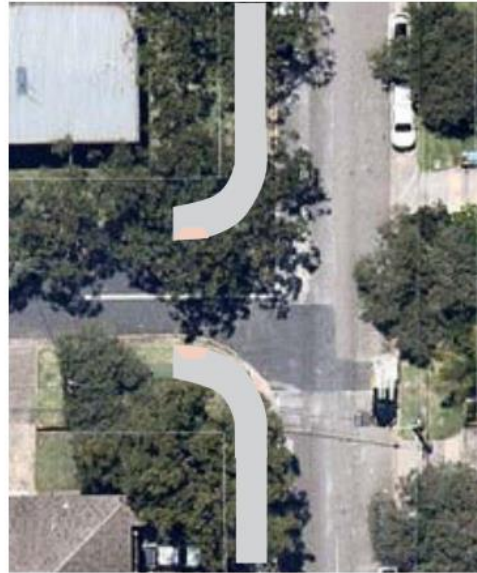
Kalinya St & Queens Pde - Kerb extensions & crossing pulled back from intersection



Gladstone St & Kalinya St - Kerb extensions



Gladstone St & King St - Refuge pulled back from intersection



Gladstone St & Woolcott St - Kerb ramps pulled back from intersection



Gladstone St & Bishop St - Kerb extensions & crossing pulled back from intersection

**Proposed Path Upgrade
Kalinya St, Gladstone St and Bishop St, Newport**
Concept Plan - Safer Crossing Treatments - Not to Scale - 23/08/2019

Table of Consultation

Address	Kalinya, Gladstone & Bishop Streets, Newport
Proposal	Shared Path

Letter to Owners & Residents

Properties Consulted	616
Responses Received	3
Supporting of Project	1
Support with concerns	0
Do Not Support	2

On Site Consultation

People Consulted	5
Supporting of Project	3
Support with concerns	1
Do Not Support	1

Issue	Resident Comment	Council Response
Overall support for project	Resident corresponded to show their support for the overall project	Noted. Thank you.
Safety of shared paths	Considers shared paths (in general) to be unsafe	Transport for NSW Centre for Road Safety released a discussion paper on shared paths in 2015. The concluding remarks based on evidence stated that shared paths represent a relatively low safety risk. Almost all existing off road cycling network infrastructure on the Northern Beaches consists of shared paths. The shared path network will continue to expand due to cost and space requirements of separated infrastructure. Ongoing education and etiquette campaigns will help manage this issue.
Existing path is adequate	Does not support the construction of a shared path when there is already a footpath	The existing footpath does not allow for people of all ages to safely ride a bicycle. The main objective of the project is to extend the Safe Cycling Network from Newport to Newport West.
Loss of green space	Feels that the increased path width will remove too much green space.	To create a shared path it is necessary to increase the path width to allow for safe movement of bicycles and pedestrians.

ITEM 4.24	ALLAMBIE ROAD, ALLAMBIE HEIGHTS - SHARED PATH
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/657568
ATTACHMENTS	1 Allambie Road, Allambie Heights - Plan 2 Table of Consultation

GEOCODES: - 33.765738, 151.252250

REPORT

BACKGROUND

Council has received 100% RMS Active Transport funding (Priority Cycleways) to provide an improved active transport connection for part of the regional cycling route connecting the Strategic Centres of Manly and Frenchs Forest.

This project is in line with Council's *Move – Northern Beaches Transport Strategy 2038* to expand the shared path network to improve connectivity and make walking and cycling an attractive alternative to car use.

The project proposes a shared path connecting the existing shared path at the top of Allambie Road to Allambie Heights Oval, Public School and local shops. This will allow for greater safety, accessibility and provision for the community to walk or cycle in the local area.

LOCATION

- Allambie Road is a regional road with a 60km/h speed limit.
- Allambie Road is mostly residential with medium density housing. There are industrial businesses in the north and several shops in the south.
- Allambie Road is a two way road with a 12.5 meter width.
- There are parking bays and bicycle lanes on both sides.
- This street meets at T-intersections with Darmour Avenue, Martin Luther Place, Mortain Avenue and Arnhem Road.
- There is an existing bicycle lane with road markings on Allambie Road south of Eaton Square
- Allambie Road is a Bus Route for:
 - 142 – Allambie to Manly
 - 280 – Chatswood to Warringah Mall
 - E66 – Allambie to Wynyard
 - 276S1 – Covenant Christian School to Warringah Mall
 - 600N – Cromer High School to Warringah Mall
 - 620N – Allambie Heights to Manly Vale
 - 659N – Beacon Hill Public School to St. Augustines
 - 680N – Wheeler Heights to Balgowlah Boys High
 - 693N – Narraweena to Manly
 - 721N – Oxford Falls Grammar School to Balgowlah Shops
 - 722N – Oxford Falls Grammar School to Seaforth Shops
 - 732N – Allambie to Manly High School
 - 776N – Forest High School to Brookvale
 - 778N – Pittwater House to Frenchs Forest

ISSUES

- Council's Transport Strategy has an objective to expand the shared path network.
- The existing shared path from Frenchs Forest ends along Allambie Road and moves bicycle riders from an off-road to on-road environment. Previous community engagement has revealed that many people are not comfortable cycling amongst general traffic. A safer off-road shared path will offer cycling as a transport option to a greater proportion of the community.
- The section of footpath between the pipeline entrance and Martin Luther Place is frequently used by people riding mountain bikes connecting between trails. The proposed shared path will allow this activity to become legitimate and make the area safer for all path users
- In 2018 the NSW Government increased the age of legally cycling on the footpath from under 12 to under 16. This has resulted in allowing more people to cycle on footpaths. Upgrading the footpath to a shared path will help cater for this increase.

PROPOSAL

Council has undertaken a review of the location and supports the construction of a 2.5m to 3m wide shared path to create a safer cycling route.

The route of the shared path will connect the existing shared path at the top of Allambie Road (eastern side) to Allambie Heights Oval, Public School and local shops and form part of a regional route between manly and Frenchs Forest.

Safer road crossing treatments in the form of blisters and a raised crossing will be applied to the crossing point at Martin Luther Drive and Allambie Oval Carpark entrance.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will improve the safety and space on the existing path and crossings, encouraging more people to walk and cycle.
- Improvements to two crossings will be made adding safety to users of the path.
- This proposal will create an alternate and safer route for bicycle riders.

