



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 MAY 2022

Beginning at 10.00 am for the purpose of considering and determining matters included in this agenda.

A handwritten signature in black ink, appearing to read 'Jorde Frangoples', with a long horizontal line extending to the right.

Jorde Frangoples
Director Transport and Assets

Voting Members

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

Mr Jose Menano-Pires
 Mr Andrew Johnston
 Mr Phil Corbett
 Mr Toby Williams
 Ms Adele Heasman
 Mr Peter Carruthers
 Sergeant Nino Jelovic

Non Voting Members

Keolis Downer Northern Beaches Bus Operations
 ComfortDelgro Company (ex Forest Coach Lines)
 Manly Warringah Cabs Cooperative Society Ltd
 Cycling Representative

Mr James Makasiale
 Mr Robert Bicakcian
 TBC
 Vacant

Officers

Director Transport and Assets
 Executive Manager - Transport and Civil Infrastructure
 Manager – Transport Network
 Traffic Engineering Coordinator
 Traffic Engineer
 Traffic Engineer
 Traffic Engineer
 Traffic Officer
 Traffic Officer
 Traffic Officer
 Traffic Officer
 Traffic Officer
 Traffic Officer
 Road Safety Officer
 Strategic Transport Coordinator
 Traffic Engineering Trainee
 Traffic Engineering Intern
 Manager - Rangers
 Coordinator - Rangers
 Specialist Administration Officer

Mr Jorde Frangoples
 Mr Craig Sawyer
 Mr Phil Devon
 Mr James Brocklebank
 Mr Ricky Kwok
 Mr Velsamy Sankaran
 Mr Scipio Tam
 Mr Luke Nickson
 Mr Brian Duong
 Mr Ali Samimi Haghighi
 Mr Yuan Ren
 Mr Jenzy Ocampo
 Ms Robynann Dixon
 Ms Michelle Carter
 Mr Nicholas Murace
 Mr Michael Kennedy
 Mr Paul Crossan
 Mr Michael Davey
 Ms Caty Pilley

Visitors

Nil

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

to be held on Tuesday 3 May 2022

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10.00 am

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 5 April 2022

2.2 Declaration of Pecuniary and Conflicts of Interest

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

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NEXT MEETING Tuesday 7 June 2022

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 5 APRIL 2022

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee held 5 April 2022, copies of which were previously circulated to all members, be confirmed as a true and correct record of the proceedings of that meeting.

2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

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

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

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

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

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

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1	PALM BEACH ROAD, PALM BEACH - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/742510
ATTACHMENTS	1 Palm Beach Road, Palm Beach - Plan

GEOCODES: -33.599692, 151.323520

REPORT

BACKGROUND

Council has received concerns from local residents regarding the narrow road width and parking rearrangements on Palm Beach Road, Palm Beach.

LOCATION

- The sections under consideration are the straight sections on Palm Beach Road, Palm Beach – along the frontage of property No.38 to No.50 and property No.20 to the driveway of property No.24.
- Palm Beach Road is a collector road linking Barrenjoey Road with Ocean Road. Access restrictions apply to vehicles over 6 metres in length due to the narrow winding road. The sections of road under consideration have a road width that varies from 6-7-metres between kerbs.
- The road has a 40km/h speed limit approved under a previous RMS Local Traffic Scheme.
- On-street parking is generally restricted to one side of the road with sections of No Stopping and No Parking restrictions to prevent parking on the opposite side.
- Dividing barrier lines have been installed on the hairpin curve in Palm Beach Road to the intersection with Pacific Road, and also on the curved section fronting No.18 Palm Beach Road. Additional No Stopping Unbroken Yellow Lines have previously been installed to reinforce the No Stopping restrictions where parking is not permitted.
- There are no pedestrian facilities or footpaths on Palm Beach Road.
- There are no bus routes that service the section of Palm Beach Road.
- The area is residential with properties consisting of low-density living. A number of properties share common driveways.

ISSUES

- Generally, driveways should be designed to intersect the road as close to 90° as possible, so that driver observation angles to potentially conflicting vehicles are satisfactory. However, due to the topography of Palm Beach Road, driveways to the private properties are skewed and meet the road at varying angles.
- Skewed driveways can become difficult for drivers entering or exiting the property and the direction of skews makes a difference in relation to the ability for drivers to clearly see approaching vehicles and traffic on Palm Beach Road.
- Palm Beach Road is predominantly used by local residents, however, it is understood that the demand for on-street parking exists due to an overflow of parking from residents, trades and building work, as well as visitors of households and the nearby beaches.

- Traffic sight distances are further restricted when vehicles are parked adjacent to the skewed driveway, creating a potential traffic hazard to road users and residents and increasing the risk of collisions.

PROPOSAL

Council has undertaken a review of the location and issues and consulted on a proposal to install 'No Parking' restrictions on the eastern side at two sections on the Palm Beach Road, Palm Beach.

The 'No Parking' restrictions will be located between the driveway of property No.20 to the driveway of No.24 and the driveway of property No.38 to the driveway of No.50. Parking will be not permitted in this area on Saturday, Sunday and Public Holidays, when traffic volumes is higher.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

This proposal will have the following impacts 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.

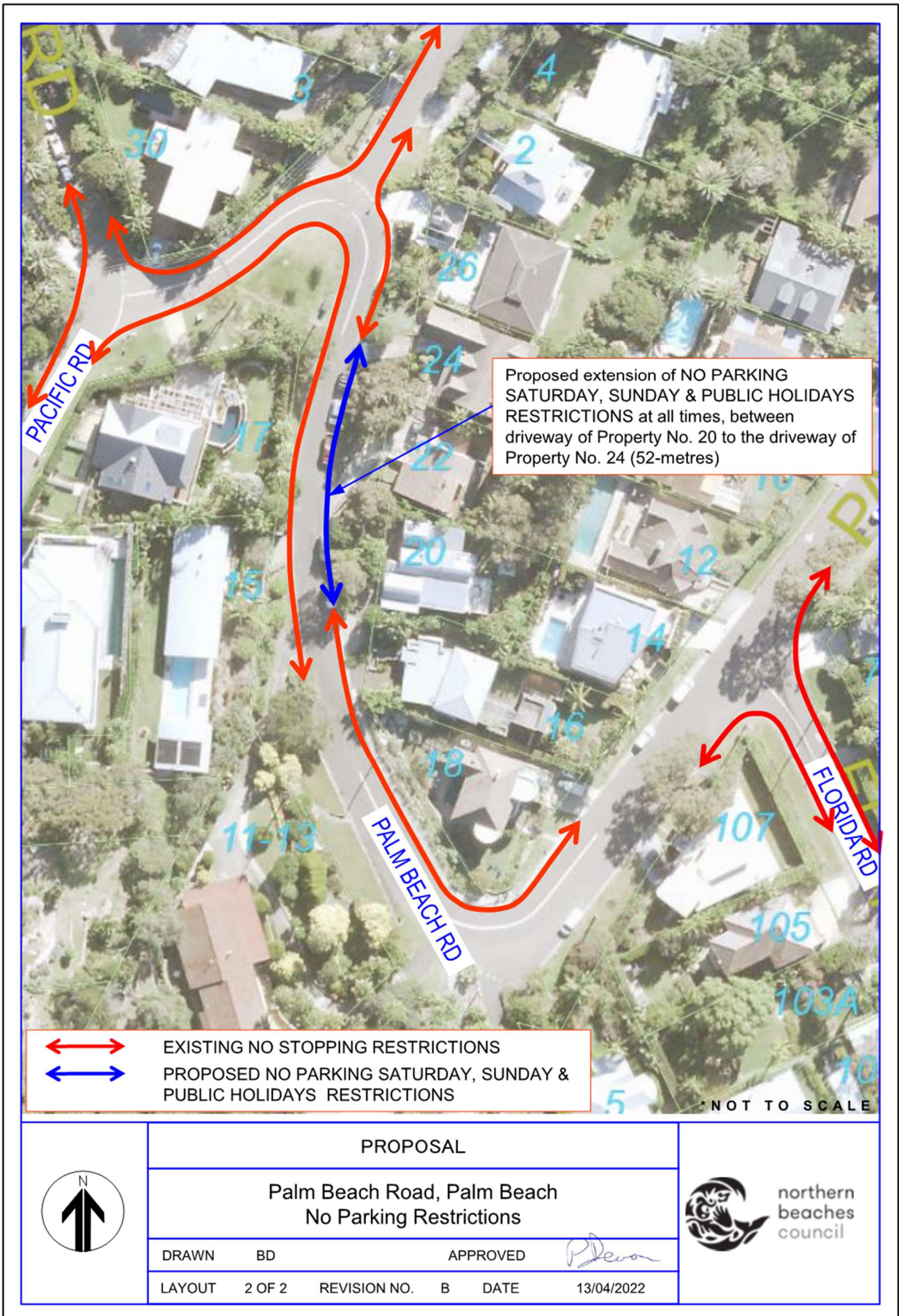
CONSULTATION

Public consultation has been undertaken and the proposal is supported by the residents and the Palm Beach Whale Beach Association, as the impact on residents is very low and the proposal enhances safety.

RECOMMENDATION TO TRAFFIC COMMITTEE


That the Traffic Committee supports the:

- A. Installation of 'No Parking Sat, Sun & Pub Hols' between the driveway of property No.20 to the driveway of property No.24.
 - B. Installation of 'No Parking Sat, Sun & Pub Hols' between the driveway of property No.38 to the driveway of property No.50.
-



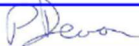




Proposed extension of NO PARKING SATURDAY, SUNDAY & PUBLIC HOLIDAYS RESTRICTIONS at all times, between driveway of Property No. 38 to the driveway of Property No. 50 (65-metres)

-  EXISTING NO STOPPING RESTRICTIONS
-  EXISTING NO PARKING RESTRICTIONS
-  PROPOSED NO PARKING SATURDAY, SUNDAY & PUBLIC HOLIDAYS RESTRICTIONS

* NOT TO SCALE

	PROPOSAL						 northern beaches council
	Palm Beach Road, Palm Beach No Parking Restrictions						
	DRAWN	BD	APPROVED				
	LAYOUT	1 OF 2	REVISION NO.	B	DATE	13/04/2022	

ITEM 4.2	WINBOURNE ROAD, BROOKVALE - LOADING ZONE & TIMED PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/863455
ATTACHMENTS	1 Winbourne Road, Brookvale - Plan

GEOCODES: -33.762653, 151.276696

REPORT

BACKGROUND

Council has received concerns from local business regarding illegal parking and the long term parking of vehicles, caravans, box & boat trailers and heavy vehicles in Winbourne Road, Brookvale. The concerns raised affect traffic flow, visibility and due to the existing unrestricted parking, it is difficult to provide parking opportunities for customers and visitors.

LOCATION

- This section of Winbourne Road caters for two-way traffic, with a speed limit of 50km/h.
- Winbourne Road has existing 1P Timed Parking restrictions on both sides of the road west of Mitchell Road to the intersection of Pittwater Road and a free two-hour timed public carpark is located near the intersection of Winbourne Road and Pittwater Road, with approximately 70 parking bays, including 4 accessible bays.
- Winbourne Road and the surrounding environment are predominantly industrial and there is high demand for on-street parking spaces in the area. There are generally unrestricted parking areas in Winbourne Road east of Mitchell Road, and these mostly are taken up by employees and visitors to the industrial area.
- Parking near the intersection of Winbourne Road and Mitchell Road is controlled by a No Stopping sign located approximately 20 metres from the intersection, which is required for truck turning movements at the roundabout.
- Winbourne Road is a bus route for the 176 and 187 services.

ISSUES

- Parking use in Winbourne Road is shared between the businesses, customers and staff. The variety of businesses in Winbourne Road have different parking needs and some businesses have requested additional on-street timed parking for their customers.
- Limited access to and turnover of on-street parking caused by the long term parking of boat and box trailers and trucks.
- Vehicles often need to drive into oncoming traffic to maneuver around the double-parked vehicles.
- Abandoned vehicles and dumped waste.
- Illegal parking across driveways and double parking.
- Poor visibility entering and exiting properties.

PROPOSAL

Council has undertaken a review of the location and proposes to install of eight hour (8P) 8am-6pm Everyday timed parking restrictions to begin on the southern side outside No.7 to the eastern side of the driveway of No.25 -29 Winbourne Road, Brookvale. To include a Loading Zone 9am-4pm Monday-Friday approximately sixteen (16) metres in length outside No.25-29 Winbourne Road, Brookvale.

Further, install eight hour (8P) 8am-6pm Everyday timed parking restrictions to begin on the southern side outside No.7 to the western side of the driveway of No.25 – 29 Winbourne Road, Brookvale to the eastern side of the driveway at No.59 Winbourne Road, Brookvale.

Additional installation of eight hour (8P) 8am-6pm Everyday timed parking restrictions to begin on the northern side outside No.7 Mitchell Road to the existing Bus Zone outside No.38 and resume outside of No.32 through to the existing Bus Zone outside No.6-8 Winbourne Road, Brookvale.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

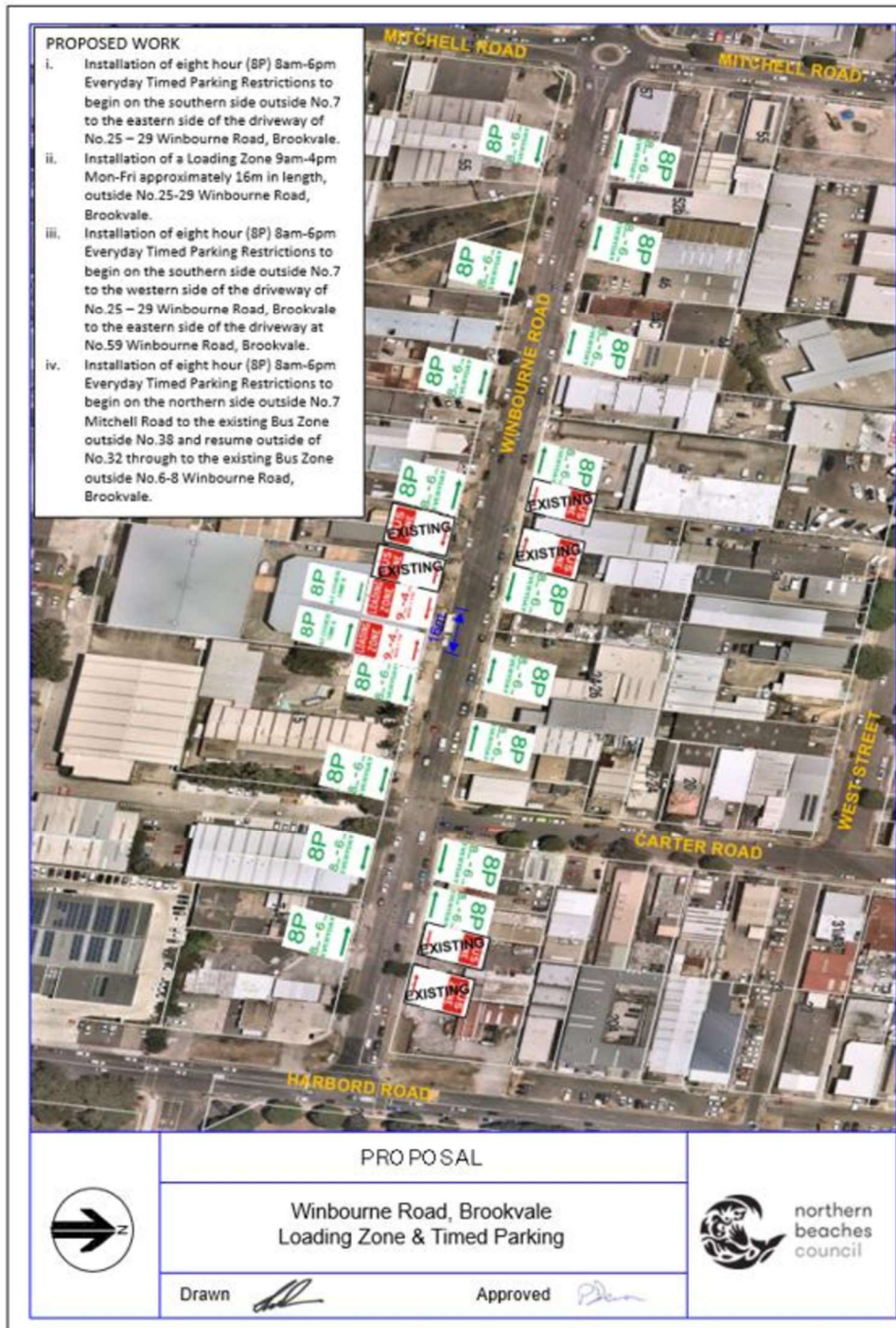
CONSULTATION

Consultation letters have been distributed to 112 properties within the immediate vicinity of the location providing notification of the proposed changes. All responses received were in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of eight hour (8P) 8am-6pm Everyday timed parking restrictions to begin on the southern side outside No.7 to the eastern side of the driveway of No.25 -29 Winbourne Road, Brookvale. To include a Loading Zone 9am-4pm Monday-Friday approximately sixteen (16) metres in length outside No.25-29 Winbourne Road, Brookvale.
- B. Installation of eight hour (8P) 8am-6pm Everyday timed parking restrictions to begin on the southern side outside No.7 to the western side of the driveway of No.25 – 29 Winbourne Road, Brookvale to the eastern side of the driveway at No.59 Winbourne Road, Brookvale.
- C. Installation of eight hour (8P) 8am-6pm Everyday timed parking restrictions to begin on the northern side outside No.7 Mitchell Road to the existing Bus Zone outside No.38 and resume outside of No.32 through to the existing Bus Zone outside No.6-8 Winbourne Road, Brookvale.