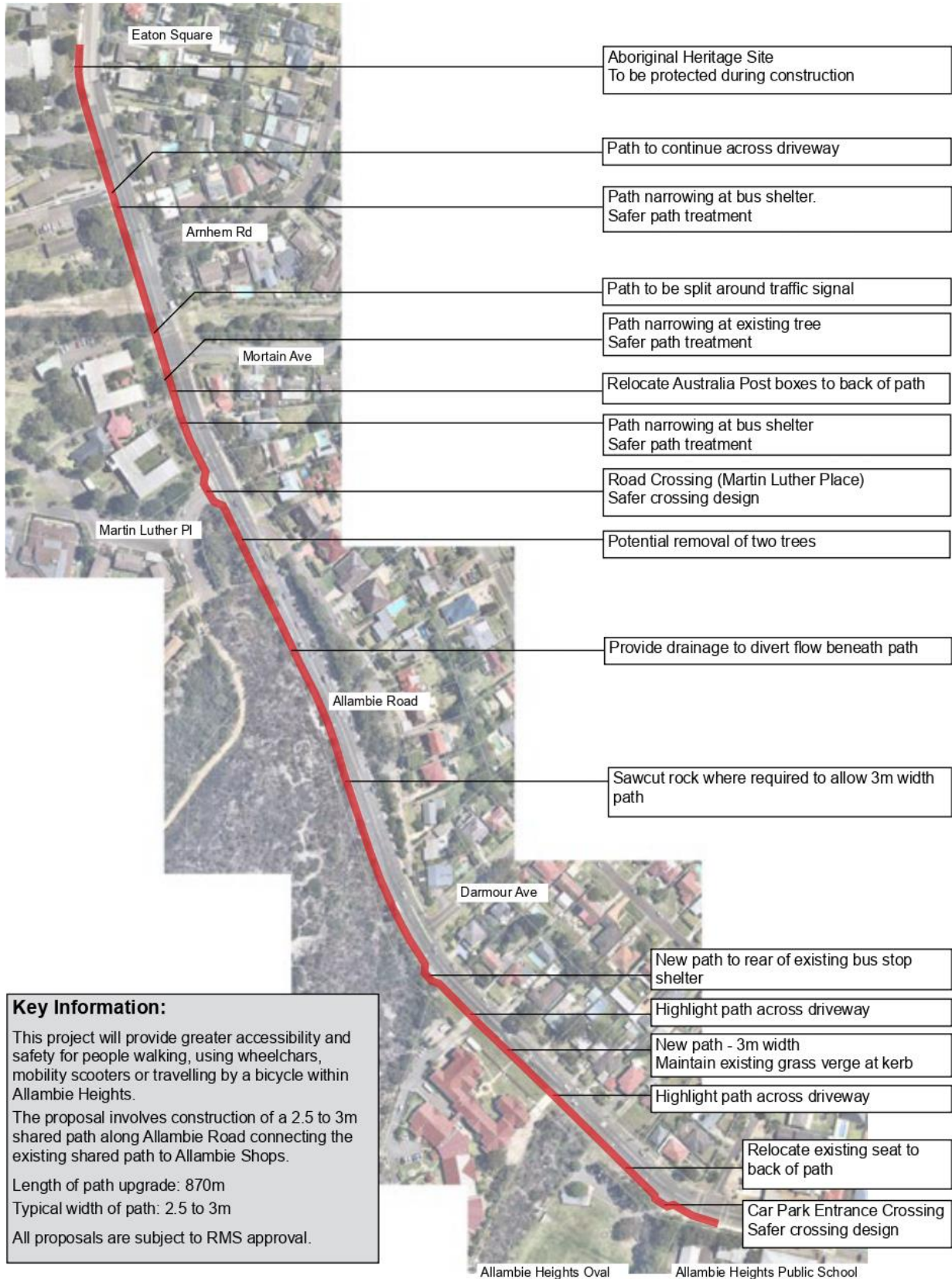
CONSULTATION

Consultation letters have been distributed to 91 properties within the immediate vicinity of the location providing notification of the proposed changes. In addition an extra consultation session was done on site on 12 October 2019. Temporary conflute signage has been installed along the route to notify users of the proposal. The responses are noted in Attachment 2 – Table of Consultation

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Construction of a 2.5 to 3m shared path along Allambie Road, Allambie Heights.
- B. Installation of safer crossing treatments for shared path users at the following intersections
 - Martin Luther Place
 - Allambie Height Oval carpark entrance



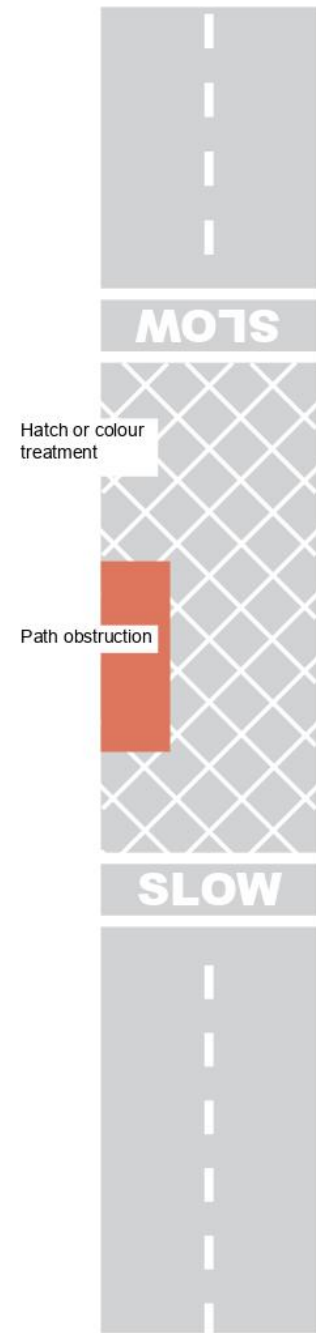
Proposed Path Upgrade
Allambie Road, Allambie Heights
Concept Plan - Not to Scale - 30/08/2019



Martin Luther Place Crossing



Allambie Oval Carpark Crossing



Typical Safer Path Zone
Linemarking Treatment

Table of Consultation

Address	Allambie Road, Allambie Heights
Proposal	Shared Path

Letter to Owners & Residents

Properties Consulted	91
Responses Received	2
Supporting of Project	0
Support with concerns	1
Do Not Support	1

On Site Consultation

People Consulted	7
Supporting of Project	6
Support with concerns	0
Do Not Support	1

Issue	Resident Comment	Council Response
Overall support for project	Would like to see more safe cycling infrastructure in the area	Noted. Thank you.
Safety of shared paths	Pedestrians should not have to mix with bicycles. Bicycles create a danger.	Transport for NSW Centre for Road Safety released a discussion paper on shared paths in 2015. The concluding remarks based on evidence stated that shared paths represent a relatively low safety risk. Almost all existing off road cycling network infrastructure on the Northern Beaches consists of shared paths. The shared path network will continue to expand due to cost and space requirements of separated infrastructure. Ongoing education and etiquette campaigns will help manage this issue.
Mountain Bikers conflict with retirement home pedestrians	Area between Pipeline and Martin Luther Place is known as a high conflict point. Concerns that making this a legitimate shared path will increase danger to elderly pedestrians. Concerned that there will be significant increase in risk of serious injury.	Transport for NSW Centre for Road Safety released a discussion paper on shared paths in 2015. The concluding remarks based on evidence stated that shared paths represent a relatively low safety risk. This area is currently being used by mountain bikers linking between two trails. Constructing the shared path will formalise this activity and increase path width for all users.
Flannel Flower	Conced the path will impact Flannel flowers	The Flannel Flower is a protected species, however it is not listed as a threatened species. The design of the path will address environmental concerns by way of a Part 5 Infrastructure and environmental impact assessment that will be undertaken prior to any construction activities taking place.
Cost of Path	Raised concerns with cost of rock cutting, removal/relocation of obstructions, existing utilities, etc.	The project has been allocated \$200,000 RMS grant funding. Project costs will be reviewed during detailed design.

ITEM 4.25	ALLAMBIE ROAD, ALLAMBIE HEIGHTS - PAVEMENT ARROWS AND DELINEATION LINES
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/660680
ATTACHMENTS	1 Allambie Road, Allambie Heights - Plan 2 Table of Consultation

GEOCODES: -33.753863, 151.243426

REPORT

BACKGROUND

Council has received concerns from road users regarding last minute lane changes by motorists on Allambie Road, Allambie Heights, on approach to the roundabout of Allambie Road and Rodborough Road.

LOCATION

- Allambie Road is a regional road with a posted speed limit of 60km/h. The road width for this section is approximately 12.5m
- Allambie Road and Rodborough Road are controlled by a roundabout. There are two lanes on Allambie Road approaching and exiting the roundabout on the northern direction.
- This section of Allambie Road has business and commercial units.
- There is an unrestricted kerbside parking restriction on the western side and a No Parking restriction on the eastern side of the street.
- There are pedestrian refuge islands near the roundabout and Bus Stops on Allambie Road.
- Allambie Road is a Bus Route for 142, 280, E66 and several School Buses with services every 5 minutes during peak time.

ISSUES

On the southern leg of the roundabout of Allambie Road and Rodborough Road, there are two approaching lanes and two exit lanes. Of the two approach lanes, the left lane is for dedicated left turn only and the right lane for straight and right turn manoeuvre. During peak hour traffic, vehicles on the left lane regularly have to wait and queue back for the traffic going straight to change lanes. Motorists going straight tend to change lanes at the last minute. This causes congestion and increases frustration for left turning motorists. Installing more pavement arrows and extending the Unbroken Lane Line (L3) will inform the motorists to change lanes earlier and make it an offence to change lanes over the unbroken lane line. Motorists turning left will have a clear way. Therefore, increasing traffic flow and reducing congestion.

PROPOSAL

Council has undertaken a review of the above location and proposes to install additional pavement arrows to warn motorists and extend the existing Unbroken Lane Line (L3) delineation by approximately 50m. The No Stopping restriction will also be extended to allow unobstructed traffic. According to Australian Road Rules, it is an offence for a driver to cross a continuous unbroken lane line. Therefore, these measures will improve traffic operation and prohibit lateral lane shifts on approach to the roundabout.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- There will be no immediate impact on pedestrian and people cycling.

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of additional pavement arrows.
- B. Extension of existing Unbroken Lane Line (L3) delineation by 50m.
- C. Extension of No Stopping parking restrictions to allow unobstructed traffic flow.

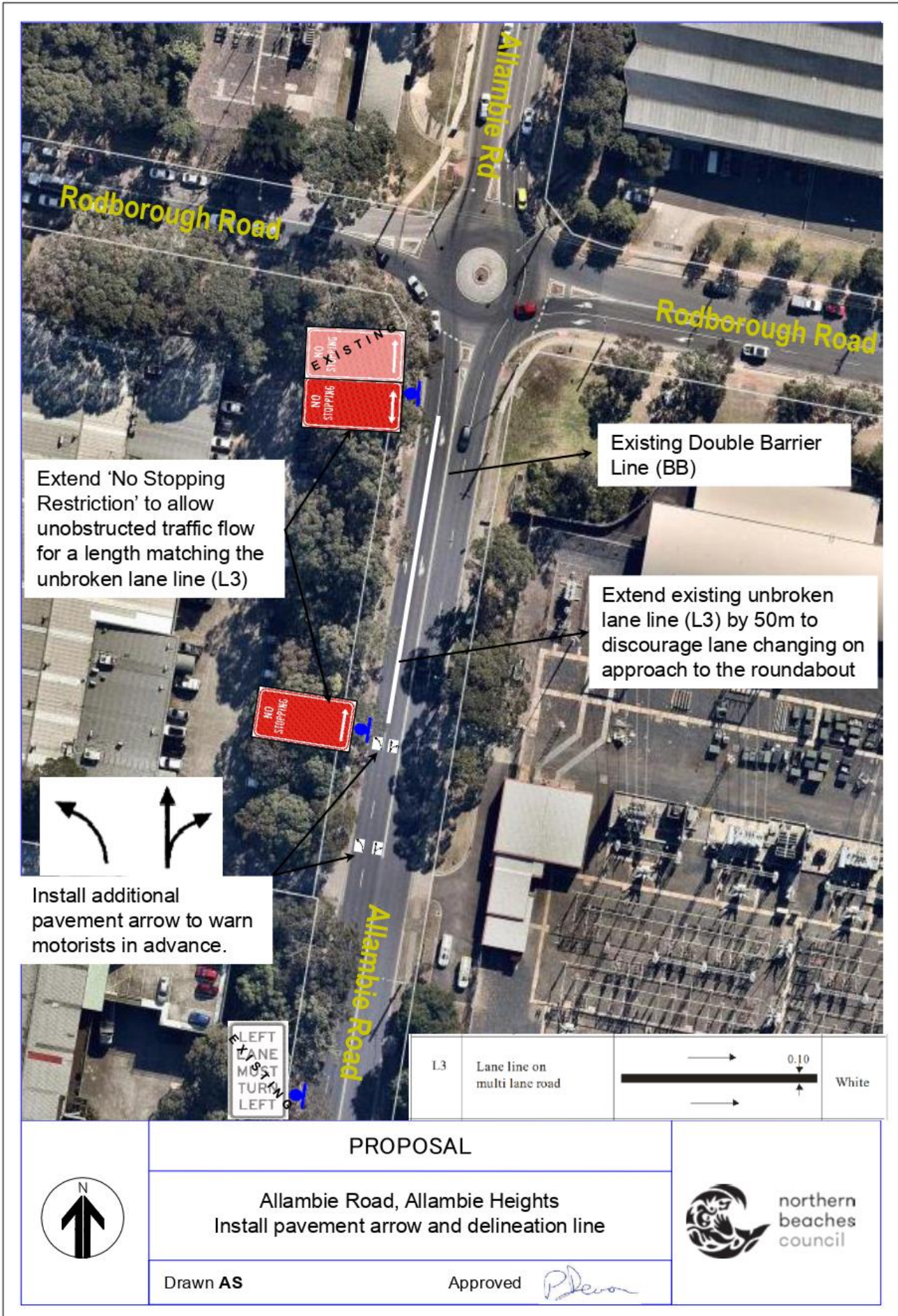


Table of Consultation

Address	Allambie Road, Allambie Heights
Proposal	Install Pavement arrow and Delineation Lines

Properties Consulted	15
Responses Received	1
Support	1
Do Not Support	0

Issue	Resident Comment	Council Response
Addresses part of the problem	The stretch of Allambie Road north of Rodborough Road needs to be widened, as traffic backs south of the roundabout, hence the congestion.	The widening of the road involves a major infrastructure upgrade at a significant cost. Council will continuously monitor the traffic flow and try to improve the situation.

ITEM 4.26	POWDERWORKS ROAD, NORTH NARRABEEN - KEEP CLEAR PAVEMENT MARKINGS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2019/665052
ATTACHMENTS	1 Powderworks Road, North Narrabeen - Plan

GEOCODES: -33.702550, 151.294538

REPORT

BACKGROUND

Council has received concerns from local residents regarding the traffic congestion and right turning traffic at the intersection of Powderworks Road and Warraba Road, North Narrabeen.

LOCATION

- Powderworks Road is a regional road with a speed limit of 50km/h.
- The intersection of Powderworks Road–Warraba Road is an unsignalised intersection.
- The intersection of Powderworks Road–Garden Street is a signalised intersection.
- The Powderworks Road is two-lanes and caters for two-way traffic with kerbside parking, however, the southbound lane splits into two lanes on approach to the intersection of Powderworks Road–Garden Street.
- Between the intersections of Powderworks Road–Warraba Road and Powderworks Road–Garden Street, Powderworks Road has timed kerbside parking on the northbound and southbound lane.
- There are footpaths on both sides of Powderworks Road.
- Adjacent land uses consist of commercial/industry and low-density residential lands along the northbound and southbound lane, correspondingly.
- The bus routes that service the section of Powderworks Roads include:
 - 182 – Mona Vale to Narrabeen
 - E83 – North Narrabeen to City Wynyard (Express Service)
- As a regional road, Powderworks Road and Garden Street carries a significant volume of traffic.

ISSUES

- Due to the large volume of traffic, Powderworks Road–Warraba Road intersection is frequently blocked by traffic queues on the approach to traffic signals at Powderworks Road-Garden Street.
- As the northbound lane width narrows at the intersection of Powderworks Road–Warraba Road, it limits the trafficable road to a single vehicle.
- When traffic queues, it commonly obstructs northbound traffic wishing to cross the carriageway or lane (right turning traffic) and subsequently causes traffic to also queue on the northbound lane.

PROPOSAL

Council has undertaken a review of the location and proposes to install a Keep Clear pavement symbol and associated transverse markings at the intersection of Powderworks Road and Warraba Road, North Narrabeen. The proposal will effectively control the blocking of entrances and exits at Warraba Road by queued traffic. The proposal will facilitate right-hand turns from Powderworks Road into Warraba Road and reduce traffic congestion on Powderworks Road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Powderworks Road is part of the Road Cycling Network and is not included in the Safe Cycling Network.
- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect pedestrian facilities or impacts on walking paths.

CONSULTATION

Public consultation is not necessary as the impact on residents is very low and the proposal enhances safety.

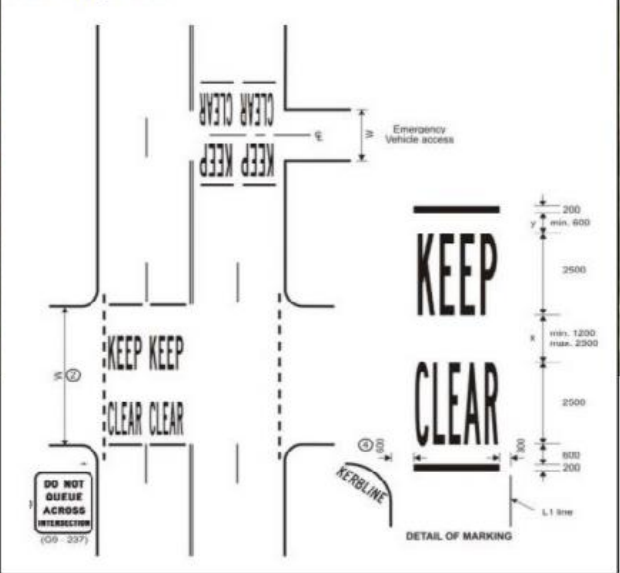
RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of Keep Clear Pavement Markings and associated transverse markings at the intersection of Powderworks Road and Warraba Road, North Narrabeen.



Install 'KEEP CLEAR' pavement symbol and associated transverse markings. Align with kerblines of Warraba Road.

The KEEP CLEAR pavement symbol and associated transverse markings are shown in Figure 9.2.



	PROPOSAL		
	Powderworks Road, North Narrabeen Keep Clear Pavement Markings		
	Drawn	BD	

ITEM 4.27	HEADLAND ROAD AND TANGO AVENUE, DEE WHY - DROP OFF/PICK UP ZONES
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/620999
ATTACHMENTS	1 Headland Road and Tango Ave, Dee Why - Plan and Letter 2 St Luke's Grammar School Traffic Management Plan

GEOCODES: -33.759658, 151.284298

REPORT

BACKGROUND

Approval has recently been granted to a Section 96 modification for the approval for St Luke's Grammar School in Headland Road, Dee Why. The modification approved an increase in student numbers from 992 to 1092 students. In conjunction with the approval, to manage traffic impacts arising from the approval, the applicant has been required to prepare and implement a detailed traffic management plan to control the pick up and drop off of students. This plan relies upon careful management of "kiss and drop" facilities on the schools Tango Avenue frontage and bus pick up and drop off from the schools Headland Road frontage.