ITEM 4.3	MITCHELL ROAD, BROOKVALE - LOADING ZONE & TIMED PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/863674
ATTACHMENTS	1 Mitchell Road, Brookvale - Plan

GEOCODES: -33.762966, 151.274626

REPORT

BACKGROUND

Council has received concerns from local business regarding illegal parking and the long term parking of vehicles, caravans, box & boat trailers and heavy vehicles in Mitchell Road, Brookvale. The concerns raised affect traffic flow, visibility and due to the existing unrestricted parking, it is difficult to provide parking opportunities for customers and visitors.

LOCATION

- This section of Mitchell Road caters for two-way traffic, has an approximately 12 metre width and a speed limit of 50km/h.
- A Council free two-hour timed public carpark is located near Mitchell Road at the intersection of Winbourne Road and Pittwater Road, with approximately 70 parking bays, including 4 accessible bays.
- Mitchell Road and the surrounding environment are predominantly industrial and there is high demand for on-street parking spaces in the area. There are generally unrestricted parking areas of Mitchell Road, and these mostly are taken up by employees and visitors to the industrial area.
- Parking near the intersections of Winbourne Road, Sydenham Road, Orchard Road and Mitchell Road are controlled by No Stopping restrictions, which are required for truck turning movements at the roundabouts.

ISSUES

- Parking use in Mitchell Road is shared between the businesses, customers and staff. The variety of businesses in Mitchell Road have different parking needs and some businesses have requested additional on-street timed parking for their customers.
- Limited access to and turnover of on-street parking caused by the long term parking of boat and box trailers and trucks.
- Vehicles often need to drive into oncoming traffic to maneuver around the double-parked vehicles.
- Abandoned vehicles and dumped waste.
- Illegal parking across driveways and double parking.
- Poor visibility entering and exiting properties.

PROPOSAL

Council has undertaken a review of the location and proposes the Installation of eight hour (8P) 8am-6pm Everyday Timed Parking Restrictions to begin on the western side outside No.25 Orchard Road, north to outside No.20 Sydenham Road on Mitchell Road, Brookvale. Eight hour (8P) 8am-6pm Everyday Timed Parking Restrictions to begin on the western side outside No.21 Sydenham Road, north to outside No.25 Chard Road on Mitchell Road, Brookvale.

Further, installation of eight hour (8P) 8am-6pm Everyday Timed Parking Restrictions to begin on the western side outside No.26-28 Chard Road, north to outside Lot 14 Winbourne Road (Ausgrid) on Mitchell Road, Brookvale.

Additional, eight hour (8P) 8am-6pm Everyday Timed Parking Restrictions to begin on the eastern side outside No.63 Winbourne Road, south to outside No.30 Chard Road on Mitchell Road, Brookvale. Installation of eight hour (8P) 8am-6pm Everyday Timed Parking Restrictions to begin on the eastern side outside No.13 Mitchell Road, south to outside No.17-19 Mitchell Road, Brookvale.

The introduction of a Loading Zone 9am-4pm Mon-Fri and 8P at other times approximately 16m in length and eight hour (8P) 8am-6pm Everyday Timed Parking Restrictions to outside No.21-27 Winbourne Road, Brookvale. Installation of eight hour (8P) 8am-6pm Everyday Timed Parking Restrictions to begin on the eastern side outside No.29 Mitchell Road, south to outside No.39 Mitchell Road, Brookvale

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 112 properties within the immediate vicinity of the location providing notification of the proposed changes. All responses received were in support of the proposal.

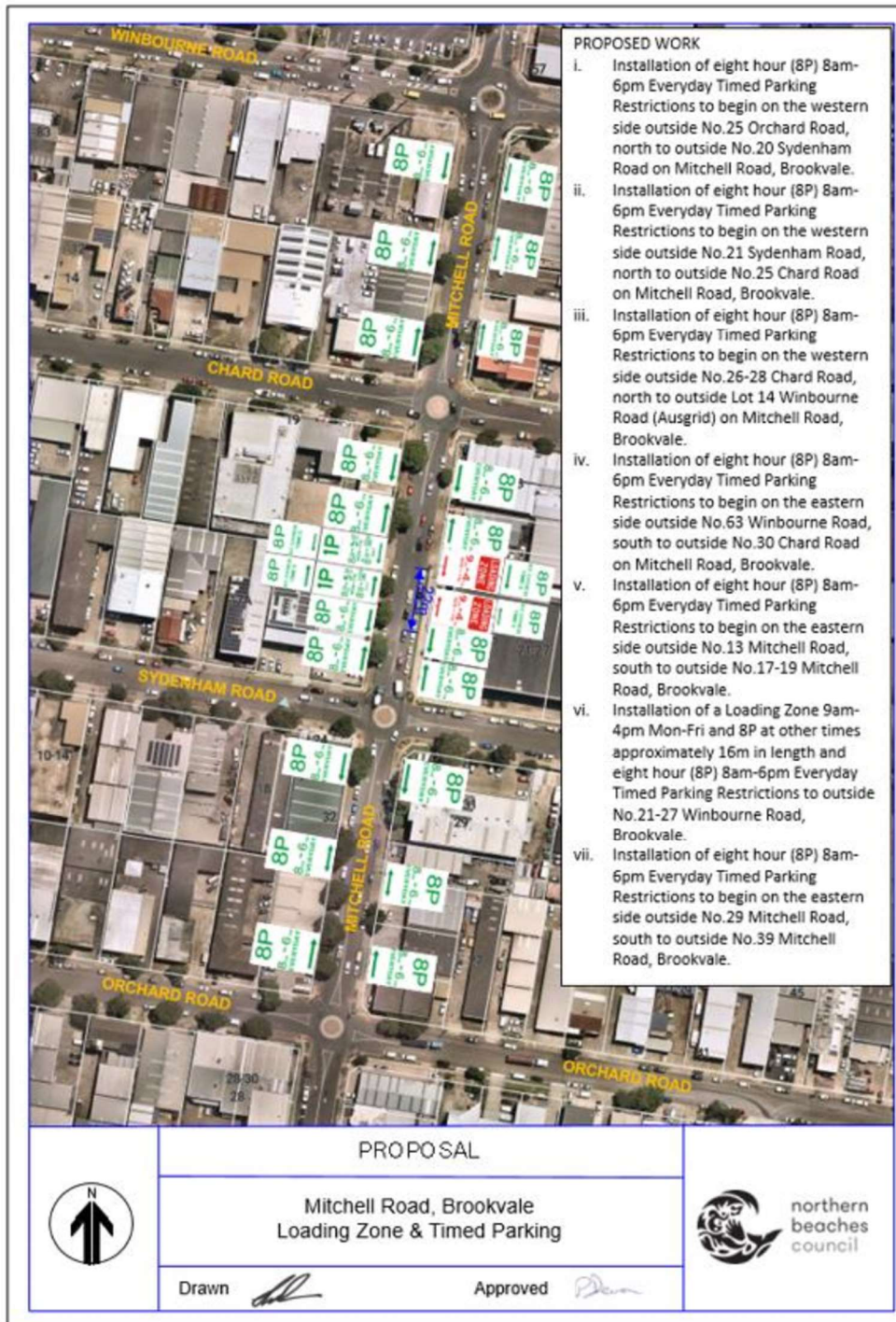
RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of eight hour (8P) 8am-6pm Everyday Timed Parking Restrictions to begin on the western side outside No.25 Orchard Road, north to outside No.20 Sydenham Road on Mitchell Road, Brookvale. Eight hour (8P) 8am-6pm Everyday Timed Parking Restrictions to begin on the western side outside No.21 Sydenham Road, north to outside No.25 Chard Road on Mitchell Road, Brookvale.
- B. Installation of eight hour (8P) 8am-6pm Everyday Timed Parking Restrictions to begin on the western side outside No.26-28 Chard Road, north to outside Lot 14 Winbourne Road (Ausgrid) on Mitchell Road, Brookvale.

- C. Installation of eight hour (8P) 8am-6pm Everyday Timed Parking Restrictions to begin on the eastern side outside No.63 Winbourne Road, south to outside No.30 Chard Road on Mitchell Road, Brookvale. Installation of eight hour (8P) 8am-6pm Everyday Timed Parking Restrictions to begin on the eastern side outside No.13 Mitchell Road, south to outside No.17-19 Mitchell Road, Brookvale.

- D. Introduction of a Loading Zone 9am-4pm Mon-Fri and 8P at other times approximately 16m in length and eight hour (8P) 8am-6pm Everyday Timed Parking Restrictions to outside No.21-27 Winbourne Road, Brookvale. Installation of eight hour (8P) 8am-6pm Everyday Timed Parking Restrictions to begin on the eastern side outside No.29 Mitchell Road, south to outside No.39 Mitchell Road, Brookvale.



ITEM 4.4	ORCHARD ROAD, BROOKVALE - LOADING ZONE & TIMED PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/864050
ATTACHMENTS	1 Orchard Road, Brookvale - Plan 2 Orchard Road, Brookvale - Table Of Consultation

GEOCODES: -33.765808, 151.275677

REPORT

BACKGROUND

Council has received concerns from local residents regarding illegal parking and the long term parking of vehicles, caravans, box & boat trailers and heavy vehicles in the proposed section of Orchard Road, Brookvale. The concerns raised affect traffic flow, visibility and due to the existing unrestricted parking, it is difficult to provide parking opportunities for customers and visitors.

LOCATION

- This section of Orchard Road is a local road that caters for two-way traffic, with a speed limit of 50km/h.
- On-street parking is generally unrestricted on Orchard Road, with the exception of the statutory No Stopping restrictions at the intersection of Mitchell Road and existing 1P Timed Parking restrictions on both sides of the road at the western end adjacent to Powell's Road and Charlton Lane Brookvale.
- Council approved the installation of one hour (1P) timed parking restrictions, on the eastern side of the driveway to No's 4-6 to the existing No Stopping sign outside No's 28-30 Orchard Road and restrictions from the western side of the driveway of No.32 to the eastern side of the driveway at No.41 Orchard Road, Brookvale in March 2020.
- Orchard Road and the surrounding environment are predominantly industrial and there is high demand for on-street parking spaces in the area. There are generally unrestricted parking areas of Mitchell Road, and these mostly are taken up by employees and visitors to the industrial area.
- Parking near the intersection of Orchard Road and Mitchell Road is controlled by No Stopping restrictions, which is required for truck turning movements at the roundabout.

ISSUES

- Parking use in Orchard Road is shared between the businesses, customers and staff. The variety of businesses in Orchard Road have different parking needs and some businesses have requested additional on-street timed parking for their customers.
- Limited access to and turnover of on-street parking caused by the long term parking of boat and box trailers and trucks.
- Abandoned vehicles and dumped waste.
- Illegal parking across driveways and double parking.
- Poor visibility entering and exiting properties.

PROPOSAL

Council has undertaken a review of the location and proposes the installation of eight hour (8P) 8am-6pm Everyday Timed Parking Restrictions to begin on the southern side outside No.24 Ada Avenue, west to outside No.41 Mitchell Road on Orchard Road, Brookvale.

Further, installation of eight hour (8P) 8am-6pm Everyday Timed Parking Restrictions to begin on northern side outside No.39 Mitchell Road on Orchard Road, east to outside No.33 Orchard Road, Brookvale. The installation of a Loading Zone 9am-4pm Mon-Fri and 8P approximately 11.5m in length and eight hour (8P) at other times restrictions outside No.35-37 Orchard Road, Brookvale.

Additional, eight hour (8P) 8am-6pm Everyday Timed Parking Restrictions to begin on northern side outside No.39 Mitchell Road on Orchard Road, east to outside No.33 Orchard Road, Brookvale.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 81 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 eight hour (8P) 8am-6pm Everyday Timed Parking Restrictions to begin on the southern side outside No.24 Ada Avenue, west to outside No.41 Mitchell Road on Orchard Road, Brookvale.
- B. installation of eight hour (8P) 8am-6pm Everyday Timed Parking Restrictions to begin on northern side outside No.39 Mitchell Road on Orchard Road, east to outside No.33 Orchard Road, Brookvale. The installation of a Loading Zone 9am-4pm Mon-Fri and 8P approximately 11.5m in length and eight hour (8P) at other times restrictions outside No.35-37 Orchard Road, Brookvale.
- C. installation of eight hour (8P) 8am-6pm Everyday Timed Parking Restrictions to begin on northern side outside No.39 Mitchell Road on Orchard Road, east to outside No.33 Orchard Road, Brookvale.

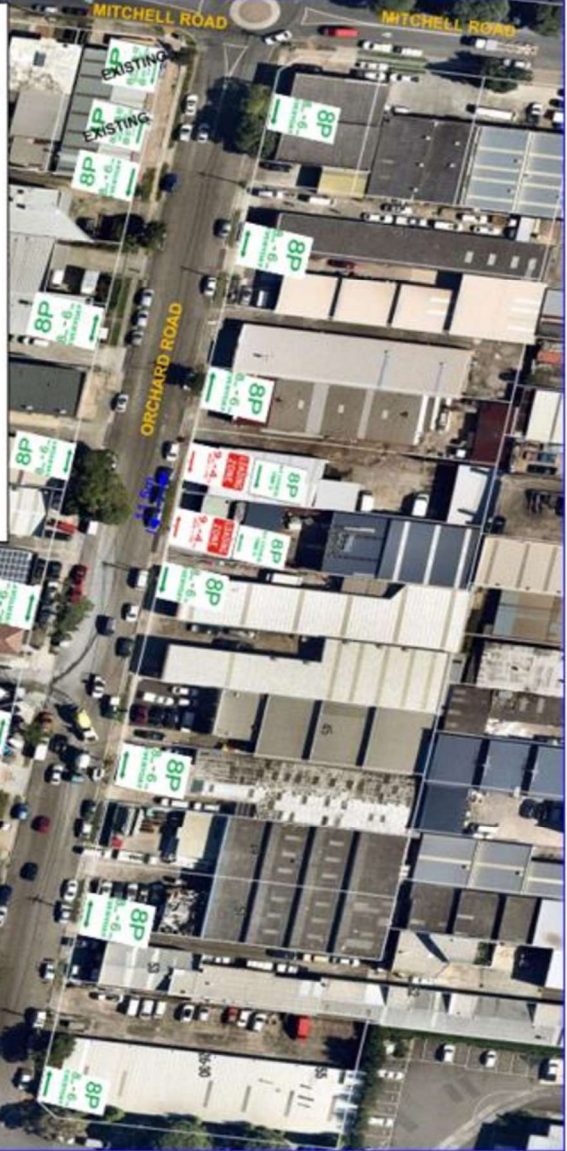



<p>PROPOSED WORK</p> <p>i. Installation of eight hour (8P) 8am-6pm Everyday Timed Parking Restrictions to begin on the southern side outside No.24 Ada Avenue, west to outside No.41 Mitchell Road on Orchard Road, Brookvale.</p> <p>ii. Installation of eight hour (8P) 8am-6pm Everyday Timed Parking Restrictions to begin on northern side outside No.39 Mitchell Road on Orchard Road, east to outside No.33 Orchard Road, Brookvale.</p> <p>iii. Installation of a Loading Zone 9am-4pm Mon-Fri and 8P at other times approximately 11.5m in length outside No.35-37 Orchard Road, Brookvale.</p> <p>iv. Installation of eight hour (8P) 8am-6pm Everyday Timed Parking Restrictions to begin on northern side outside No.39 Mitchell Road on Orchard Road, east to outside No.33 Orchard Road, Brookvale.</p>		
	<p>PROPOSAL</p>	 northern beaches council
	<p>Orchard Road, Brookvale Loading Zone & Timed Parking</p>	
	<p>Drawn  Approved </p>	

Table of Consultation

Address	Orchard Road, Brookvale
Proposal	Timed Parking & Loading Zone

Properties Consulted	81
Responses Received	6
Support	5
Do Not Support	1

Issue	Resident Comment	Council Response
Affects Business	As a commercial area, many businesses open from 8am to 5pm. The proposed changes would require all workers to move their vehicles during the day. This would be very disruptive to businesses.	Eight hours is sufficient to address the issues and requires only one vehicle movement. Businesses should provide staff parking per DA approval or where possible.
Loss Of Parking	The introduction of loading zones will further reduce the street parking available. Businesses should continue to use their own premises for loading and unloading of deliveries.	The proposed Loading Zone will decrease illegal parking (double parking/across driveways) and the area appears to have multiple couriers delivering goods throughout the day which will assist businesses.
Additional Comment	Changes to parking at this stage will be very tough on businesses trying to recover from the economic impacts of COVID-19.	The proposal intends to improve on-street parking availability and turnover, removing the limited parking caused by abandoned vehicles, boat and box trailers.