LOCATION

St Luke's Grammar School is sited at 210 Headland Road, Dee Why. It has frontages to Headland Road, Quirk Street and Tango Avenue. Each of these roads is approximately 9.8m in width and carry two way traffic with parking generally permitted on both sides of the road. On the schools Tango Avenue frontage an indented drop off and pick bay has been created to allow for drop off and pick up of students. An indented bus bay has also been created on the schools Headland Road frontage to allow for drop off and pick up by buses before and after school.

ISSUES

- The existing 2minute parking restrictions applying in the Tango Avenue drop off and pick up zone is not optimal as it allows parents to park and leave their vehicle
- The traffic management plan which has been prepared by the school to manage drop off and pick up of students allows for a highly efficient operation in the Tango Avenue drop off and pick up zone. A No Parking restriction would therefore be more appropriate forcing parents to stay with their vehicle and for more frequent turnover of vehicles.
- At peak times vehicles queue out of the Tango Avenue pick up and drop off zone. Adjusting the kerb alignment at Tango Avenue/Quirk Road to allow for ease of access to the kiss and drop zone will assist in easing queuing issues.
- Existing footpaths are in places 1.2m or 1.5m in width, widening footpaths to 2.0m as proposed will increase their capacity and allow for safer walking to/from school and or to/from transport
- The existing indented bus bay on Headland Road is not of sufficient length to safely accommodate two buses. Extending the indented bus bay by 6m as proposed will allow for independent operation of two buses.

PROPOSAL

The Sydney North Planning Panel has undertaken a review of the location and issues and has approved the application for a modification to the number of students but imposed the following amendment to condition 3A of the consent:

"3A Traffic and Parking Zone Works

Pursuant to Section 138 of the Roads Act 1993 the applicant is to submit to Council for consideration and approval, concept design plans for the following works within the road reserve adjacent the site:

- i) Augmentation works to extend the drop off / pick up indented bays along the school frontages of Tango Avenue eastwards by 12 metres and the Headland Road indented bus bay westward by 6 metres. Details are to include survey detail of existing structures and appropriate changes to landscaping, kerb / services, line-marking and the like.
- ii) Change of signage relating to the 2 minute restrictions on Tango Avenue to "No Parking (8:00am-9:30am and 2:30pm-4:00pm School Days)" throughout the length of any indented drop-off / pick-up zone, including any similar parking signage as required by Council's Traffic Committee adjacent the site.
- iii) Provision to construct or widen footpaths to a width of 2.0 m on all school frontages where practicable or not already 2.0m."

A plan showing the extension of the indented parking bays and the required signposting changes is attached for the committee's consideration.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will improve pedestrian safety around the school by improving management of school aged pedestrians and improving the efficiency of drop off and pick up by bus and car.
- By acting to reduce the incidence of double parking and parking too close to intersections there will be increased road space for people cycling and improved sight lines to pedestrians and cyclists.

CONSULTATION

Consultation with regard to this matter has taken place in conjunction with assessment of the Section 96 Modification at the school. Submissions lodged with regard to the matter were considered as part of the development assessment and approval process.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Extension of the Headland Avenue, Dee Why, indented bus bay by 6m in a western direction and associated relocation of Bus Zone and No Parking signage
- B. Adjustment of the kerb alignment on Tango Avenue, Dee Why, to improve access to the kiss and drop zone
- C. Adjustment of the parking restrictions on the south side of Tango Avenue, Dee Why, within the indented parking bay so that a No Parking restriction applying (8:00am - 9:30am and 2:30pm - 4:00pm School Days) is in place
- D. Implementation of all kerb adjustment, footpath and signposting works at no cost to Council.

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants 
ACN 071 762 537 ABN 88 071 762 537

23 October 2019
Ref 18145

Northern Beaches Council Traffic Committee
725 Pittwater Road
DEE WHY NSW

Dear Sir/Madam,

MOD 2018/0412
ST LUKE'S GRAMMAR SCHOOL
PROPOSED AMENDMENTS TO KERBSIDE PARKING ARRANGEMENTS

Please find attached a plan showing changes to kerbside parking restrictions in accordance with the following DA Consent Conditions:

C. Amend condition 3A to read as follows:

“3A Traffic and Parking Zone Works

Pursuant to Section 138 of the Roads Act 1993 the applicant is to submit to Council for consideration and approval, concept design plans for the following works within the road reserve adjacent the site:

- i) Augmentation works to extend the drop off / pick up indented bays along the school frontages of Tango Avenue eastwards by 12 metres and the Headland Road indented bus bay westward by 6 metres. Details are to include survey detail of existing structures and appropriate changes to landscaping, kerb/services, line-marking and the like.
- ii) Change of signage relating to the 2 minute restrictions on Tango Avenue to “No Parking (8:00am-9:30am and 2:30pm-4:00pm School Days)” throughout the length of any indented drop-off/pick-up zone, including any similar parking signage as required by Council’s Traffic Committee adjacent the site.

Also attached is an extract of the plans prepared by Martens & Associates Pty Ltd illustrating the extension of the indented bays in Tango Avenue and Headland Road, as required by DA Consent Condition No. C(i).

It would be appreciated if Council’s Traffic Committee could grant approval to the changes proposed to the kerbside parking restrictions in accordance with the DA Consent Condition requirements.

Please do not hesitate to contact me on telephone 9904 3224 should you have any enquiries.

Yours sincerely



Robert Varga
Director/Varga Traffic Planning Pty Ltd

Suite 6, 20 Young Street, Neutral Bay NSW 2089 - PO Box 1868, Neutral Bay NSW 2089 - Ph: 9904 3224

St Luke's Grammar School
TRAFFIC MANAGEMENT PLAN

28 June 2019

Ref 18145

Traffic Management Plan

Dated 28 June 2019

1. Objectives

The objectives of the Traffic Management Plan (TMP) are:

- to ensure the safety of children, parents, staff and the public as a result of the operation of the School
- parents, and any students eligible to drive to School, are to be made aware that they are subject to the same parking restrictions and road safety rules as every member of the public, and those rules can be enforced by Warringah Council's Traffic Wardens and the NSW Police
- encourage due courtesy the owners of the residential properties surrounding the School
- provision of parking onsite for staff
- provision of parking onsite for students
- provision of parking for visitors to the School, including deliveries
- minimise inconvenience to local residents both during normal school days and for "special events" at the School.

2. Staggering of school hours

Class times have been staggered to minimise peak traffic and parking demands and to reduce congestion at the School. These hours are currently:

- Cottage Classes – 8.30 am to 2.45 pm
- Kindergarten – Year 2 – 8.30 am to 2.55 pm
- Year 3 to Year 6 – 8.30 am – 3.05 pm
- Year 7 to Year 12 – 8.30 am to 3.20 pm
- Before and After School Care is provided from 7.00 am to 8.30 am and then from 2.45 pm to 6.00 pm.

3. Traffic Warden

The School will use supervisors to assist safety management and employs a Traffic Warden during the morning and afternoon school peak periods. The Traffic Warden monitors traffic at the Quirk Road and Tango Street intersection to reduce congestion in the surrounding streets. The primary purpose of the Traffic Warden is to ensure the safety of students and to request parents/drivers to:

- carry out drop off and pick up activities safely and efficiently,
- move on to avoid congestion, and
- adhere to the correct road and parking rules.

so the School is a safer place for the community.

Parents are reminded that Warringah Council's Rangers and the NSW Police will apply penalties for non-compliance with the road traffic rules.

The Traffic Warden is to wear a reflective vest with "Traffic Warden" in visible lettering to enable identification by pedestrians and drivers. Supervisors are to also wear a reflective vest.

4. Procedures

All bus stops are located adjacent to the school's frontages, and there is no need for any students to cross the road to access a school bus.

All school buses use the indented bus bay in Headland Road except for 1 bus which approaches from the east and turns right from Headland Road to use the bus zone on the western side of Quirk Street. Occasionally a bus approaching the Headland Road bus bay will be directed around the corner to the Quirk Street stop if the bus bay is fully occupied.

Bus stops located on the northern side of Tango Avenue and the eastern site of Quirk Street are no longer in use.

Up to 12 staff are rostered on each afternoon to manage the TMP pick-up operations.

4.1 *Buses in Headland Road – morning arrivals*

Buses arrive in Headland Road in the morning from approximately 8.00 am to 8.25 am. Parents and students are instructed not to park within the designated bus zones.

Students arriving by bus each morning will move directly from the Bus Bay into the School

4.2 *Buses in Headland Road – afternoon departures*

There are 2 staff members rostered to supervise student activities during departures at the Headland Road bus stop.

Buses depart from approximately 3.25 pm to 3.40 pm.

Students are to wait inside the school grounds in the school courtyard, and are called forward when their bus arrives. Students are to board their bus under supervision.