ITEM 4.5	WYADRA AVENUE, NORTH MANLY - DOUBLE CENTRELINE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/874388
ATTACHMENTS	1 Wyadra Avenue, North Manly

GEOCODES: -33.77172, 151.27739

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles parked at the road crest between No.118 and No.128 Wyadra Avenue, North Manly.

LOCATION

- Wyadra Avenue is a collector road that caters for two-way traffic connecting Batho Street, Freshwater and Corrie Road, carrying small amounts of traffic, with a speed limit of 50km/h.
- The studied location of Wyadra Avenue is a road crest where sight distance is limited.
- The studied location of Wyadra Avenue has an available road width of approximately 10.6m.
- Road centrelines are not installed at this location.
- On-street parking is generally unrestricted on Wyadra Avenue, with the exception of No Stopping restrictions in the area adjacent with road centrelines installed.
- Adjacent land use consists low density housing.
- Bus services 167 and 756n pass through this section of road.
- Footpath is unavailable on the sections of the road under considerations.

ISSUES

Vehicles parked at this location reduce the available road width and create hazardous conditions for opposing traffic passing through this section of the road.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install an offset length of double unbroken road centreline. The lines will be sited 3.8m from the southern kerb alignment removing the parking on the south side of the road. but will assist in keeping traffic to correct side of the road, increase road width for vehicles approaching the crest, and improve safety for residents.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 22 properties within the immediate vicinity of the location providing notification of the proposed changes. 4 submissions were received all supportive of the proposal. No objections were received.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of an offset length of double unbroken road centreline.



Install Double Centreline As Illustrated

*NOT TO SCALE

	PROPOSAL						 northern beaches council
	Wyadra Avenue, North Manly Installation of Double Centreline						
	DRAWN	YR	APPROVED		<i>P. Devon</i>		
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	2 Dec 2021	

ITEM 4.6	INTERSECTION OF STELLA STREET & GREVILLEA STREET. COLLARROY PLATEAU – IMPROVING THE INTERSECTION
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2022/161893
ATTACHMENTS	1 Intersection of Stella Street & Grevillea Street. Collaroy Plateau – Plan 2 Table of Consultation

GEOCODES: -33.728553, 151.290861

REPORT

BACKGROUND

Council has received a safety concern from residents regarding motorists speeding and cutting the corner at the intersection of Stella Street and Grevillea Street, Collaroy Plateau, and creating potential risks.

They requested Council to review the intersection control and enhance the safety.

LOCATION

- Stella Street and Grevillea Street are local roads with a speed limit of 50km/h.
- Stella Street and Grevillea Street have an average width of 9.9 m and 9.6 m respectively.
- The intersection of Stella Street and Grevillea is currently controlled by 'Giveaway' control and prioritised to Grevillea Street traffic.
- The eastern end of Grevillea Street ended as a cul-de-sac at Collaroy Plateau Park.
- A Pre-school is located on Stella Street near the intersection south of Grevillea Street.

ISSUES

- The Council carried out a traffic survey on Stella Street at two (2) locations between Telopea Street & Grevillea Street and Acacia Street & Grevillea Street. 85% speed on both locations is 49 km/h is less than the posted speed limit of 50 km/h.
- Accident records from Transport for NSW show that there are no accidents at or near the intersection in the last five (5) years. However, residents complained that there are many near misses at the intersection.
- Motorists cutting the corner at the intersection of Stella Street and Grevillea Street and creating potential risks.
- As Collaroy Plateau Park and Pre-School are near the intersection, there may be potential safety concerns for pedestrians, especially for children.

PROPOSAL

Council has undertaken a review of the above location and proposes to improve the intersection with dividing barrier lines (BB) and separation lines (S1). Existing 'Give way' control is maintained. The proposed treatment is to define the intersection more clearly, delineate vehicles appropriately and calm the traffic. Hence, traffic flow is regulated and safety has been enhanced.

The Proposal as shown in the attachment:1 and includes the following:

- Installing 10m Dividing Barrier Lines (BB) on all four (4) approaches of the intersection.
- Installing 30m Separation Lines (S1) on each approach of Stella Street.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 37 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. Installing 10m Dividing Barrier Lines (BB) on four (4) approaches of the intersection.
- B. Installing 30m Separation Lines (S1) on each approach of Stella Street.



PROPOSAL

Intersection of Stella St & Grevillea St. Collaroy Plateau
Improving the intersection

Drawn VS

Approved *P. Devan*



Table of Consultation		
Address	Intersection of Stella Street & Grevillea Street. Collaroy Plateau	
Proposal	Improving the intersection	
Properties Consulted	37	
Responses Received	8	
Support	2	
Do Not Support	6	
Issue	Resident Comment	Council Response
Speeding	Speeding is an issue, therefore there needs to be more traffic calming devices.	<p>Council carried out a traffic survey on Stella Street at two (2) locations between Telopea Street & Grevillea Street and Acacia Street & Grevillea Street. 85% speed on both locations is 49 km/h which is less than the posted speed limit of 50 km/h.</p> <p>In addition, accident history revealed that no crashes were recorded in the last five (5) years.</p> <p>Also, the initial consultation includes speed humps and most residents object to speed humps. As such, the proposal has been revised, which will regulate and calm traffic. Furthermore, Council continuously monitors and takes necessary action if necessary.</p>
Intersection operation	Vehicles cutting corners when turning into Stella Street from Grevillea Street and not reducing speed. Motorists are unsure who has right of way, especially when they leave the car park.	<p>The proposed treatment will define the intersection more clearly, delineate vehicles appropriately and calm traffic. Therefore, the number of motorists cutting corners will be reduced.</p> <p>Hence, traffic flow is regulated and safety has been enhanced.</p> <p>Further, Council continuously monitors and takes necessary action if necessary.</p>
Intersection Control	Request for a roundabout.	<p>Although a Roundabout is an effective intersection treatment on local roads, it is not appropriate in all locations and traffic conditions. A Roundabout is efficient when all legs of the intersection have balanced traffic volume.</p> <p>A Roundabout is not suitable at this intersection in terms of traffic condition, road geometry and cost effectiveness.</p>

**ITEM 4.7 KANGAROO STREET, MANLY - NO STOPPING AND NO
PARKING RESTRICTIONS**

REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/211907
ATTACHMENTS	1 Kangaroo Street, Manly - Plan 2 Table of Consultation

GEOCODES: from -33.79083, 151.28269 to -33.79185, 151.28357

REPORT

BACKGROUND

Council has received concerns from local residents regarding difficulties accessing driveways and travelling along Kangaroo Street, Manly.

LOCATION

- The studied section of Kangaroo Street is a local road splitting low-medium density residential area and Kangaroo Parking in Manly, carrying small volume of two-way traffic, with a speed limit of 50km/h.
- This location has a 2P timed parking restriction with exemptions for permit holders.
- Kangaroo Street has an available road width of 6 metres on average in the section under consideration, while the width slightly increases north from No.61 Kangaroo Street.
- Road centreline is not installed at this location under consideration.
- There are no bus routes that service the section under consideration.
- Footpath is available on the west side of the road.

ISSUES

- Parked cars on both sides of the street reduce the road width and increases the risk of collision when accessing driveways or proceeding along narrow sections of the road.
- Parked cars outside No.73 Kangaroo Street reduces the sight distance at the road bend and may cause hazardous conditions.

PROPOSAL

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

1. No Parking restriction on the southwest side of the street between No.51 Kangaroo Street and No.53 (included), and between No.63 and No.69 (included).
2. No Stopping yellow line at the road bend, adjacent to No.73.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 81 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

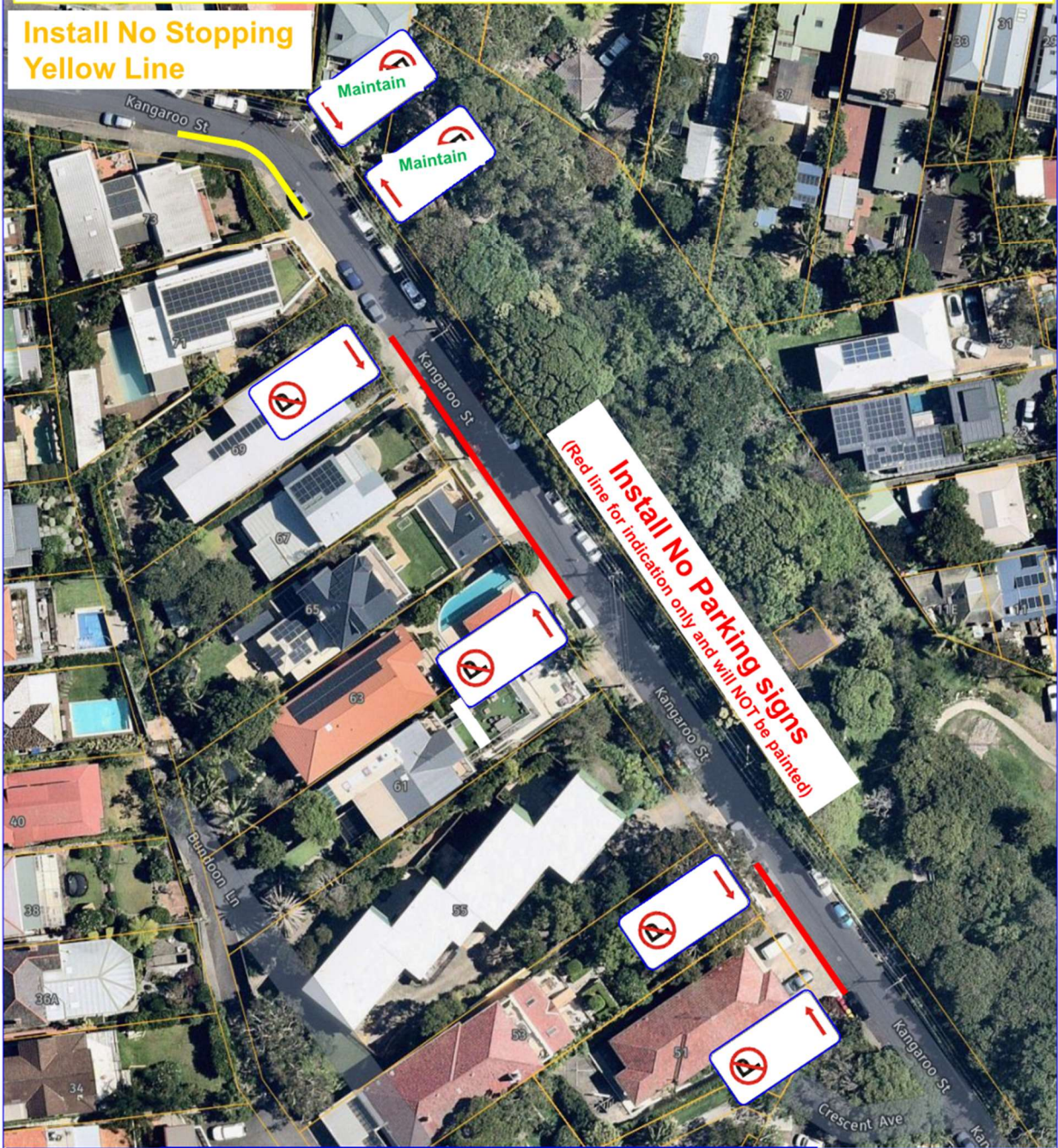
That the Traffic Committee supports the:

- A. No Parking restriction on the southwest side of the street between No.51 Kangaroo Street and No.53 (included), and between No.63 and No.69 (included).
- B. No Stopping yellow line at the road bend, adjacent to No.73.

Proposed Parking Restrictions on Kangaroo Street, Manly

1. Install **No Parking signs** on the southwest side to introduce No Parking restriction between:
 - Driveways of #51 and #53 (included), and
 - Driveways of #63 and #69 (included)
2. Install **No Stopping yellow line** around inside of the road bend, adjacent to 73 Kangaroo Street.

Install No Stopping Yellow Line



PROPOSAL

Kangaroo Street, Manly
No Parking and No Stopping



DRAWN	YR	APPROVED	<i>P. Deon</i>
LAYOUT	1 OF 1	REVISION NO.	A
		DATE	15/Mar/2022



Table of Consultation

Address	Kangaroo Street, Manly
Proposal	No Parking and No Stopping Restrictions

Properties Consulted	81
Responses Received	9
Support	3
Supports No Stopping	3
Do Not Support	1
Neither Support or Non-support	2

Issue	Resident Comment	Council Response
Lack of Parking	Parking spaces are not enough.	Most homes have off-street parking. The need for safe access is more important.
Marking for Driveways	Council should consider an alternate plan of better markings for parking.	Driveway Delineation Lines can be installed upon residents' requests.
Further Parking Restrictions	No Parking should apply along the entire southwest side of the road.	Council will continue to monitor the conditions and may take action accordingly if necessary.
Accessibility	Passengers cannot alight the cars easily with railing fence and exposed rocks on the east side of the road.	Vehicles may pull in at No Stopping zones to allow passengers to board or alight.
Speeding and Safety	Removing parking spaces may increase the speed of traffic. Motorists will have to cross the road, increasing probability for injuries.	Traffic speed is unlikely to increase dramatically with a portion of parking removed. Kangaroo Street is straight from #41 to #73. Pedestrians can be clearly indentified from distance.
Street Widening		This would be a very costly alternative. Unlikely to be a high priority action.
Enforcement	Never seen Rangers at this lcoation.	Council will advise Rangers to patrol this area more frequently after the installation of these restrictions.

ITEM 4.8	DARLEY STREET, MONA VALE - RAISED PEDESTRIAN CROSSING
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2022/226244
ATTACHMENTS	1 Darley Street, Mona Vale - Plan

GEOCODES: -33.675459, 151.306688

REPORT

BACKGROUND

Council has received requests from local residents to improve pedestrian safety and access across Darley Street in Mona Vale.

LOCATION

- Darley Street is a regional road with a 50km/h speed limit, and a road pavement width of approximately 13m between kerbs.
- The land use of the surrounding area is predominantly light industrial with some residential dwellings.
- The Mona Vale Bus Depot is located at No.58 Darley Street on the northern side, with a 'Bus Zone' located outside No's 60-62.
- Pittwater Place Shopping Centre is situated on the southern side of the road, where there are access driveways to the Pittwater Place car park and loading dock area. 'No Stopping' restrictions apply along the full frontage of Pittwater Place.
- Parking is generally unrestricted on both sides of Darley Street, however there are sections of timed parking restrictions outside businesses along the northern side of the road east of the Bus Depot.
- A public pathway runs along the western side of the Bus Depot connecting Darley Street to Perak Street to the north. There is also a pathway which runs along the eastern side of No.79 Darley Street connecting to Harkeith Street to the south.
- There are constructed footpaths on both sides of Darley Street, however there are no formalised pedestrian crossing points except for the traffic lights at the intersections with Pittwater Road and Barrenjoey Road.