4.3 Quirk Street buses – afternoon departures

A staff member is rostered to supervise students departing School via the bus stop in Quirk Street in the afternoon.

Students are to wait inside the school grounds in the school courtyard, and are called forward when their bus arrives. Students are to board their bus under supervision.

4.4 Drop off and pick up zone in the indented bay in Tango Avenue

A drop off and pick-up zone with a capacity of approximately 12 cars is provided in an indented parking bay in Tango Avenue. Buses and trailers are not permitted to use the indented bay during drop-off and pick-up times. Four staff members are rostered to supervise students in the Tango Avenue "Drop & Go" zone. The arrival and departure of students via the Tango Avenue drop off/pick up zone is supervised by the School's Traffic Warden.

Parents are not permitted to wait in the "Drop & Go" zone and drivers must remain in the driver's seat. Parents are to move away from the zone immediately upon being requested by staff.

4.4.1 Morning Drop-Off

Parents/carers using the Tango Avenue "Drop & Go" zone will not exit their vehicle. Drivers must remain in the driver's seat. A member of the St Luke's staff will open the passenger side door(s) and assist children to exit the car. In order to support this process drivers must ensure that they:

- move as far forward in the line as possible
- remain in the car at all times
- have your children's school bag in the vehicle, rather than in the boot
- students will *exit* the car from the passenger side of the vehicle
- when departing drivers must continue in the same direction along Tango Avenue. U-turns are not permitted.

4.4.2 Afternoon Pick-Up

Parents wishing to use the Tango Avenue "Drop & Go" zone in the afternoon must place their family name *label* on the passenger side of the dashboard or suspended from the passenger side sun visor – so that it can be seen by St Luke's staff. Students are called to the kerb before their parents' vehicle arrives at the pick-up point.

Five cars are loaded at any one time in the 12 spaces. Then the next 5 cars move forward, by which time each student is waiting at their designated pick-up point. St Luke's staff will then assist children into the vehicle. To support this process drivers must ensure that they:

- move as far forward in the line as possible
- remain in the car at all times
- have your children's school bag in the vehicle, rather than in the boot
- students will *enter* the car from the passenger side of the vehicle
- when departing drivers must continue in the same direction along Tango Avenue. U-turns are not permitted
- a staff member is rostered to monitor traffic activity on the corner of Headland Road and Quirk Street during the afternoon pick-up.

4.5 Drop off/pick up zone in Headland Road

A drop off pick up zone is provided in Headland Road, to the south of the site access driveway. The arrival and departure of students via the Headland Road drop off/pick up zone is encouraged to be used parents /carers.

4.6 Deliveries

Deliveries are to be made by parking in carparking space "No.15" (shown on the approved plans) in the Undercroft, to be signposted and used for routine/bulk deliveries. A delivery / visitor space is also located in the carpark off Headland Road (adjacent the disabled parking spaces) for general visitors and deliveries to reception.

The location of staff parking areas, student parking areas, bus zones and drop off/pick up zones are illustrated on the attached diagram to the Traffic Management Plan.

5. Staff Parking

A total of 112 parking spaces are provided on the site for staff. They are:

- (a) 104 car spaces in the Tango Avenue carpark;
- (b) 8 car parking spaces in the Undercroft.

6. Senior students driving to School

The School does not encourage the senior school students to drive to school.

Senior School students are granted permission to drive to school at the School's discretion. The School keeps a list of students who have been granted permission.

The School provides 17 spaces for senior student parking, located in the 2 parking areas off Headland Road within the School site, and in the hall undercroft area.

The School shall monitor student parking on site and routinely remind students who drive to school to be considerate with respect to public parking within the surrounding streets near the school.

Parents of students driving to school and parking on the surrounding public streets must:

- (a) give details of the registration no. and student name to the Business Manager by email or letter;
- (b) Request the students not to park in Tango Avenue. (Reason: safety and neighbours' amenity).

7. Special Events

Limited special events are held on-site. School speech days, and HSC exams are held off site to minimise the impact of ingress to and egress from the School.

Where possible, parking of parents cars for special events will be accommodated in the Tango Street carpark (eg a meeting of parents of a Year group or a Class group).

For large functions, such as the Musical/Drama Production Nights the School will provide off street parking for parents in the Tango Street carpark (104 cars). If additional special event carparking is required then the School will provide parking for 76 vehicles on the existing playing field located on site, entry via Tango Avenue and at these times:

- entry to the Tango Avenue carpark and over-flow to the existing playing field will be monitored by School staff guiding the traffic,
- there is to be a directional sign installed to assist parents accessing this special event parking facility (as illustrated on the plan annexed), and
- exit from the Tango Avenue carpark and the playing field overflow will be monitored and directed by School staff

The use of the existing playing field for overflow parking is subject to the prevailing weather and condition of the playing field.

8. *Alternative transport*

The School will actively promote students catching public transport to and from the School. At the beginning of the new School year in Junior and Senior School, information booths are displayed relaying information regarding bus routes and timetables.

Carpooling is encouraged and for school families to car pool and take turns in delivering students to, and collecting them from, the School.

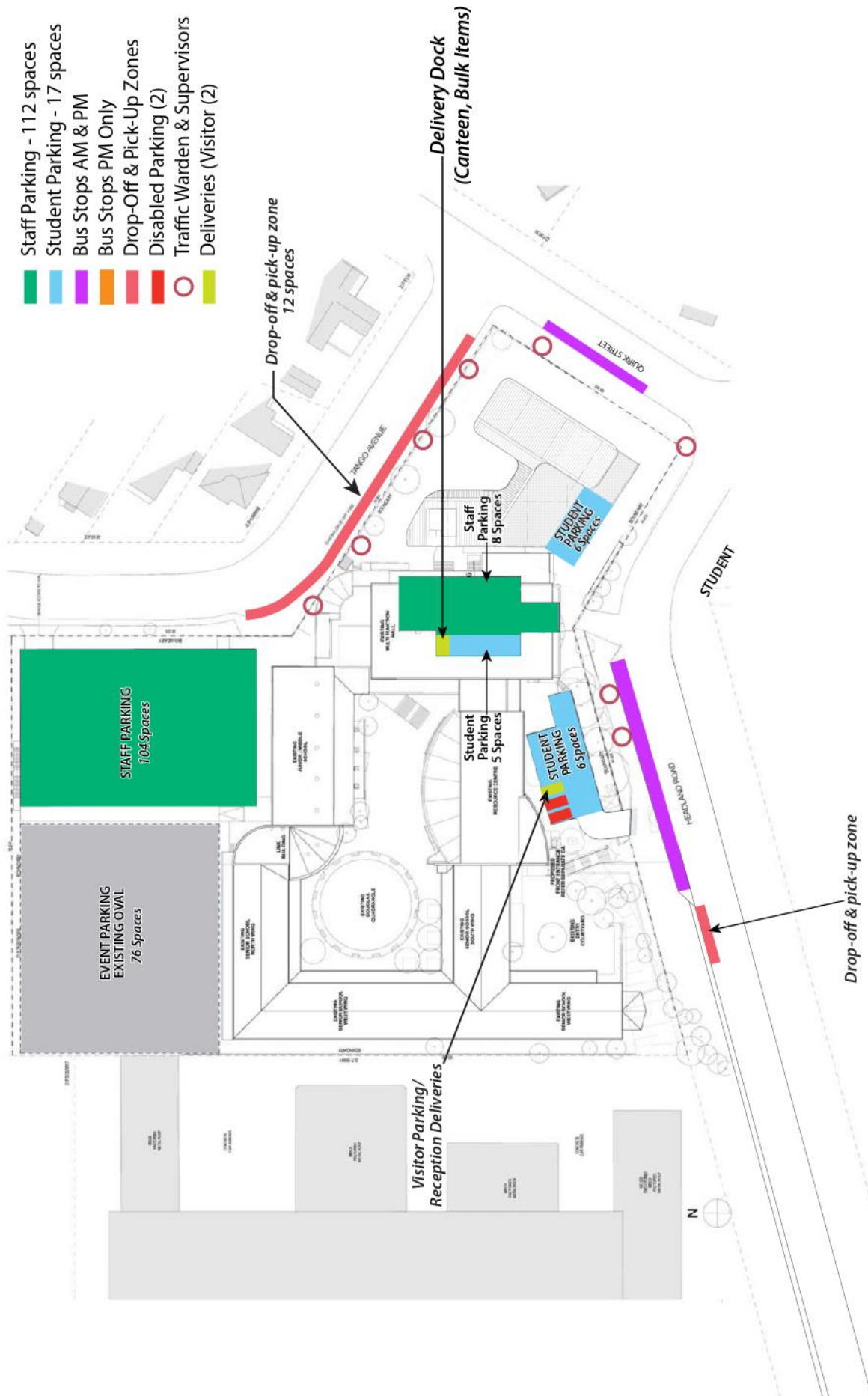
9. *Management of Complaints*

All complaints should be addressed to the Principal or Business Manager by telephone or email. The email address is: office@stlukes.nsw.edu.au. The School will always make contact with the complainant to address the particular complaint. The School Council receives a report of any particular complaint at each School Council meeting. The School keeps a record of each complaint on file and how the complaint has been addressed.