ISSUES

- Local residents have raised concerns regarding the lack of pedestrian facilities and difficulties in crossing Darley Street near Pittwater Place and the Bus Depot.
- Recent traffic counts in Darley Street indicate an AADT of approximately 10,000 vehicles per day and 85th percentile speed of 47km/h.
- There are a number of driveways and businesses located in the area with high vehicle movements from customers, delivery vehicles and buses entering and exiting onto Darley Street.
- Pedestrian refuges are installed where marked crossings cannot be provided, so that pedestrians can cross in two stages when there is a gap in traffic.
- Pedestrian crossings prioritise pedestrians as vehicles are required to give way to pedestrians using the crossing.

PROPOSAL

Council has undertaken a review of the area and proposes a raised pedestrian crossing between the driveways of No.77 and No.79 Darley Street. A plan of the proposal is shown in Attachment 1 – Darley Street, Mona Vale - Plan.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Safety for pedestrians will be improved by prioritising pedestrian movement across Darley Street. The raised pedestrian crossing also provides traffic calming to reduce vehicle speeds in the area.
- Darley Street is part of the proposed Safe Cycling Network which links Barrenjoey Road to Pittwater Road. The proposal does not affect existing facilities or impacts on walking paths.

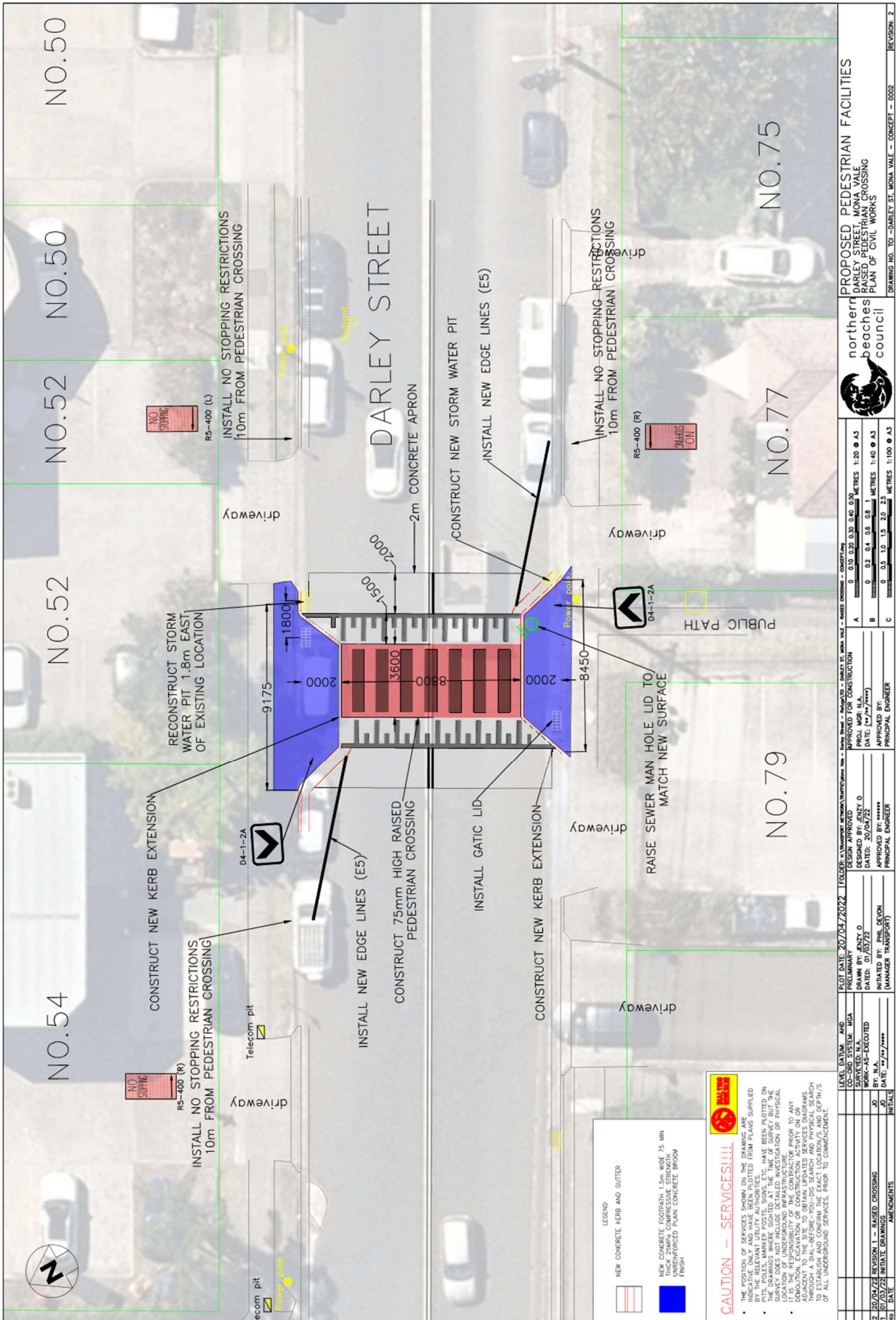
CONSULTATION

- Consultation letters have been distributed to 15 properties within the immediate vicinity of the location providing notification of the proposal. A copy of the plan was also forwarded to the Mona Vale Chamber of Commerce for their information and comment.
- Council initially consulted on a proposal for a pedestrian refuge and received three submissions indicating support and two objections. The main objections were in relation to driveway access and truck deliveries which may be impacted due to the location of the pedestrian refuge islands. Concerns were also raised regarding traffic speeds and overall pedestrian safety.
- Two of the supporting responses also suggested additional priorities for pedestrians such as a pedestrian crossing or traffic lights.
- Council has noted the concerns regarding pedestrian safety and access and proposes a raised pedestrian crossing for the location. The proposal will help reduce traffic speeds in the area and does not require the installation of traffic islands which obstruct driveway access. The upgraded facility will also improve pedestrian safety, as vehicles are required to give way to pedestrians crossing the road.
- It is considered reasonable that the proposal be granted as there are no existing pedestrian facilities connecting the two public pathways located on opposite sides of Darley Street, and in close proximity to Pittwater Place where pedestrians currently cross the road.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Provision of a raised pedestrian crossing between the driveways of No.77 and No.79 Darley Street, Mona Vale.



ITEM 4.9	MIRROOL STREET, NORTH NARRABEEN - INSTALLATION OF UNBROKEN NO STOPPING YELLOW LINE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/235847
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.708359, 151.285477

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles, caravans and trailers on Mirrool Street that impede sight lines and create difficulties for vehicles exiting from driveway. Moreover, parked vehicles, caravans and trailers on both sides of Mirrool Street cause unsafe situations for the passage of vehicles due to the narrow width of the road.

LOCATION

Mirrool Street is a local road of 6m in width, carrying medium volumes of two-way traffic. Mirrool Street intersects Wakehurst Parkway on its southern side and it joins to Carefree Road on its north eastern side. There are no parking restrictions on Mirrool Street. There is no Bus Route that services Mirrool Street.

ISSUES

- Parked vehicles, caravans and trailers on Mirrool Street that impede sight lines and create difficulties for vehicles exiting from driveway.
- Parked vehicles, caravans and trailers on both sides of Mirrool Street cause unsafe situations for the passage of vehicles due to the narrow width of the road.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the installation of a 47m length of No Stopping yellow line on the eastern side of Mirrool Street between the existing bend and 9m away from the southern side of the boundary between No.6 and No.8 Mirrool Street.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will have impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 8 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 4 submissions were received with 2 objections and 2 supporting the proposal
-

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports :

- A. The installation of a 47m length of No Stopping yellow line on the eastern side of Mirrool Street between the existing bend and 9m away from the southern side of the boundary between numbers No.6 and No.8 Mirrool Street.



<u>Table of Consultation</u>		
Address	Mirrool Street, NORTH NARRABEEN	
Proposal	Installation of No Stopping Yellow Line	
Properties Consulted	8	
Responses Received	4	
Support	2	
Do Not Support	2	
Issue	Resident Comment	Council Response
Road Safety	People who do not live in this street park right on the corner. They block the view of traffic coming up Mirrool Street and traffic coming down Carefree Road. We have witnessed near collisions.	Council's proposal will improve visibility for oncoming vehicles and will provide a clear carriageway around the existing bend on Mirrool Street. It will improve side views for exiting vehicles from driveways into Mirrool Street, due to long term parking of vehicles and boats parking in this street.

ITEM 4.10	EDGECLIFFE BOULEVARDE, COLLAROY PLATEAU - ACCESSIBLE PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/236405
ATTACHMENTS	1 Edgecliffe Boulevarde, Collaroy Plateau - Plan 2 Edgecliffe Boulevarde, Collaroy Plateau - Table Of Consultation

GEOCODES: -33.723455, 151.289056

REPORT

BACKGROUND

Council has received concerns from a local resident regarding the limited accessible parking availability on Edgecliffe Boulevarde between Fuller and Claudare Streets, Collaroy Plateau.

LOCATION

- Edgecliffe Boulevarde is a local road with a speed limit of 50km/h and is located between Veterans Parade and Alexander Street, Collaroy Plateau.
- This section of the street has pavement width of approximately 9 metres and can accommodate two delineated trafficable lanes between the intersections of Fuller Street and Claudare Street, Collaroy Plateau.
- The 180, 180X, 181X and 199 bus routes service Edgecliffe Boulevarde, Collaroy Plateau.
- The surrounding land use consists of low to medium density housing.

ISSUES

- Limited parking availability to enable access to the property due to the existing unrestricted on street parking.
- No available dedicated accessible parking spaces.
- Appearance of a neighborhood dispute.

PROPOSAL

Council has undertaken a review of the location and proposes to provide an Accessible Parking Space approximately 7.8 metres in length located outside No.85 Edgecliffe Boulevarde, Collaroy Plateau.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Notification letters have been distributed to 12 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

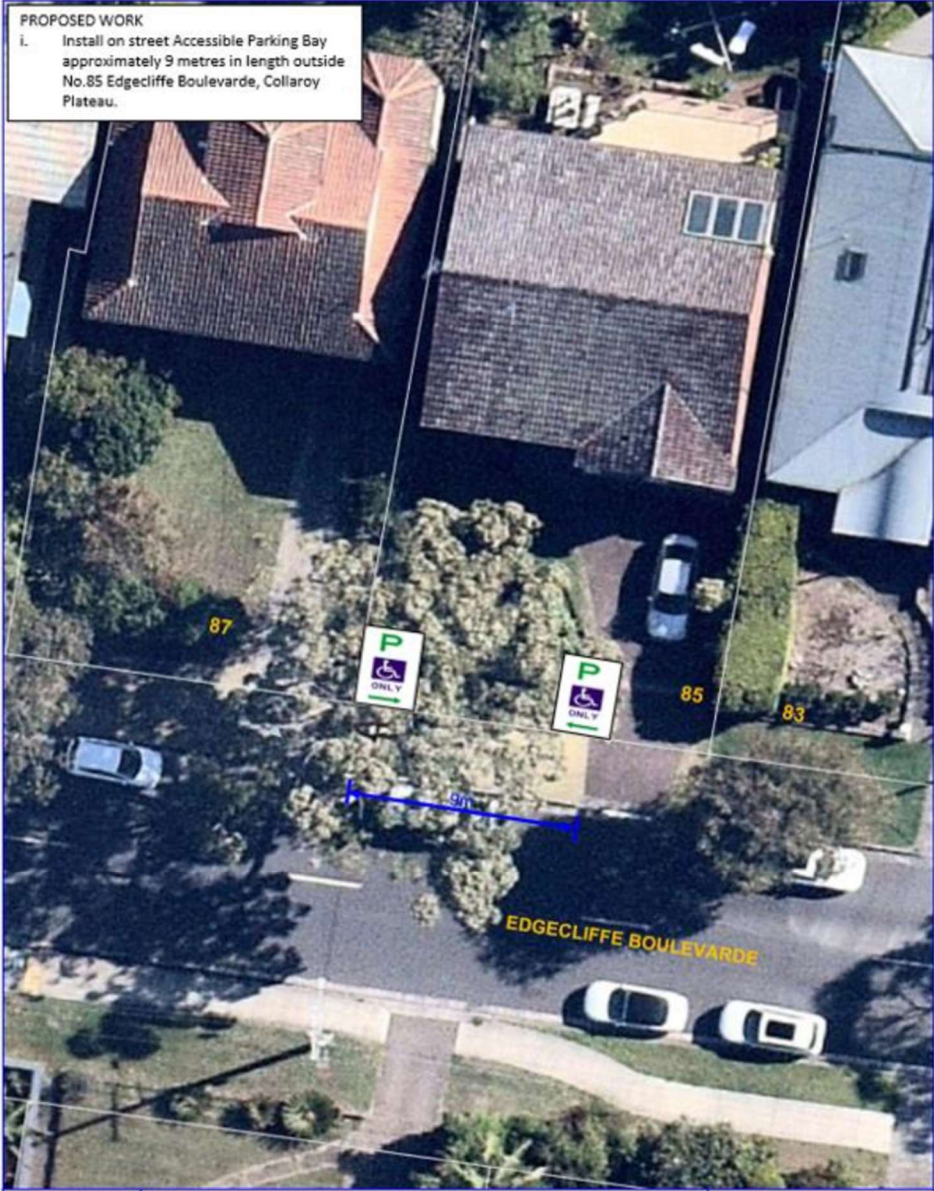
RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of an Accessible Parking space approximately 7.8 metres in length located outside No.85 Edgecliffe Boulevard, Collaroy Plateau.

PROPOSED WORK

i. Install on street Accessible Parking Bay approximately 9 metres in length outside No.85 Edgecliffe Boulevard, Collaroy Plateau.







	PROPOSAL	 northern beaches council
	Edgecliffe Boulevard, Collaroy Plateau Accessible Parking	
	Drawn  Approved 	

Table of Consultation

Address	<u>Edgecliffe Boulevard, Collaroy Plateau</u>
Proposal	<u>Accessible Parking</u>

Properties Consulted	12
Responses Received	1
Support	
Do Not Support	1

Issue	Resident Comment	Council Response
Affects Residents	Parking in the street at most times can be difficult especially when the person who is asking for the accessible parking has three to four people with their individual cars attending her residence seven days a week and parking as close as possible to said address, as well as a van for the disabled vehicle that is parked in front of her place 24/7 taking up two parking positions and only moves possibly one day a week.	Edgecliffe Boulevard is a public road and the long term parking of vehicles should be the responsibility of the property owner on private property with any additional vehicles sharing the available on-street parking. Unrestricted parking remains available in the proposed section of Edgecliffe Boulevard, Claudare and Fuller Streets respectively.
Loss Of Parking	Please note there is also a major route bus stop approximately 15 to 20 metres away from your proposed disabled parking zone on both sides of the road, which in itself creates additional pressure on availability of public and resident parking zones. Basically you are giving permission for this person to park a disabled van twenty four seven in a public street with no consideration to everyone else who lives in the street and do believe this will create a precedent.	The intention of the proposal is to provide accessible parking to enable suitable access to and from the property that is required. Council is committed to improving access and inclusion for people with a disability living, working, and recreating on the Northern Beaches.
Additional Comment	Whenever the owner of # Edgecliff can't find a parking space they will park on the verge where people try and walk.	Council Rangers can investigate any breaches of the NSW Road Rules.

ITEM 4.11	NAREEN PARADE, NORTH NARABEEN- INSTALLATION OF ACCESSIBLE PARKING RESTRICTION
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/213862
ATTACHMENTS	1 Plan

GEOCODES: -33.705540, 151.294571

REPORT

BACKGROUND

The resident of No.18 Nareen Parade has raised concerns regarding parked vehicles on the frontage of No.18 Nareen Parade that prevents them finding parking within close proximity to their home for their disabled children.

LOCATION

- The home is situated on the northern side of Nareen Parade opposite its intersection with Narroy Road.
 - Nareen Parade is a local road carrying moderate volumes of two-way traffic.
 - The northern side of Nareen Parade has a steep embankment with homes constructed on the hillside or excavated into the slope.
 - Nareen Parade has a carriageway width of 9 metres with parking generally permitted on both sides of the road.
 - A No Parking Motor Vehicles Excepted Parking restriction is situated on the south side of Nareen Parade west of Narroy Road.
 - There are no existing parking restrictions on the frontage of No.18 Nareen Parade.
- No Bus route services Nareen Parade.

ISSUES

- Parked vehicles and trailers on both sides of Nareen Parade create difficulties for the residents of No.18 Nareen Parade who require parking within close proximity to their home as they have children suffering from a disability.
- The residence has no off-street parking and no reasonable prospect of constructing off-street parking, so they are reliant upon kerbside parking.
- There is an existing ramp and paved area in front of the home and adjacent to the kerb from which a disabled passenger can be loaded/unloaded. The residents ideally try to load and unload their children into and out of the vehicle from this ramp.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the installation of a 7.8m accessible parking space to the western of the existing stairway on the frontage of No.18 Nareen Parade.

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

CONSULTATION

No consultation has taken place, the accessible parking space is being provided to meet a demonstrated need at the location.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The installation of a 7.8m accessible parking space on the northern side of Nareen Parade on the frontage of No.18.



ITEM 4.12	GRIFFITHS STREET, BALGOWLAH - NO PARKING MOTOR VEHICLES EXCEPTED
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/223617
ATTACHMENTS	1 Griffiths Street, Balgowlah - Plan 2 Table of Consultation

GEOCODES: -33.79240, 151.26807

REPORT

BACKGROUND

Council has received concerns from local residents regarding safety outside Manly West Public School on Griffiths Street, Balgowlah, where parked trailers accumulate and obstruct sight lines.

LOCATION

- Griffiths Street through Balgowlah is a local road that cater for two-way traffic.
- Manly West Public School is situated on the north side of this street.
- The volume of traffic is low outside School Zone hours, but vehicular and pedestrian activities increase significantly during these hours.
- The studied location of Griffiths Street has an available road width of approximately 9 metres.
- A signal dividing line is installed at this location under consideration.
- On the north side of Griffiths Street between Boyle Street and Waratah Street, on-street parking is permitted with the exception of No Stopping restrictions adjacent to intersections.
- On the south side of this location, an 18-metre length of 10-minute timed parking restrictions was introduced in 2021 for the childcare centre, and kerbside parking along this side outside this section was not restricted.
- School buses serves this area on Griffiths Street (Stop ID: 2093178).
- Footpath is available on both sides of the road.

ISSUES

- Boats and trailers parked in this location restrict the available road width, impacting on the passage of buses and obstruct sight lines to and from pedestrians constituting a safety issue for school students.

PROPOSAL

Council has undertaken a review of the location and issues and discussed this matter with Manly West Public School. With the feedback from the school, Council proposed to introduce a No Parking Motor Vehicles Excepted on the north side of the street between the existing No Stopping restrictions adjacent to the intersections of Boyle Street and Waratah Street.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

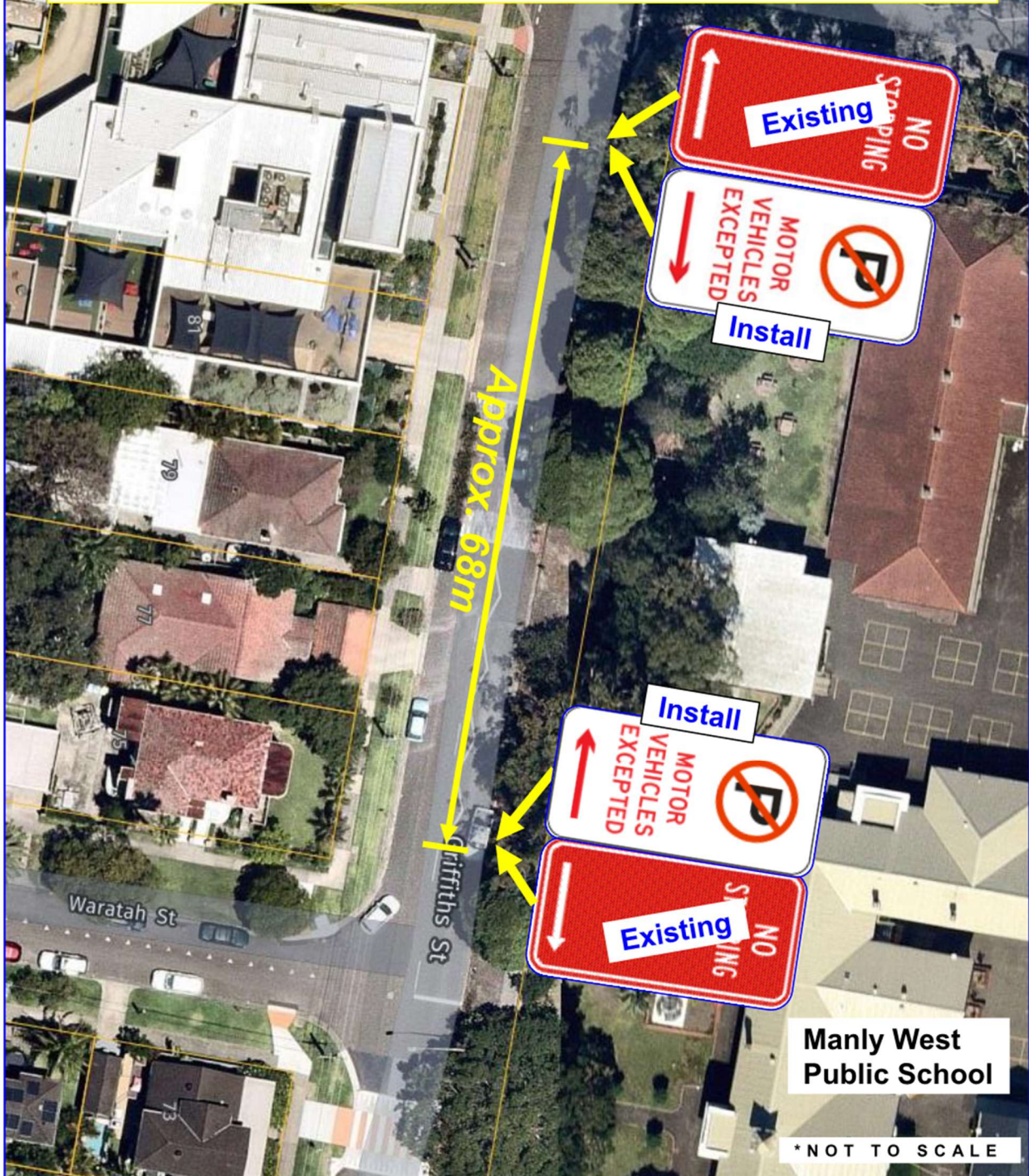
Consultation letters have been distributed to 18 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Parking Motor Vehicles Excepted on the north side of the street.

**Griffiths Street, Balgowlah Between Boyle Street and Waratah Street,
outside Manly West Public School**
Install **No Parking Motor Vehicles Excepted** Parking restriction



PROPOSAL

Griffith Street, Balgowlah
No Parking Restriction for Trailers



DRAWN	YR	APPROVED	<i>P. Devo</i>
LAYOUT	1 OF 1	REVISION NO.	A
		DATE	3/Mar/2021



Table of Consultation

Address	Griffith Street, Balgowlah
Proposal	No Parking Motor Vehicles Excepted

Properties Consulted	18
Responses Received	6
Support	5
Do Not Support	1

Issue	Resident Comment	Council Response
Street Width	Street is too narrow for large vehicles.	Griffiths Street at this section has an available road width of 6 m, which is sufficient to accommodate two-way traffic containing large vehicles.
Parking Across Driveways	Lack of parking space at school drop off and pick up times means we increasingly find parents parking across our driveway.	Residents may contact our rangers through Customer Services (1300 434 434, 24hrs, 7 days a week including public holidays) for ongoing parking issues.
Parking Restriction For Non-residents	Request to ban non-resident vehicles parking for longer than 4 hours.	No suitable signs have been approved by Transport for NSW to restrict non-residents from parking at a certain location.
Timed Parking	Request for timed parking before and during school times.	The school has other frontages for drop-off and pick-up. The school prefers to keep spaces unrestricted for motor vehicles for the staff.
Heavy Vehicle Parking	Some of the trucks and vans pose as big a threat to safety and traffic flow as boat trailers.	Heavy vehicles (GVM>4.5 tonnes) may not park at this location for more than 1 hour.

ITEM 4.13	CATALINA CRESCENT, AVALON - PEDESTRIAN FENCING, RAISED CROSSING AND FOOTPATH
REPORTING OFFICER	MANAGER TRANSPORT NETWORK
TRIM FILE REF	2022/248729
ATTACHMENTS	1 Catalina Crescent, Avalon - Plan

GEOCODES: -33.629161, 151.334442

REPORT

BACKGROUND

Council has received funding from the Transport for NSW School Stimulus program, in which 32 schools throughout the Northern Beaches will gain upgrades to infrastructure. Funding has been allocated to improve the infrastructure around Barrenjoey High School, in particular pedestrian facilities.

LOCATION

- Catalina Crescent is a local road with a speed limit of 50km/h and a School Zone with a speed limit of 40km/h.
- Catalina Crescent is governed by low density housing and Barrenjoey High School.
- Catalina Crescent has unrestricted parallel parking on both sides of the road.
- There are existing traffic islands at No.19 and No.20 Catalina Crescent.
- There are existing shops north of Barrenjoey High School at the intersection of Catalina Crescent and North Avalon Road that attract pedestrian traffic.

ISSUES

- There is currently no pedestrian infrastructure in Catalina Crescent to support students safely crossing the road to Barrenjoey High School.
- Many students cross at the bend of Catalina Crescent and Coonanga Road, creating an unsafe environment.
- The removal of two on-street parking spaces to facilitate improved pedestrian safety and connectivity may be observed to be an issue by residents.

PROPOSAL

The proposal consists of three infrastructure items to improve safety and pedestrian connectivity for students, as well as the wider community through the construction of a marked raised pedestrian crossing, a new footpath and pedestrian fencing in Catalina Crescent and Coonanga Road.

The Traffic Committee will be carrying out a technical review of the raised pedestrian crossing only as the pedestrian fencing and new footpath does not need to undertake the review process as they are not located on the road.

It is important to note that all three infrastructure items are integrated, therefore all must be supported for the proposal to progress to construction.

1. Pedestrian fencing

Pedestrian fencing is proposed to be installed on the school frontage in Catalina Crescent and Coonanga Road to deter pedestrians from crossing at the bend.

2. Raised pedestrian crossing

A raised pedestrian crossing is proposed to be constructed to replace the existing traffic islands outside No.19 and No.20 Catalina Crescent. This will be at a height of 75mm to continue to provide access for school buses.

The installation of the raised pedestrian crossing will result in the removal of the existing traffic islands and the removal of two on-street parking spaces at No.19 and No.20 Catalina Crescent.

The raised pedestrian crossing will provide an improved and safer walking connection for students of Barrenjoey Road when travelling to and from school.

The raised pedestrian crossing is also part of Council's Active Schools Program, to improve and deliver safer infrastructure.

3. Footpath

The construction of a footpath on the southwest side of Catalina Crescent will connect the new raised pedestrian crossing to the entrance of Barrenjoey High School.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal does not impact future cycling facilities
- The proposal improves pedestrian safety and facilities.

CONSULTATION

Consultation letters were not distributed. However, a notification letter will be distributed prior to construction.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

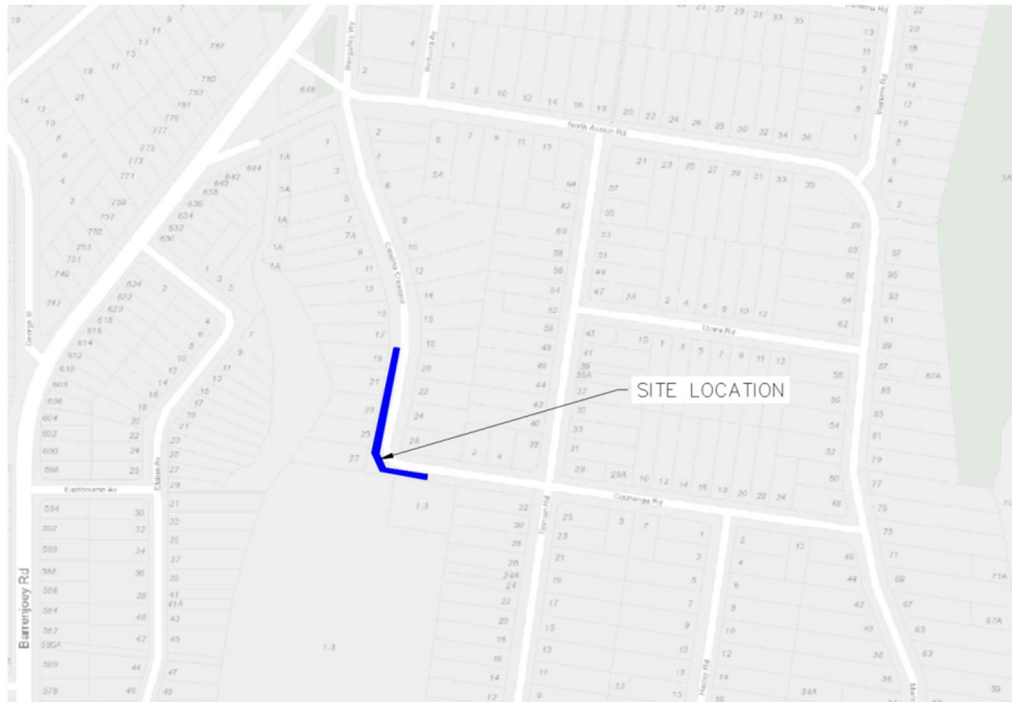
- A. Installation of Pedestrian Fencing on the school frontage in Catalina Crescent.
- B. Construction of a raised pedestrian crossing on Catalina Crescent at No.19 and No.20, replacing the existing traffic island.
- C. Construction of a 1.5m width footpath from the school frontage to the proposed raised pedestrian crossing.



FOOTPATH - CATALINA CRESCENT, AVALON BEACH

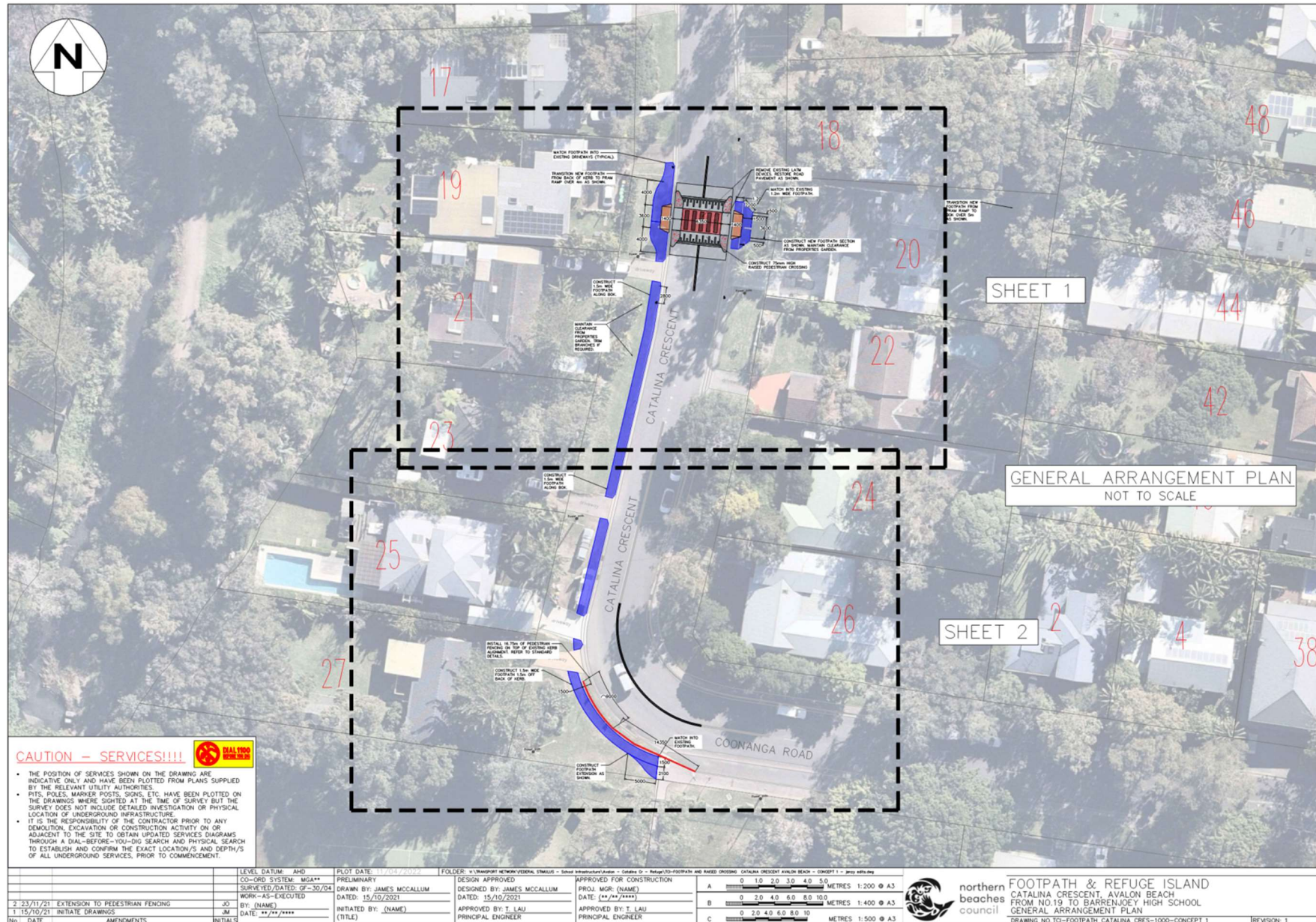
[DRAWING INDEX](#)