10. *Annual Review*

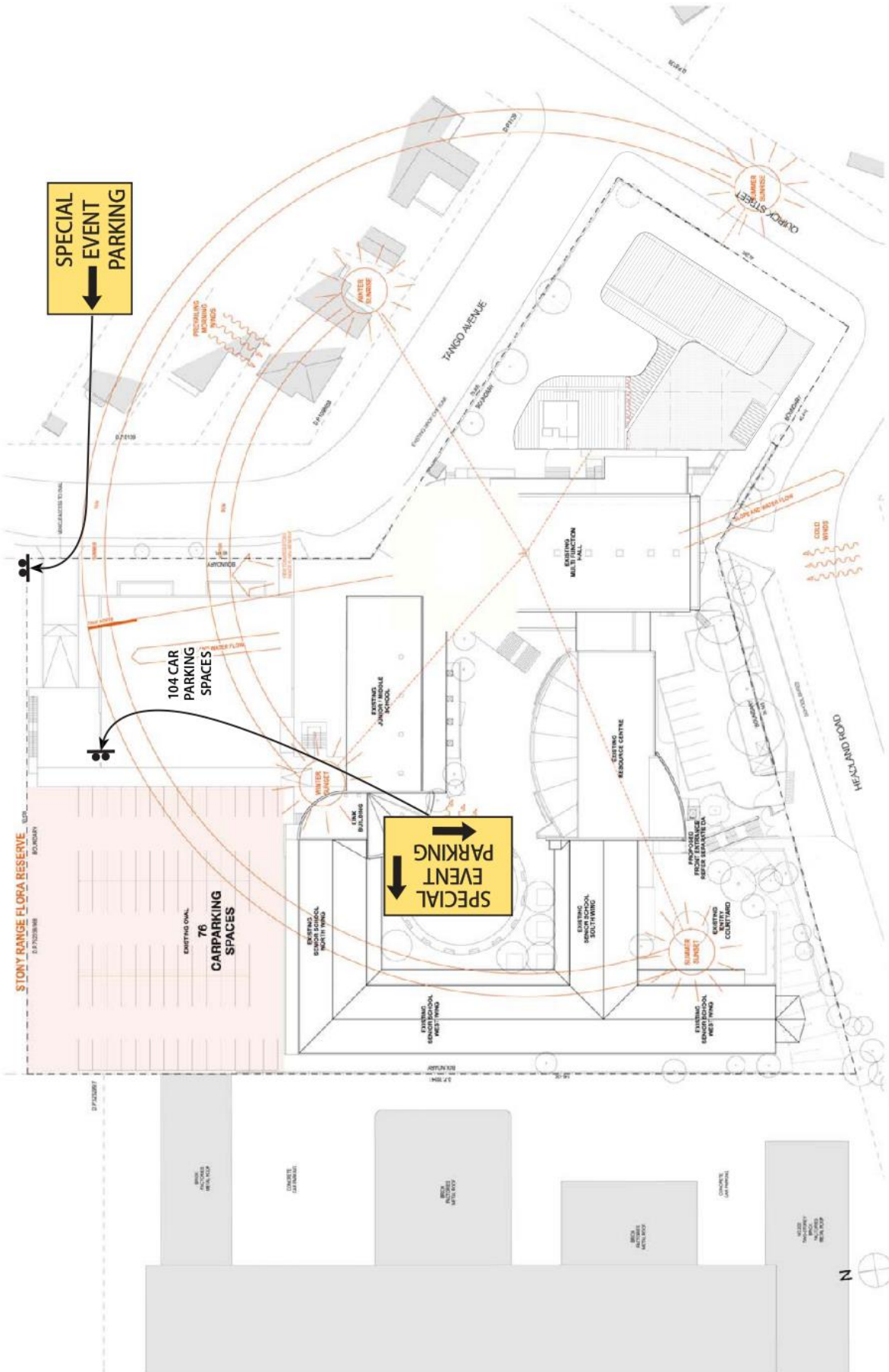
There are to be annual review meetings between the School and Council, the first one to be one year after the final occupation certificate is issued for this consent.

The School is to arrange these meetings between relevant School representatives (which must include the principal or deputy principal) and the relevant Council traffic engineer and planner to discuss and review the effective operation of this Traffic Management Plan.



**ST LUKES GRAMMAR SCHOOL
TRAFFIC MANAGEMENT PLAN**

This plan reflects changes in Headland Road and Tango Avenue in accordance with DA Modification Application 2018/0412 consented to by Sydney North Planning Panel on 26 June 2019. The school intends to have the additional works in Council's road reserve finalised before commencement of Term 1 2020



**SPECIAL EVENT
PARKING PLAN**

ITEM 4.28	OLIVER ROAD, NORTH MANLY - BUS ZONE
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/660644
ATTACHMENTS	1 Oliver Road, North Manly - Plan

GEOCODES: -33.781442, 151.278643

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles parking too close to the intersection of Pittwater Road on the north side of Oliver Road, North Manly.

LOCATION

Oliver Road is a local road carrying high volumes of traffic between Pittwater Road and Freshwater/Curl Curl. Buses travel east and west of Oliver Road. It is approximately 13m in length but widens to 20m on approach to Pittwater Road to accommodate additional travel lanes. Its intersection with Pittwater Road is controlled by traffic signals.

ISSUES

- The existing Bus Zone is too short and does not provide sufficient space for buses to pull in close and parallel to the kerb
- Buses are unable to pull out from the Bus Zone and turn right onto Pittwater Road without blocking access to the right turn lane by extending the Bus Zone, buses have more space to commence their turn
- Vehicles can currently park legally between the Bus Zone and the driveway serving No. 378 Pittwater Road

PROPOSAL

Council has undertaken a review of the location and issues and proposes to extend the Bus Zone from its existing length of approximately 15m to a length of 45m. The longer length is required to accommodate articulated buses and takes account of the steep gradient, winding nature of the road and the proximity of the Bus Zone to a signalised intersection.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

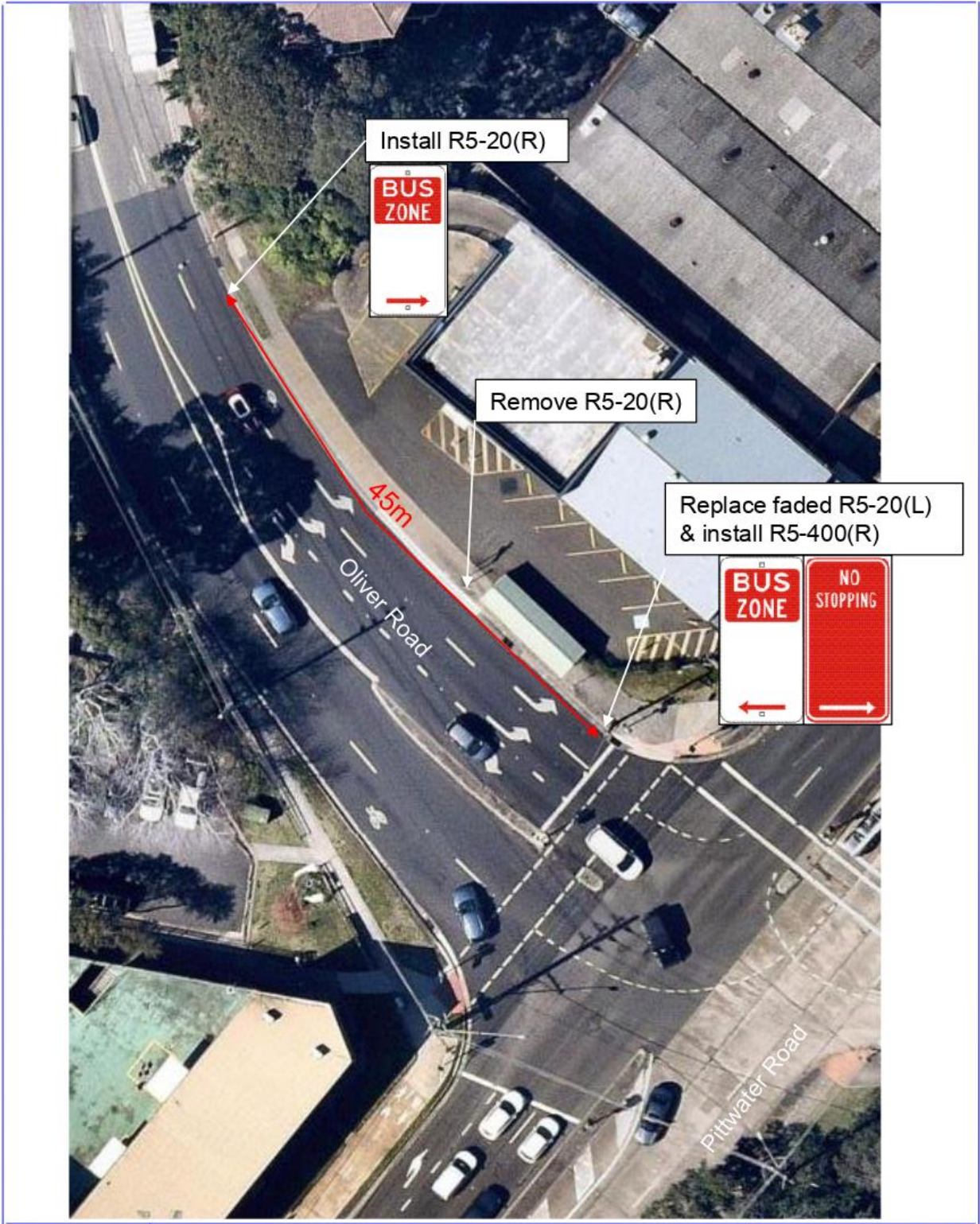
- Will improve safety for cyclists by reducing the impact of buses on adjacent through traffic lanes.