DRAWING NO.	DESCRIPTION
0001	COVER SHEET AND INDEX
1000	GENERAL ARRANGEMENT PLAN
1001	CIVIL WORKS PLAN SHEET 1
1002	CIVIL WORKS PLAN SHEET 2
2001	SIGNAGE PLAN SHEET 1
2002	SIGNAGE PLAN SHEET 2
3001	STANDARD DETAILS SHEET 1
3002	STANDARD DETAILS SHEET 2
3003	STANDARD DETAILS SHEET 3



[LOCALITY PLAN](#)
NOT TO SCALE

	LEVEL DATUM: AHD	PLOT DATE: 11/04/2022	FOLDER: \\V:\AS\PORT NETWORK\VISION\2\MAJUS - School Infrastructure\Avalon - Catalina Cr - Pedestrian Footpath and Raised Crossing - Catalina Crescent Avalon Beach - Concept 1 - jerry.s@nbc.qld.gov.au	DESIGN APPROVED	APPROVED FOR CONSTRUCTION			FOOTPATH & REFUGE ISLAND CATALINA CRESCENT, AVALON BEACH FROM NO.19 TO BARRENJOEY HIGH SCHOOL COVER SHEET AND INDEX DRAWING NO. TC-FOOTPATH CATALINA CRES-0001-CONCEPT 1	REVISION: 1
	CO-ORD SYSTEM: MGA94	PRELIMINARY	DESIGNED BY: JAMES MCCALLUM	PROJ. MGR. (NAME)					
	REVISED DATED: 02-30/04	DRAWN BY: JAMES MCCALLUM	DATED: 15/10/2021	DATE: (**/**/****)					
2:25/11/21	EXTENSION TO PEDESTRIAN FENCING	JO	INITIATED BY: (NAME)	APPROVED BY: T. LAU	APPROVED BY: T. LAU				
1:15/10/21	INITIATE DRAWINGS	JM	DATE: (**/**/****)	PRINCIPAL ENGINEER	PRINCIPAL ENGINEER				
No. DATE	AMENDMENTS	INITIALS	(TITLE)						



CAUTION - SERVICES!!!!

• THE POSITION OF SERVICES SHOWN ON THE DRAWING ARE INDICATIVE ONLY AND HAVE BEEN PLOTTED FROM PLANS SUPPLIED BY THE RELEVANT UTILITY AUTHORITIES.

• PITS, POLES, MARKER POSTS, SIGNS, ETC. HAVE BEEN PLOTTED ON THE DRAWINGS WHERE SIGHTED AT THE TIME OF SURVEY BUT THE SURVEY DOES NOT INCLUDE DETAILED INVESTIGATION OR PHYSICAL LOCATION OF UNDERGROUND INFRASTRUCTURE.

• IT IS THE RESPONSIBILITY OF THE CONTRACTOR PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ACTIVITY ON OR ADJACENT TO THE SITE TO OBTAIN UPDATED SERVICES DIAGRAMS THROUGH A DIAL-BEFORE-YOU-DIG SEARCH AND PHYSICAL SEARCH TO ESTABLISH AND CONFIRM THE EXACT LOCATION/S AND DEPTH/S OF ALL UNDERGROUND SERVICES, PRIOR TO COMMENCEMENT.

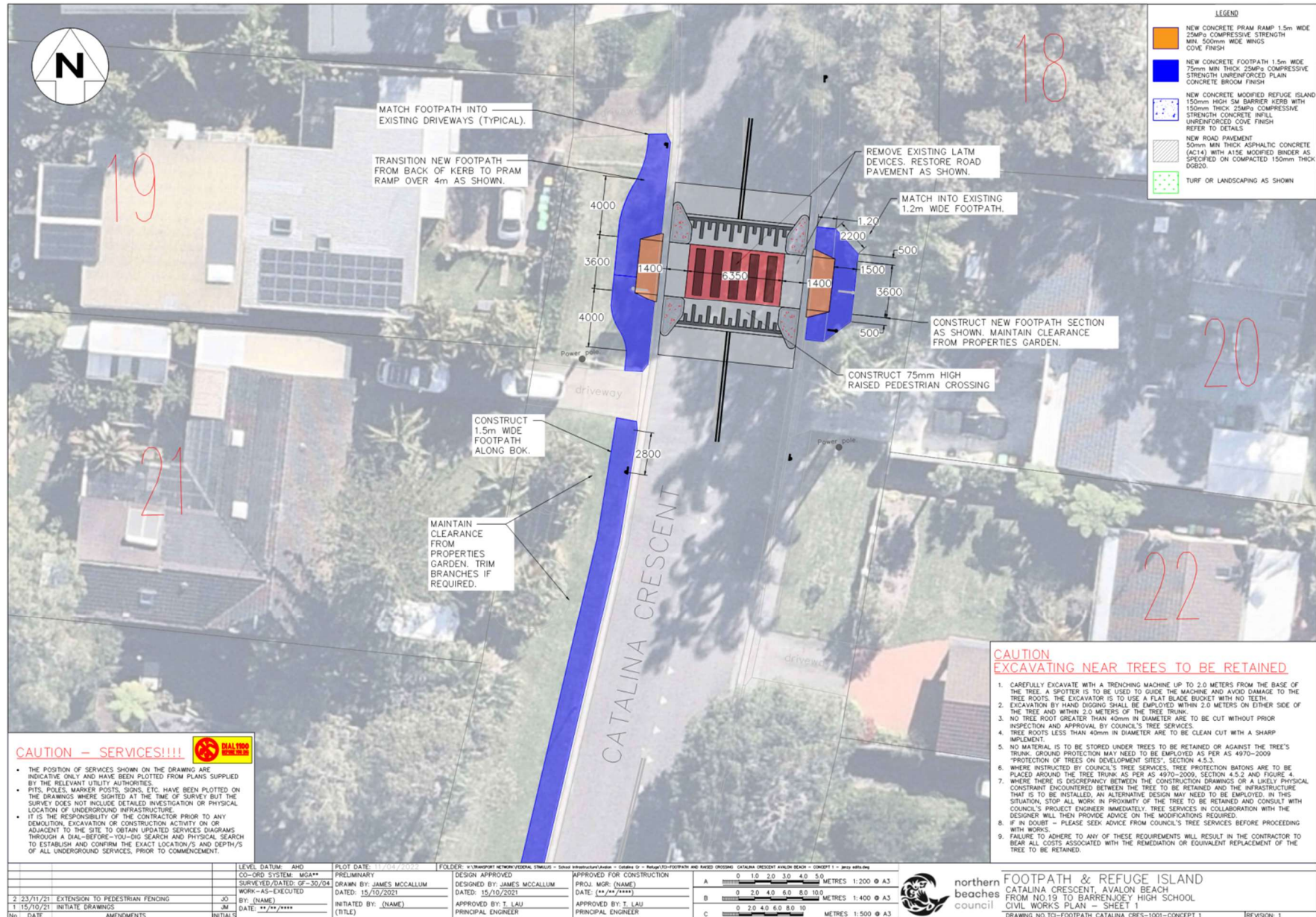
LEVEL DATUM: AHD	PLOT DATE: 11/04/2022	FOLDER: \\V:\PROJECT NETWORK\VEHICAL STIMULUS - School Infrastructure\Avalon - Catalina Cr - Refuge/10-FOOTPATH AND RAISED CROSSING CATALINA CRESCENT AVALON BEACH - CONCEPT 1 - JERRY MHA.DWG	APPROVED FOR CONSTRUCTION	A 0 1.0 2.0 3.0 4.0 5.0 METRES 1:200 @ A3
CO-ORD SYSTEM: MQSAM	PRELIMINARY	DESIGN APPROVED	PROJ. MGR. (NAME)	B 0 2.0 4.0 6.0 8.0 10.0 METRES 1:400 @ A3
SERVED DATED OF: -30/04	DRAWN BY: JAMES MCCALLUM	DESIGNED BY: JAMES MCCALLUM	DATE: (**/**/****)	C 0 2.0 4.0 6.0 8.0 10.0 METRES 1:500 @ A3
WORK - AS - EXECUTED	DATED: 15/10/2021	DATE: 15/10/2021	APPROVED BY: T. LAU	
BY: (NAME)	INITIATED BY: (NAME)	APPROVED BY: T. LAU	APPROVED BY: T. LAU	
DATE: **/**/****	INITIALS	PRINCIPAL ENGINEER	PRINCIPAL ENGINEER	

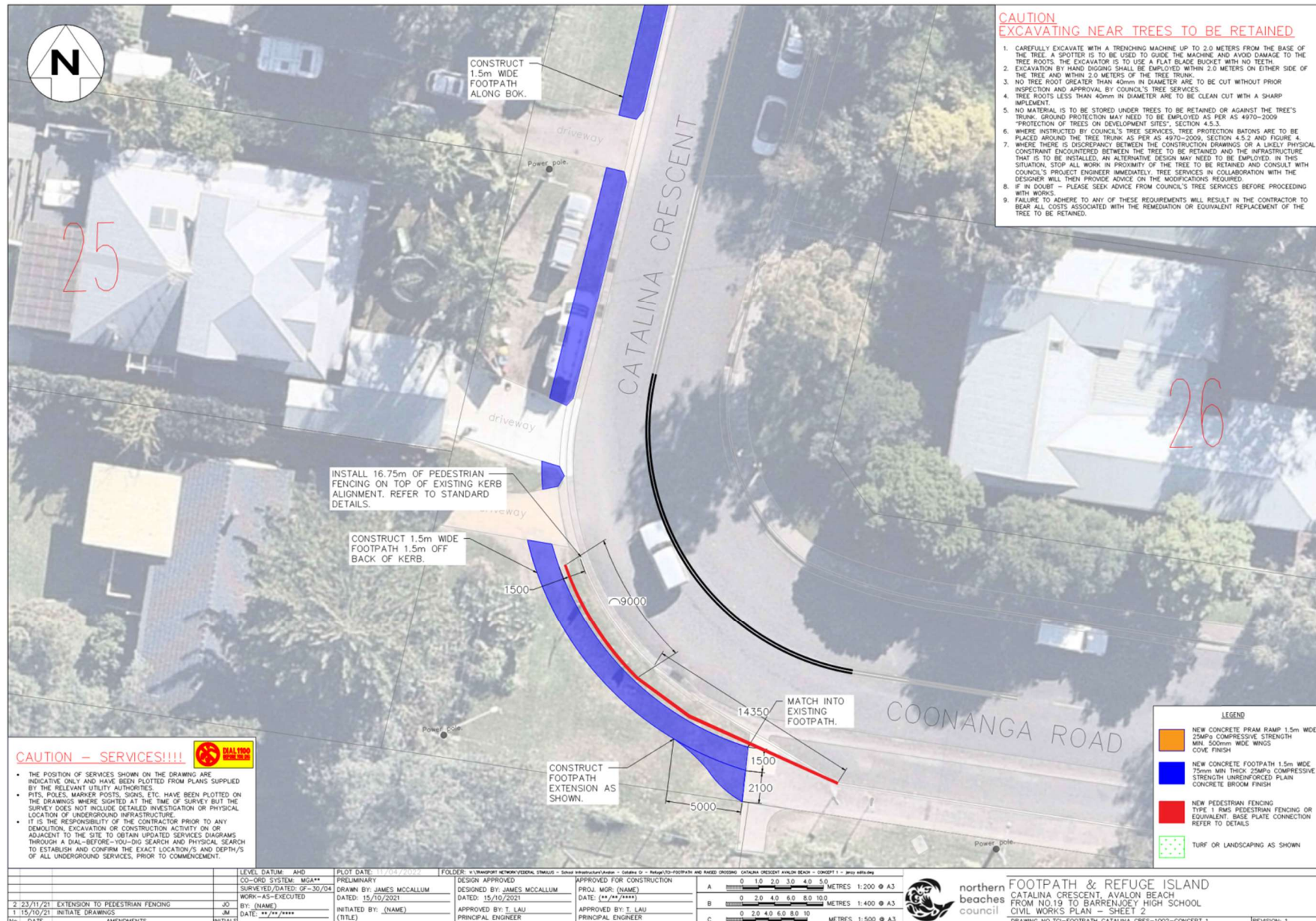
northern beaches council

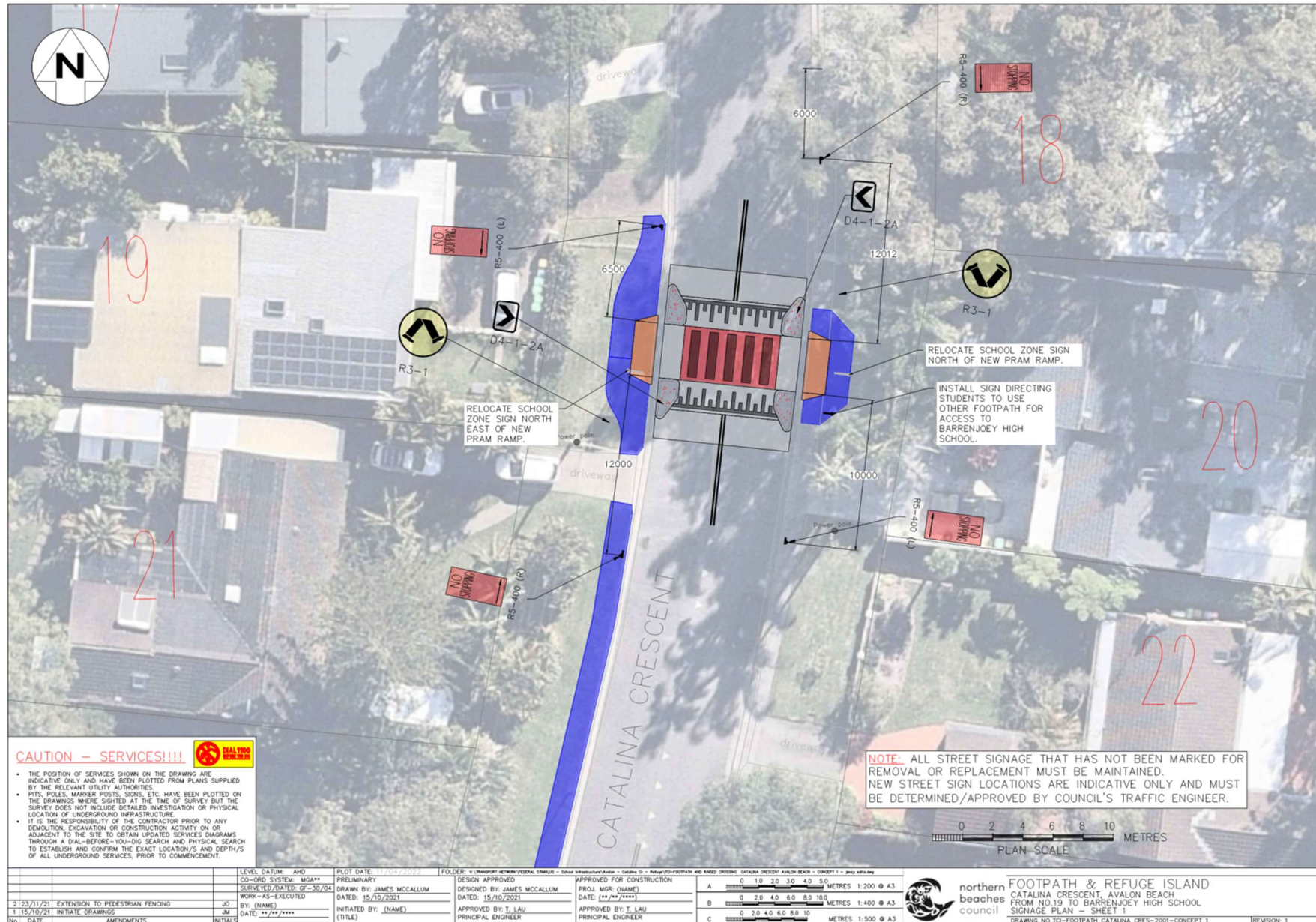
FOOTPATH & REFUGE ISLAND
CATALINA CRESCENT, AVALON BEACH
FROM NO.19 TO BARRENJOEY HIGH SCHOOL
GENERAL ARRANGEMENT PLAN

DRAWING NO. TG-FOOTPATH CATALINA CRES-1000-CONCEPT 1

REVISION: 1







CAUTION - SERVICES!!!!

- THE POSITION OF SERVICES SHOWN ON THE DRAWING ARE INDICATIVE ONLY AND HAVE BEEN PLOTTED FROM PLANS SUPPLIED BY THE RELEVANT UTILITY AUTHORITIES.
- PITS, POLES, MARKER POSTS, SIGNS, ETC. HAVE BEEN PLOTTED ON THE DRAWINGS WHERE SIGHTED AT THE TIME OF SURVEY BUT THE SURVEY DOES NOT INCLUDE DETAILED INVESTIGATION OR PHYSICAL LOCATION OF UNDERGROUND INFRASTRUCTURE.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ACTIVITY ON OR ADJACENT TO THE SITE TO OBTAIN UPDATED SERVICES DIAGRAMS THROUGH A 'DIAL-BEFORE-YOU-DIG' SEARCH AND PHYSICAL SEARCH TO ESTABLISH AND CONFIRM THE EXACT LOCATION/S AND DEPTH/S OF ALL UNDERGROUND SERVICES, PRIOR TO COMMENCEMENT.

NOTE: ALL STREET SIGNAGE THAT HAS NOT BEEN MARKED FOR REMOVAL OR REPLACEMENT MUST BE MAINTAINED. NEW STREET SIGN LOCATIONS ARE INDICATIVE ONLY AND MUST BE DETERMINED/APPROVED BY COUNCIL'S TRAFFIC ENGINEER.

LEVEL DATUM: AHD		PLLOT DATE: 11/04/2022	FOLDER: \\s:\work\NETWORK\DESIGN\210401 - School Infrastructure\Avalon - Catalina Cr - Refuge/10-FOOTPATH AND RAISED CROSSING CATALINA CRESCENT AVALON BEACH - CONCEPT 1 - jerry.sullivan
CO-ORD SYSTEM: MGA99		DESIGN APPROVED	APPROVED FOR CONSTRUCTION
SERVICED DATED OF: 30/04		DESIGNED BY: JAMES MCCALLUM	PROJ. MGR. (NAME)
WORK - AS EXECUTED		DATED: 15/10/2021	DATE: (**/**/****)
BY: (NAME)		APPROVED BY: T. LAU	APPROVED BY: T. LAU
INITIATED BY: (NAME)		PRINCIPAL ENGINEER	PRINCIPAL ENGINEER
DATE: (**/**/****)		(TITLE)	

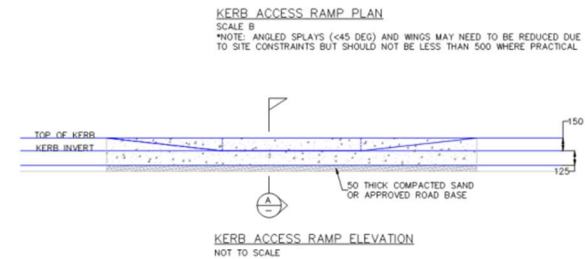
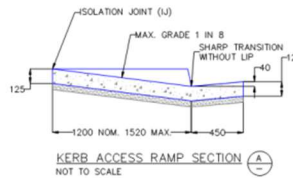
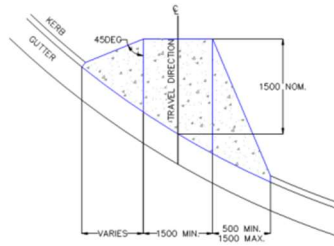
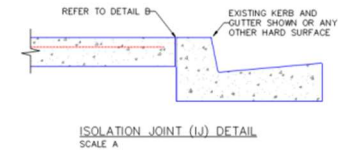
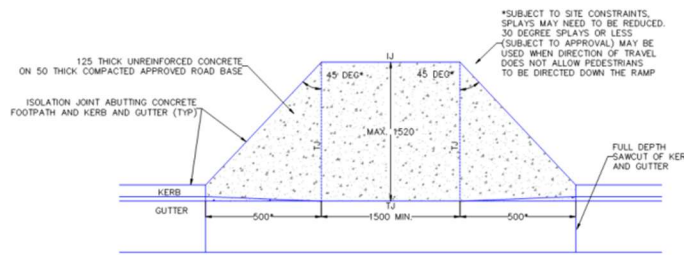
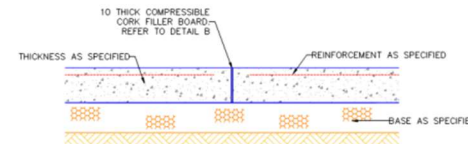
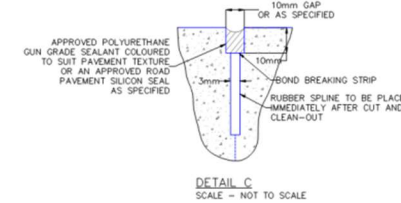
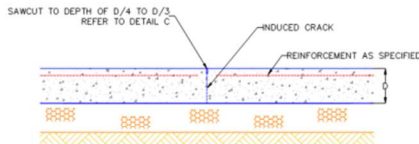
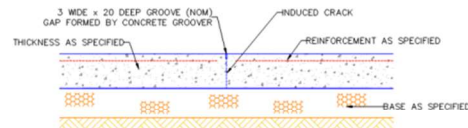
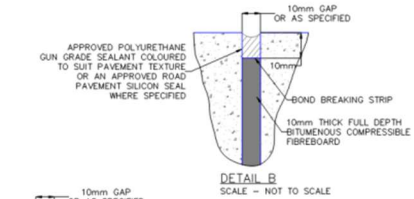
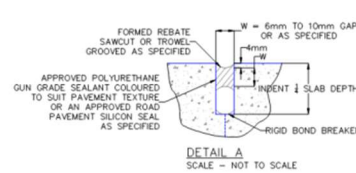


WEAKENED PLANE JOINT NOTES

1. SAWN JOINTS - PERFORMED WHEN CONCRETE HAS SET. SAWN JOINTS ARE TO BE USED ONLY ON RELATIVELY HEAVY DUTY OR THICK SLABS WHERE A DEEPER PENETRATION CUT IS REQUIRED. SAWCUT DEPTH IS APPROXIMATELY D/4. SAW JOINTS ARE NOT TO BE USED FOR FOOTPATH CONSTRUCTION.
2. TOOLED JOINTS - PERFORMED WHEN CONCRETE IS STILL IN A "PLASTIC" STATE TO BE USED ON LIGHT DUTY OR THIN SLABS SUCH AS FOOTPATH SLABS WHERE A SMALL GROOVE PENETRATION IS SUFFICIENT.

STANDARD JOINT NOTES

1. KEYED JOINTS AND DOWELS ARE TO BE PLACED AND STAKED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.
2. CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 25MPa MINIMUM UNLESS NOTED OTHERWISE (U.N.O.).
3. CONCRETE SHALL BE PLACED WITH A MAXIMUM SLUMP OF 80mm.
4. REINFORCEMENT MESH OR BAR MAY BE BENT TO ACCOMMODATE DOWELS.
5. DOWELLING OF LA-BACK TO DRIVEWAY ONLY REQUIRED WHERE POOR SUB-BASE IS ENCOUNTERED.
6. ALL DOWELS ARE TO BE GRADE 300 STEEL TO AS3679.1.
7. ALL DOWELS AND DEFORMED BARS ARE TO BE CENTRALLY PLACED.
8. ALL DIMENSIONS SHOWN ARE IN MILLIMETRES U.N.O.



PEDESTRIAN (KERB ACCESS) RAMP NOTES

1. PEDESTRIAN RAMPS SHALL BE 125mm THICK, UNREINFORCED AND COVE SURFACE FINISHED ON 50mm THICK SAND BEDDING OR APPROVED ROAD BASE.
2. PEDESTRIAN RAMP AND SLOPING SIDES SHALL BE COLOURED "DARK TERRACOTTA" TINT OR EQUIVALENT U.N.O.
3. ALL EXPOSED EDGES SHALL BE NEATLY ROUNDED WITH AN EDGING TOOL FORMING A 5mm CHAMFER.
4. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 25MPa AT 28 DAYS AND MAXIMUM SLUMP OF 80mm.
5. THE CONTRACTOR SHALL PLACE A 75mm DEEP SAW CUT IN THE GUTTER INVERT AND REMOVE THE KERB, UNLESS DIRECTED BY COUNCIL OR THE SUPERINTENDENT TO REMOVE THE INTEGRAL KERB AND GUTTER.
6. THE GUTTER SHALL BE STEEL FLOAT FINISHED. ALSO REFER TO JOINT DETAILS.
7. SUBGRADE SHALL BE THOROUGHLY COMPACTED BY USE OF A VIBRATORY COMPACTOR EQUIPMENT UNTIL IT SHOWS NO SIGNS OF MOVEMENT OR AS DIRECTED BY COUNCIL.
8. THE LOCATION OF THE PEDESTRIAN RAMP IS TO BE DETERMINED AFTER CONSIDERATION OF THE GENERAL MOVEMENT OF PEDESTRIANS. THE LOCATION OF MARKED PEDESTRIAN CROSSINGS AND THE POSITION OF ANY EXISTING OBSTACLES SUCH AS TRAFFIC SIGNALS, STORMWATER AND SERVICE PITS, ETC. THE LOCATION OF PEDESTRIAN RAMPS MUST ENSURE THAT USERS ARE NOT PUT AT RISK FROM TRAFFIC OF ANY KIND, BEARING IN MIND THAT A DISABLED PERSON'S CROSSING TIME MAY BE INCREASED THAN THAT OF A PERSON WITH FULL MOBILITY. HOWEVER PEDESTRIAN RAMP RAMPS SHOULD BE ALIGNED WITH THE DIRECTION OF PEDESTRIAN TRAVEL, WHERE-EVER PRACTICABLE.
9. WHERE THE EXISTING FOOTPATH ALIGNMENT IS AT THE REAR OF THE KERB, THE APRON AND WING SHALL BE EXTENDED 1200mm FOR 150mm HIGH KERB AND 1500mm FOR 200mm HIGH KERB, WHERE PRACTICABLE OR AS DIRECTED BY COUNCIL.
10. TACTILE INDICATORS SHALL BE INSTALLED AT SIGNALISED INTERSECTIONS, TOWN CENTRES AND HIGH PEDESTRIAN USE AREAS ONLY OR WHERE INSTRUCTED BY COUNCIL AND IS TO BE INSTALLED IN ACCORDANCE WITH AS1428.4.
11. WHERE PRACTICABLE, PROVIDE UPPER LANDING WIDTH OF 1500mm.
12. REFER TO AUSTRALIAN STANDARD AS1428.1-2009 "DESIGN FOR ACCESS AND MOBILITY" FOR FURTHER DETAILS.
13. ALL DIMENSIONS SHOWN ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.

LEVEL DATUM: AHD	PLOT DATE: 11/04/2022	FOLDER: \\v:\transport\NETWORK\VEHICULAR STALLS - School Infrastructure\Avalon - Catalina Cr - Retain\10-FOOTPATH AND RAISED CROSSING CATALINA CRESCENT AVALON BEACH - CONCEPT 1 - final.rvt.dwg
CO-ORD SYSTEM: MGA94	DESIGN APPROVED	APPROVED FOR CONSTRUCTION
DESIGNED DATE: 15/10/2021	DESIGNED BY: JAMES MCCALLUM	DRAWN BY: JAMES MCCALLUM
WORK - AS EXECUTED	DATED: 15/10/2021	DATE: (**/**/****)
BY: (NAME)	INITIATED BY: (NAME)	APPROVED BY: T. LAU
DATE: (**/**/****)	(TITLE)	PRINCIPAL ENGINEER

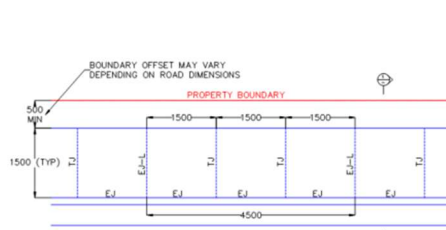


northern beaches council

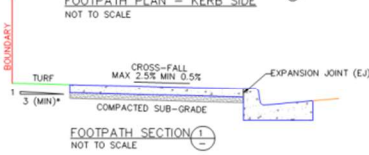
FOOTPATH & REFUGE ISLAND
Catalina Crescent, Avalon Beach
STANDARD DETAILS

DRAWING NO. TC-FOOTPATH CATALINA CRES-3001-CONCEPT 1

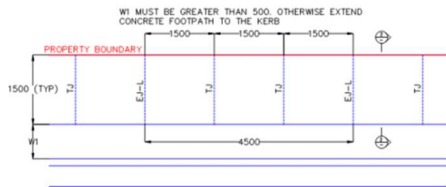
REVISION: 1



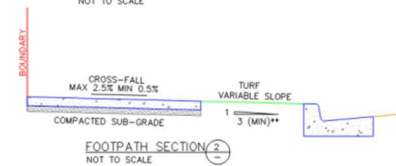
FOOTPATH PLAN - KERB SIDE
NOT TO SCALE



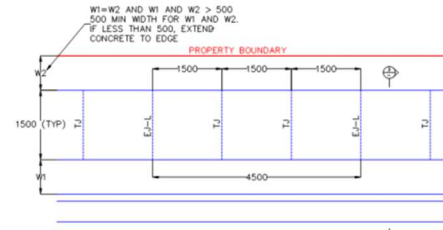
FOOTPATH SECTION 1
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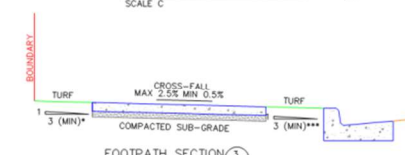
FOOTPATH PLAN - BOUNDARY SIDE
NOT TO SCALE



FOOTPATH SECTION 2
NOT TO SCALE

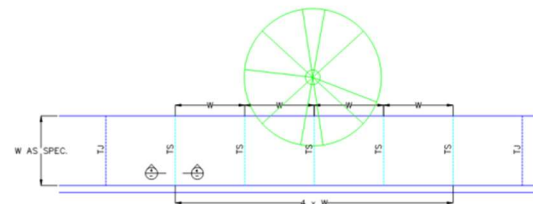


FOOTPATH PLAN - CENTRED
SCALE C

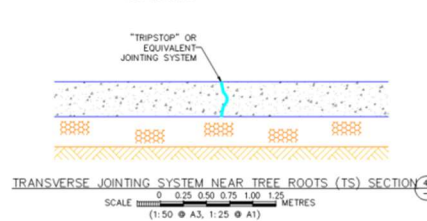


FOOTPATH SECTION 3
NOT TO SCALE

***NOTE: WHERE BATTER EXCEEDS 1 IN 3, RETAINING WALL OR EDGE BEAM MAY BE REQUIRED UPSIDE OF FOOTPATH (REFER DETAIL). LOCATION TO BE DETERMINED ON SITE



FOOTPATH PLAN NEAR TREE PLAN
NOT TO SCALE



TRANSVERSE JOINTING SYSTEM NEAR TREE ROOTS (TS) SECTION 4
SCALE 0 0.25 0.50 0.75 1.00 1.25 METRES
(1:50 @ A3, 1:25 @ A1)

FOOTPATH SCHEDULE				
FOOTPATH WIDTH (mm)	SLAB THICKNESS (mm)	DISTANCE BETWEEN TOoled JOINTS (mm)	DISTANCE BETWEEN EXPANSION JOINTS (mm)	REINFORCEMENT (SHRINKAGE CONTROL ONLY)
1500	75	1500	4500	NIL