CONSULTATION

There has been no public consultation with regard to this matter as the changes are being undertaken to reinforce existing restrictions associated with the use of Bus Stops and for safety reasons.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the extension of the existing Bus Zone to a length of 45m on the south side of Oliver Road east of Pittwater Road, North Manly.



	PROPOSAL	<p>northern beaches council</p>
	Oliver Road, North Manly Bus Zone Extension	
	Drawn JB Approved 	

5.0 MATTERS FOR NOTATION

ITEM 5.1	TABLE OF APPROVALS UNDER DELEGATION
REPORTING OFFICER	MANAGER, TRANSPORT NETWORK
TRIM FILE REF	2019/664607
ATTACHMENTS	1 Table of Approvals Under Delegation

GEOCODES: Various

REPORT

- Council's Transport Network Team obtained delegation from the Northern Beaches Council Local Traffic Committee on the 4 June 2019 to implement measures to reinforce existing controls under the NSW Road Rules as well as minor proposals, without reporting these matters to the Traffic Committee meeting.
- It was agreed that a plan of the proposals will be forwarded to the Traffic Committee members for consideration. If no objections are received within the specified response time, the proposals will be approved under delegation and be presented in the agenda as a Matter for Notation.
- Except for statutory requirements, consultation with affected residents and businesses within the immediate vicinity of the proposal will still be required prior to consideration.

REPORT TO TRAFFIC COMMITTEE

That the Traffic Committee notes the delegated approval of actions detailed in Attachment 1 – Table of Notifications.

Table of Approvals Under Delegation - 3 December 2019

Location	Action	Consultation	Referral Sent Date	Approval Date	Officer
Warriewood Road, Warriewood	Install statutory Bus Zone Signs, 20m entering the Bus Stop and 10m exiting the Bus Stop Plan - 2019/658860	Consultation not required. Reason for approval: Statutory, and requested from Rangers	18/11/19	22/11/19	JO

ITEM 5.3	ROAD SAFETY PROJECTS UPDATE
REPORTING OFFICER	ROAD SAFETY OFFICER
TRIM FILE REF	2019/658414
ATTACHMENTS	NIL

REPORT

BACKGROUND

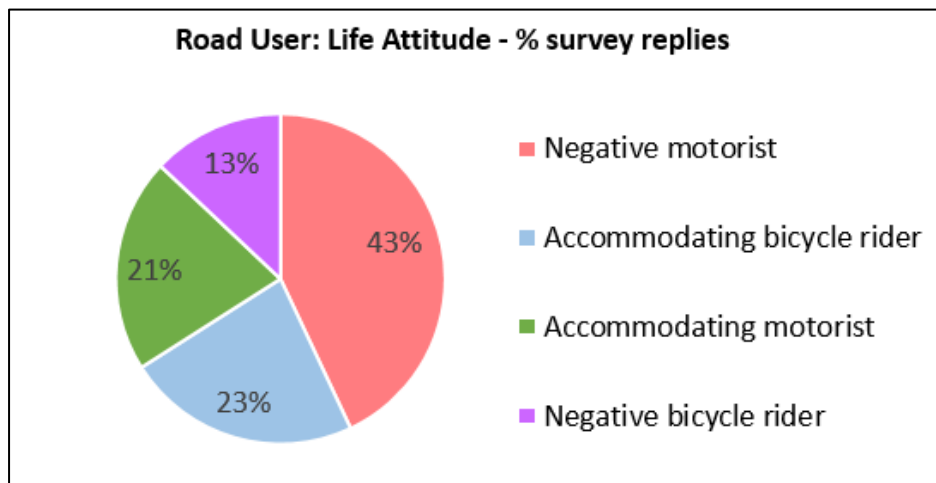
At the beginning of the 2018/2019 financial year the Road Safety Officers presented a report on the road safety program and projects that were to be run this year. Below is a half yearly update on these projects.

Safe Bicycle Riding – Research

Northern Beaches Council has conducted research to better understand the attitudes of both motorists and bicycle riders on our roads.

Traffic congestion and parking concerns are one of the biggest sources of frustration for both residents and visitors. On the Northern Beaches, bicycle riding is popular for both residents and visitors. It offers a feasible travel option that is sustainable, efficient and healthy. However, anecdotal evidence indicates that many people limit their bicycle riding due to a reluctance to ride on roads, which are considered unsafe for bicycle riders.

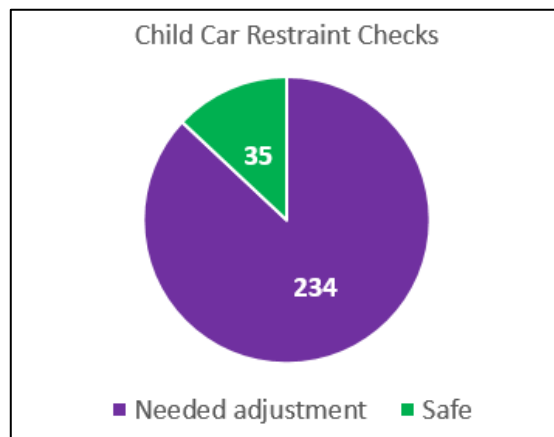
A key result from the research was identifying four key road users as noted in the chart below.



The Road Safety Team will utilise the research results to develop behavioural change campaigns aimed at promoting bicycle riding as alternatives for some journeys, such as for short distance travel.

Child Car Seat Checks

Council continues to host free child car seat checks. Since the last report in December 2018, 180 families have taken advantage of the service. 87% of the restraints needed adjustments resulting in improving the safety of 234 of our local children and peace of mind for all who attended.

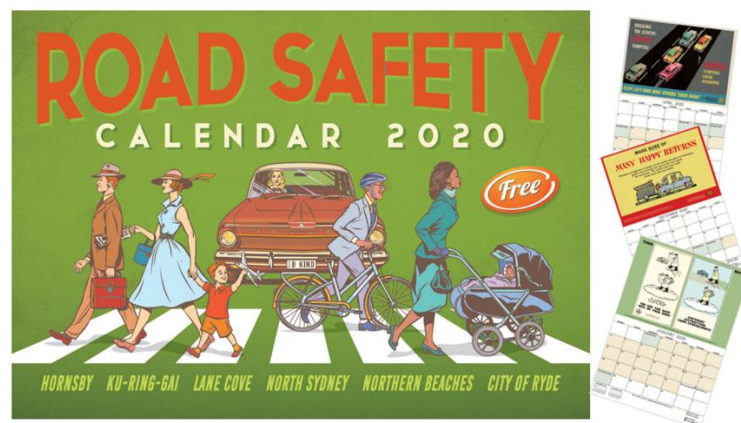


2020 Road Safety Calendar

Northern Beaches Council has again collaborated with other Northern Sydney councils to produce a road safety calendar.