STANDARD CONCRETE FOOTPATH NOTES

- FOOTPATHS TO HAVE A MAX. 2.5% CROSSFALL TOWARDS THE KERB (APPROXIMATELY 37.5mm FALL OVER A 1.5m WIDE FOOTPATH), BROOM FINISHED U.N.O.
- CONCRETE EDGES SHALL BE FINISHED WITH AN EDGING TOOL
- CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 25MPa MINIMUM UNLESS OTHERWISE SPECIFIED
- CONCRETE SHALL BE PLACED WITH A MAXIMUM SLUMP OF 80mm.
- MINIMUM CONCRETE COVER (TO REINFORCEMENT) TO BE 30mm UNLESS NOTED OTHERWISE
- CONCRETE FOOTPATHS SHALL BE LAID ON A MINIMUM 75mm THICK ROAD BASE DOB20 (COMPACTED TO MINIMUM 98% MAXIMUM DRY DENSITY) OR 50mm THICK SAND (WELL COMPACTED TO DENSITY INDEX OF NOT LESS THAN 65%)
- COUNCIL REQUIRES 24 HOURS NOTICE PRIOR TO POURING OF CONCRETE TO INSPECT THE FORMWORK. NO CONCRETE SHALL BE POURED UNTIL THE EXCAVATION AND FORMWORK HAVE BEEN INSPECTED.
- EXCAVATE TO MINIMUM UNIFORM CONCRETE SLAB THICKNESS AND BEDDING COURSE AS SPECIFIED. REFER TO DETAILS.
- PLAIN CONCRETE IS TO BE USED EXCEPT FOR PEDESTRIAN RAMPS (PRAM RAMPS) WHICH WILL BE COLOURED "DARK TERRACOTTA" OXIDE TINT OR EQUIVALENT.
- WHERE THE SLAB IS TO BE POURED ONTO EXISTING ROCK OR ONTO A CONCRETE SUBGRADE, PROVIDE A COAT OF RIDG BOND BREAKER BETWEEN THE INTERFACE TO ENSURE THAT THE CONCRETE WILL SET EVENLY THROUGHOUT THE WHOLE SECTION OF THE SLAB (EVEN SHRINKAGE CONTROL).
- PLACE REINFORCEMENT FABRIC CENTRALLY USING SEATS AS PROPS AND ENSURING THAT THERE WILL BE AT LEAST 30mm MINIMUM COVER (FOR FOOTWAY SLABS) BETWEEN THE REINFORCEMENT AND EXTERNAL SURFACE OF THE SLAB
- CONCRETE IS TO BE FULLY CURED TO ENSURE THAT IT DOES NOT RESULT IN SHRINKAGE CRACKS. HIGHER STRENGTH CONCRETES TEND TO SET QUICKER AND REQUIRES PROPER CURING BY KEEPING IT CONTINUOUSLY WET FOR A MINIMUM OF 7 DAYS IMMEDIATELY AFTER THE POUR OR BY COVERING WITH CLEAR PLASTIC SHEETS.
- ALL CONCRETE WORKS SHALL BE IN ACCORDANCE WITH AS 3600.
- COMPRESSIBLE FILLER BOARD USED AS CONSTRUCTION JOINTS SHALL BE BITUMEN IMPREGIATED FIBREBOARD
- SAWN JOINTS WHERE REQUIRED ARE TO BE CUT AFTER THE CONCRETE HAS SUFFICIENTLY HARDENED THAT IT WILL NOT BE DAMAGED BY THE SAWING BUT BEFORE SHRINKAGE CRACKS CAN OCCUR.
- PROVIDE "SMART URBAN" OR "LOCK SOCKETS" AS SPECIFIED FOR ALL SIGN POSTS U.N.O.
- ALL DIMENSIONS SHOWN ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALING.

TRANSVERSE DISPLACEMENT JOINT NOTES

- WHERE THERE IS LIKELY TO BE TRANSVERSE OR VERTICAL MOVEMENT OF JOINTS IN THE RIGID PAVEMENT (FOR EXAMPLE, NEAR A TREE, WHERE INVASIVE ROOTS ARE LIKELY TO DISPLACE THE PAVEMENT), A JOINTING SYSTEM WHICH ALLOWS VERTICAL DISPLACEMENT OF THE SLAB WITHOUT SEPARATION OF THE JOINTS AND CAUSING A TRIP HAZARD, IS TO BE USED.
- COUNCIL'S TREE OFFICER/ARBORIST IS TO BE CONSULTED AS TO DETERMINE ADEQUATE TOPSOIL COVER OVER EXISTING TREE ROOTS REQUIRED PRIOR TO INSTALLATION.
- "TRIPSTOP" JOINTING SYSTEM OR EQUIVALENT SHALL BE USED IN NEW OR REPLACEMENT FOOTPATHS WHERE THE SLAB IS TO BE INSTALLED NEAR OR ADJACENT TO A TREE.
- "TRIPSTOP" OR EQUIVALENT SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S GUIDELINES.
- THE "TRIPSTOP" STRIP OR EQUIVALENT SHALL BE INSTALLED TO MATCH THE FOLLOWING SLAB THICKNESSES:
 - TS755 - 75mm THICK CONCRETE SLAB
 - TS1255 - 120mm THICK CONCRETE SLAB
 - TS1505 - 150mm THICK CONCRETE SLAB
- "TRIPSTOP" JOINTING STRIPS OR EQUIVALENT MUST BE INSTALLED FOR THE FULL DEPTH AND WIDTH OF THE SLAB
- THESE STRIPS MUST HAVE UP TO 5mm OF CLEARANCE AT EACH END OF THE "TRIPSTOP" TO ALLOW FOR AN EDGING TOOL TO BE PASSED WITHOUT INTERRUPTION.
- THE "TRIPSTOP" EDGING OR EQUIVALENT MUST BE INSTALLED WITH A 5mm TOLERANCE OF VERTICAL.
- WHEN INSTALLED IN STRAIGHT SECTIONS OF PAVEMENT, INSTALL TO +/- 30mm PER METER OF WIDTH FROM A RIGHT ANGLE TO THE LENGTH OF PAVEMENT.
- WHEN INSTALLED IN CURVED PAVEMENTS, INSTALL RADIALLY TO THE CURVE AT +/- 30mm PER METER FROM THE RADIAL LINE.
- "TRIPSTOP" STRIPS OR EQUIVALENT SHALL BE POSITIONED DIRECTLY IN LINE WITH THE MOST AGGRESSIVE TREE ROOT. ONE STRIP SHALL BE PLACED IN LINE WITH THE CENTRE OF THE TREE TRUNK CONTINUE WITH THE INSTALLATION OF MORE SECTIONS OUTWARDS UNTIL AT THE END OF THE DRIP LINE.

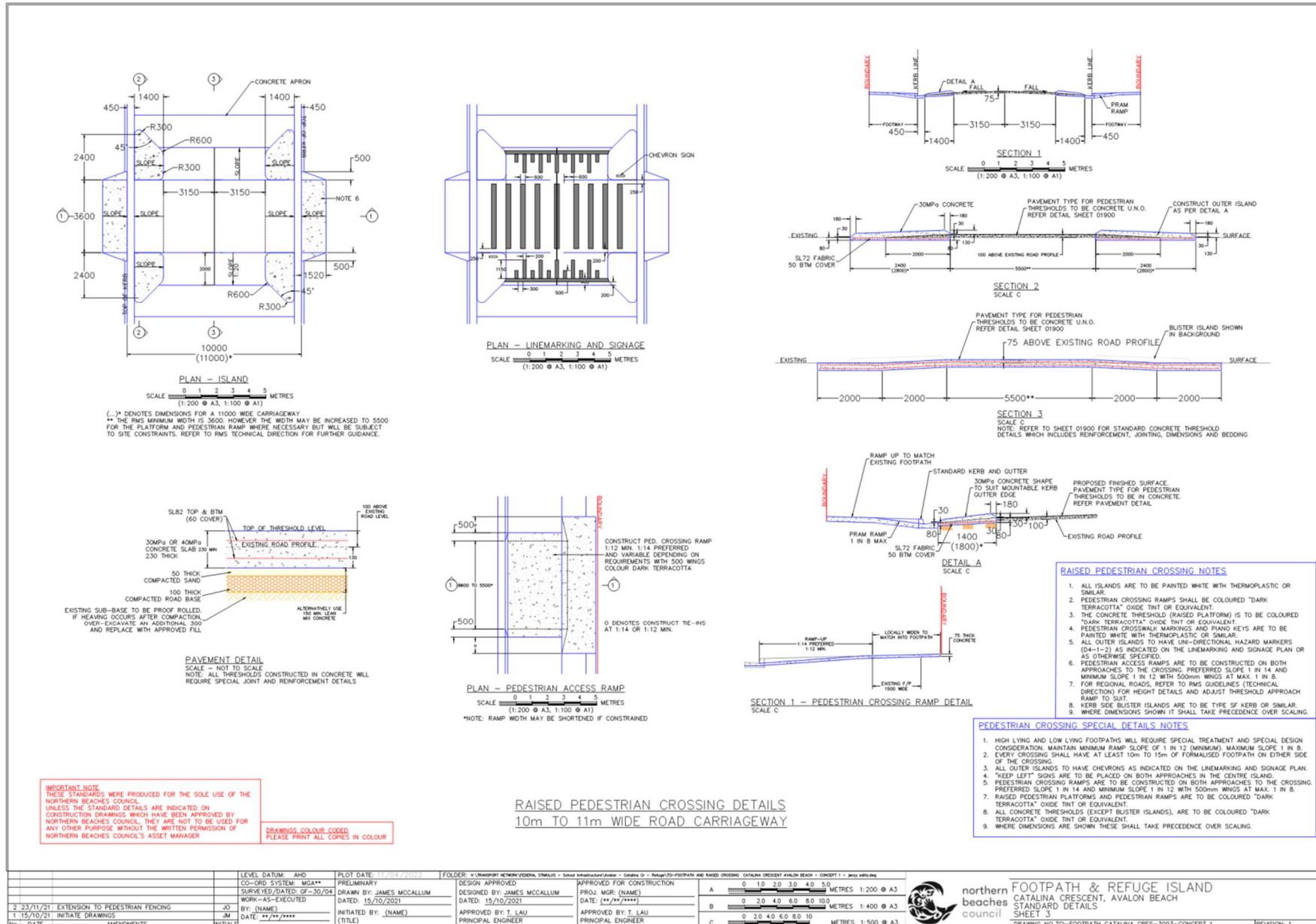
LEVEL DATUM: AHD	PLOT DATE: 11/04/2022	FOLDER: \\V:\transport\NETWORK\VEHICAL\STRAUS - School Infrastructure\Avalon - Catalina Cr - Resign\10-FOOTPATH AND BASED CROSSING CATALINA CRESCENT AVALON BEACH - CONCEPT 1 - jerry.s@nb.council.nsw.gov.au
CO-ORD SYSTEM: MGA94	PRELIMINARY	DESIGN APPROVED
DESIGNED BY: JAMES MCCALLUM	APPROVED FOR CONSTRUCTION	PROJ. MGR. (NAME)
DATE: 15/10/2021	DATE: (**/**/****)	DATE: (**/**/****)
WORK-AS-EXECUTED		
BY: (NAME)	INITIATED BY: (NAME)	APPROVED BY: T. LAU
DATE: (**/**/****)	(TITLE)	PRINCIPAL ENGINEER
		APPROVED BY: T. LAU
		PRINCIPAL ENGINEER

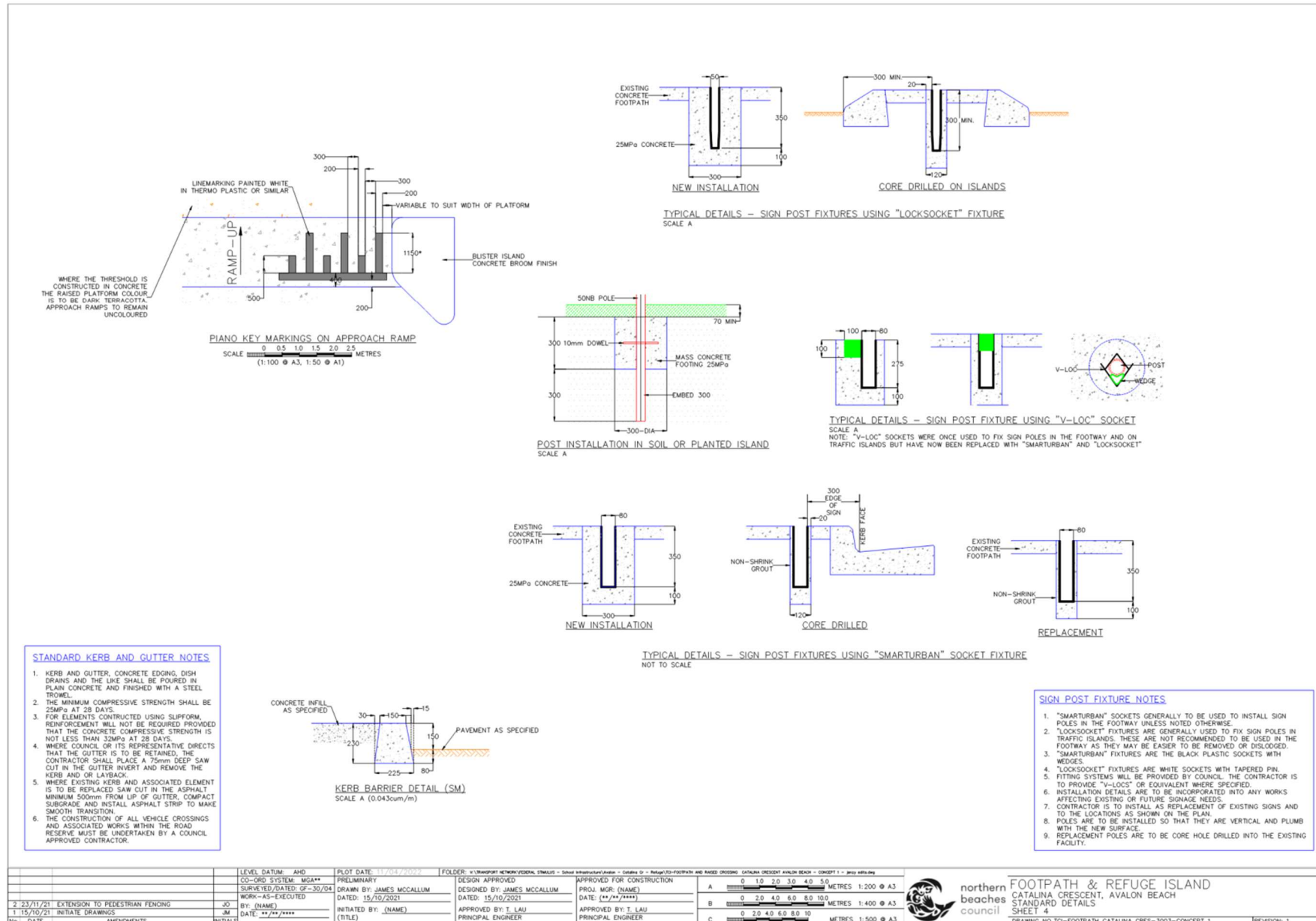


northern
beaches
council

FOOTPATH & REFUGE ISLAND
CATALINA CRESCENT, AVALON BEACH
STANDARD DETAILS
SHEET 2

DRAWING NO. TC-FOOTPATH CATALINA CRES-3002-CONCEPT 1 REVISION: 1





5.0 MATTERS FOR NOTATION

ITEM 5.1	REQUEST FOR WORKS ZONE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/230767
ATTACHMENTS	NIL

GEOCODES: Various

REPORT

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

Applicant	Location	Works Zone Length and Time	Requested Period
Rc Dee Why Pty Ltd 75 Abbott Road SEVEN HILLS NSW 2147	Shop 1/4 The Strand DEE WHY NSW 2099	Length: 10 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	1 April 2022 to 6 May 2022
Lovett Custom Homes 29/14 Polo Avenue MONA VALE NSW 2103	7 Florida Road PALM BEACH NSW 2108	Length: 25 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	1 April 2022 to 1 June 2022
WBC Projects 67 Cutler Road CLONTARF NSW 2093	266 Whale Beach Road WHALE BEACH NSW 2107	Length: 6 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	23 March 2022 to 6 September 2022
St Bernard Constructions Pty Ltd PO Box 7005 WARRINGAH MALL NSW 2100	20 Westminster Avenue DEE WHY NSW 2099	Length: 8 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	19 April 2022 to 13 June 2022
Pd Remedial Pty Ltd 5 Rider Boulevard RHODES NSW 2138	Adjacent to 1161- 1171 Pittwater Road, on Jenkins Street COLLAROY NSW 2097	Length: 18 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	28 March 2022 to 25 April 2022

RECOMMENDATION TO TRAFFIC COMMITTEE

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