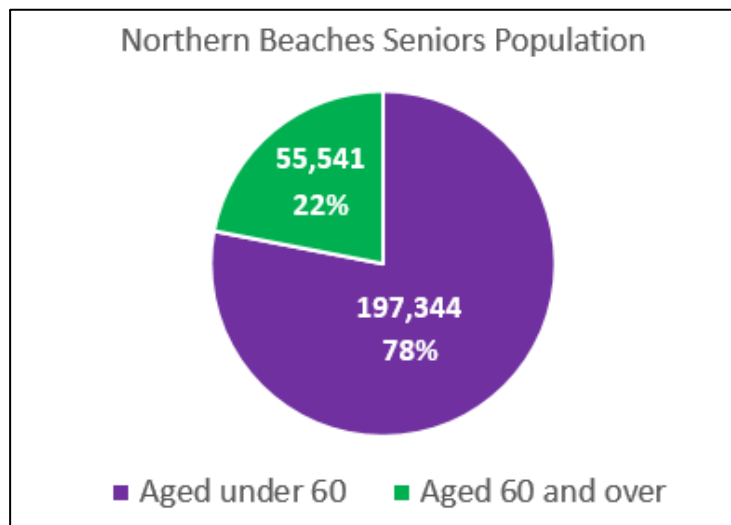
The calendar uses eye-catching vintage poster art to convey some serious road safety messages including information on pedestrian safety, yellow lights, safety around schools and children, and much more. It also aims to remind all road users to take responsibility for their actions on the road.

About 10,000 calendars are being delivered to over 80 distribution locations across the Northern Beaches, including Council libraries and customer service centres, sports clubs, police stations and medical centres.



Older Drivers

Seniors aged over 60 years of age are recognised as vulnerable road users and they represent 22% of our local community. It is therefore a priority to provide road safety information for them, as drivers, passengers and pedestrians. Since December last year we have held six “Fit and Ready for the Road” road safety workshops for seniors with 250 people attending. Interest was high on topics that included roundabouts, parking, hazard identification, new road rules and road safety tips. The interest in these workshops has meant that local seniors’ organisations are regularly requesting opportunities to host them.



Safety around Schools

Schools represent a high risk to children, with heavy congestion of traffic at school drop off and pick up times. We therefore have a focus on identifying safety measures for this vulnerable population.

Each term we provide every local school with information on resources available to them on the Council website. We have developed close relationships with many schools who regularly follow up with us for assistance. In the past 12 months we have engaged with 38 schools to improve safety around the schools through improved infrastructure, educational signage, flyers and campaigns, as well as provided presentations to parents at kindergarten orientations. One of our most popular resources is the 'School Zones' flyer which we developed to help families understand the parking rules specific to school areas. We are also developing a video to promote parking safely around schools.

Community Issues

Following concerns from local residents we recognised there is a lack of knowledge in our community about parking rules. We consulted with Council Rangers and identified ten commonly misunderstood parking rules. This resulted in the production of a parking guide flyer. Rangers are now using this to accompany parking infringements. It will also be issued to residents with their rates notice.


The Road Safety Team regularly receives requests from residents to address issues relating to speed, pedestrian crossings, signage, concerns with and for bicycle riders and shared paths.

Drink Driving

In the five years to March 2018, there were 3073** drivers who were caught over the limit on the Northern Beaches in Sydney. From 2013 to 2017 the Northern Beaches Local Government area was the second highest Sydney based LGA for casualty crashes involving alcohol.

To help educate drivers and reduce incidences of drink driving during the holiday season Council, along with the RMS, will be promoting the Plan B campaign. Plan B bottle bags and coasters will be delivered to a number of bottle shops and pubs/clubs. Videos, jpeg images and posters will also be available for all venues that serve alcohol.

The police are also working on a media release for the Northern Beaches to remind people not to drink and drive and to have a Plan B.

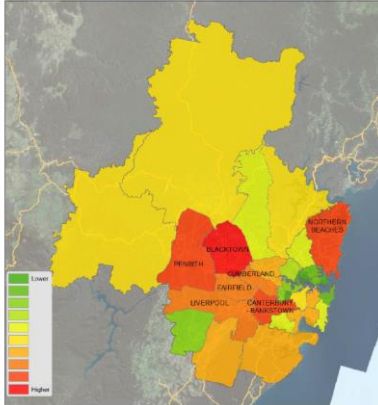


Casualties by LGA Involving Alcohol

January 2013 to December 2017

Highest 10 LGA's by Casualties:

- Blacktown
- Northern Beaches
- Penrith
- Canterbury-Bankstown
- Fairfield
- Cumberland
- Liverpool
- Parramatta
- Sydney
- Campbelltown



** Source: <https://www.smh.com.au/national/nsw/sydney-s-best-and-worst-areas-for-drink-driving-offences-20180607-p4zk5j.html>

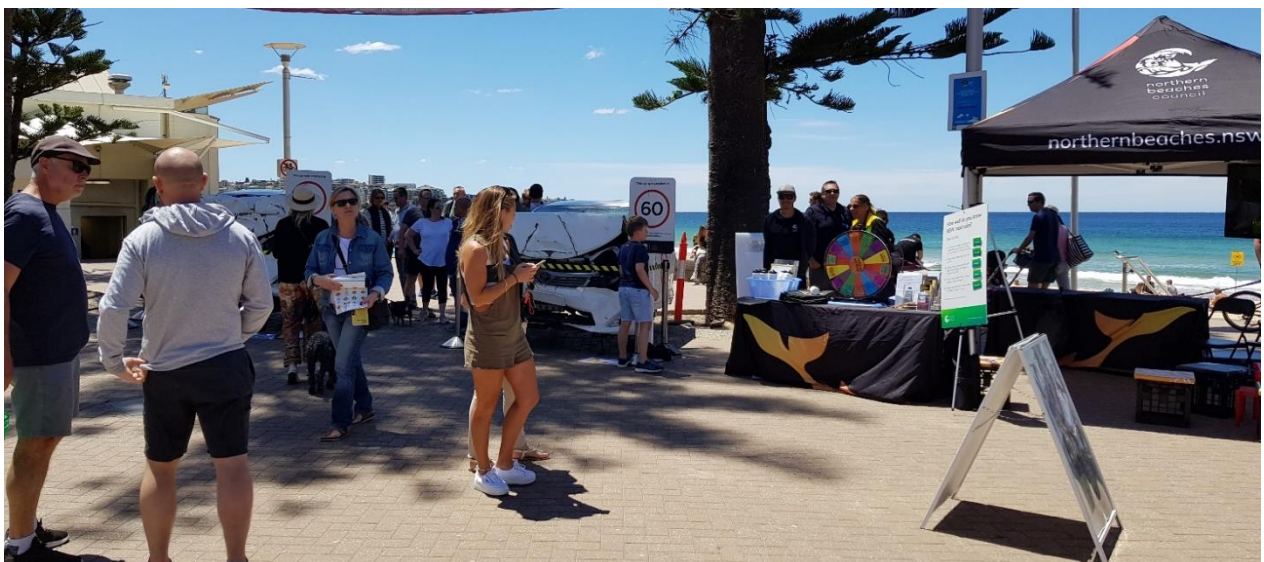
Speed – Crash Car Display Event

Speed is the number one killer on NSW roads and across the Northern Beaches and remains the leading behavioural factor in death and injuries on our roads. In order to provide a visual representation and educate people on the consequences that speeding has on vehicles, real life crash cars were put on display.

The two main themes of this crash car display event was firstly to show the consequences of speeding and second to promote the purchasing of 5 star safety rated vehicles. There were over 1150 people who attended this event and feedback received was very positive from residents and visitors.

The set of cars brought in were Toyota Camrys and these cars showed the impact of a car hitting a solid object head on at 60km/h and 100km/h. Several videos were played showing the crash testing of vehicles, a victim's perspective on how their children died in a crash, and Brian Owler – Neurosurgeon on his message for people to slow down for the safety of their family and others on the road.

The Police and highway patrol supported this event by providing two Police Officers with their police vehicles. The Police were able to show off their vehicles, but also communicate with the public in a more relaxed atmosphere. The Police advised they are happy to participate in any of these future events.



The layout of the crash car display event.



Learner Driver Workshops

Younger Drivers only make up approximately 15% of all drivers in NSW, yet they represent more than a third of annual road fatalities. These workshops are designed to increase confidence and knowledge for supervisors who oversee learner drivers.

There are four workshops run per year and are offered once during each school term. Feedback from all the workshops that have been run so far has been positive. There was a workshop run in August in which 26 people attended. The last workshop for 2019 is in November.

Help learner-drivers become safer drivers

Thursday 21 November, 6.30 - 8.30pm

Increase your confidence and knowledge to supervise learner-drivers. A practical workshop on completing log books, the benefits and safety of supervised driving and the conditions for Learner and Provisional Licences.

Civic Centre, Dee Why
Free
Bookings essential on 9942 2447 or
roadsafety@northernbeaches.nsw.gov.au
northernbeaches.nsw.gov.au



northern
beaches
council



Transport
for NSW



RECOMMENDATION TO TRAFFIC COMMITTEE

That the Road Safety Officers Activity Report be received by the Traffic Committee.