



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 via remote Teams in the Flannel Flower Room, Civic Centre, Dee Why on :

TUESDAY 6 OCTOBER 2020

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

A handwritten signature in black ink, appearing to read 'Jorde Frangoples', positioned to the left of a vertical line.

Jorde Frangoples
Director Transport and Assets

Voting Members

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

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

Non Voting Members

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

Mr Egwin Herbert
Mr Robert Bicakcian
TBC
Mr Owen Dunne

Officers

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

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

Visitors

Nil

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

to be held via remote Teams on Tuesday 6 October 2020

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

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5.0 MATTERS FOR NOTATION

Nil

NEXT MEETING Tuesday 2 November 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 1 SEPTEMBER 2020

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 1 September 2020, 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	ROSE AVE AND GREYSTOKE STREET, WHEELER HEIGHTS - EXISTING ROUNDABOUT AMENDMENTS
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2020/423463
ATTACHMENTS	1 ↓ Rose Ave & Greystoke St, Wheeler Heights – Concept Plan 2 ↓ Existing Roundabout 3 ↓ Proposed Roundabout - Civil works 4 ↓ Proposed Roundabout - Signs and Line markings 5 ↓ Long Section 6 ↓ Cross Section 7 ↓ Vehicle Turning Paths 8 ↓ Table of Consultation

GEOCODES: -33.726329, 151.281303

REPORT

BACKGROUND

Council has received concerns from local residents regarding the existing roundabout at the intersection between Rose Avenue and Greystoke Street is not functioning as intended. Often road users breach the roundabout control and travel without circulating the central island, especially when motorists turn right from Rose Avenue into Greystoke Street, they turn without circulating the central island. This mainly occurs due to the eccentric location of the roundabout. It creates confusion and potential risks amongst motorists.

LOCATION

- Rose Avenue and Greystoke Street are local roads with a speed limit of 50km/h.
- Rose Avenue is a bus route.
- Rose Avenue and Greystoke Street has an average width of 10m and 7.8m respectively.

ISSUES

- The existing roundabout at the intersection is about 2m in radius, mountable and off-centre.
- Often road users do not follow the roundabout regulations and turn without circulating the central island.

PROPOSAL

Council has undertaken a review and decided to upgrade the roundabout. Council proposes to remove the existing roundabout and design & construct the new one at this intersection. The proposal includes the followings as shown in the attached design details:

- Removal of the existing roundabout.
- Constructing the new roundabout as per the design.
- Removing all painted median islands and construct mountable median islands.
- Constructing new Pedestrian Refuge at south-west leg of Rose Avenue.
- Civil works including footpath, kerb ramps, re-aligning kerb & gutter and road resealing.
- Signs and Line markings.

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 improves pedestrian facilities and walking paths.

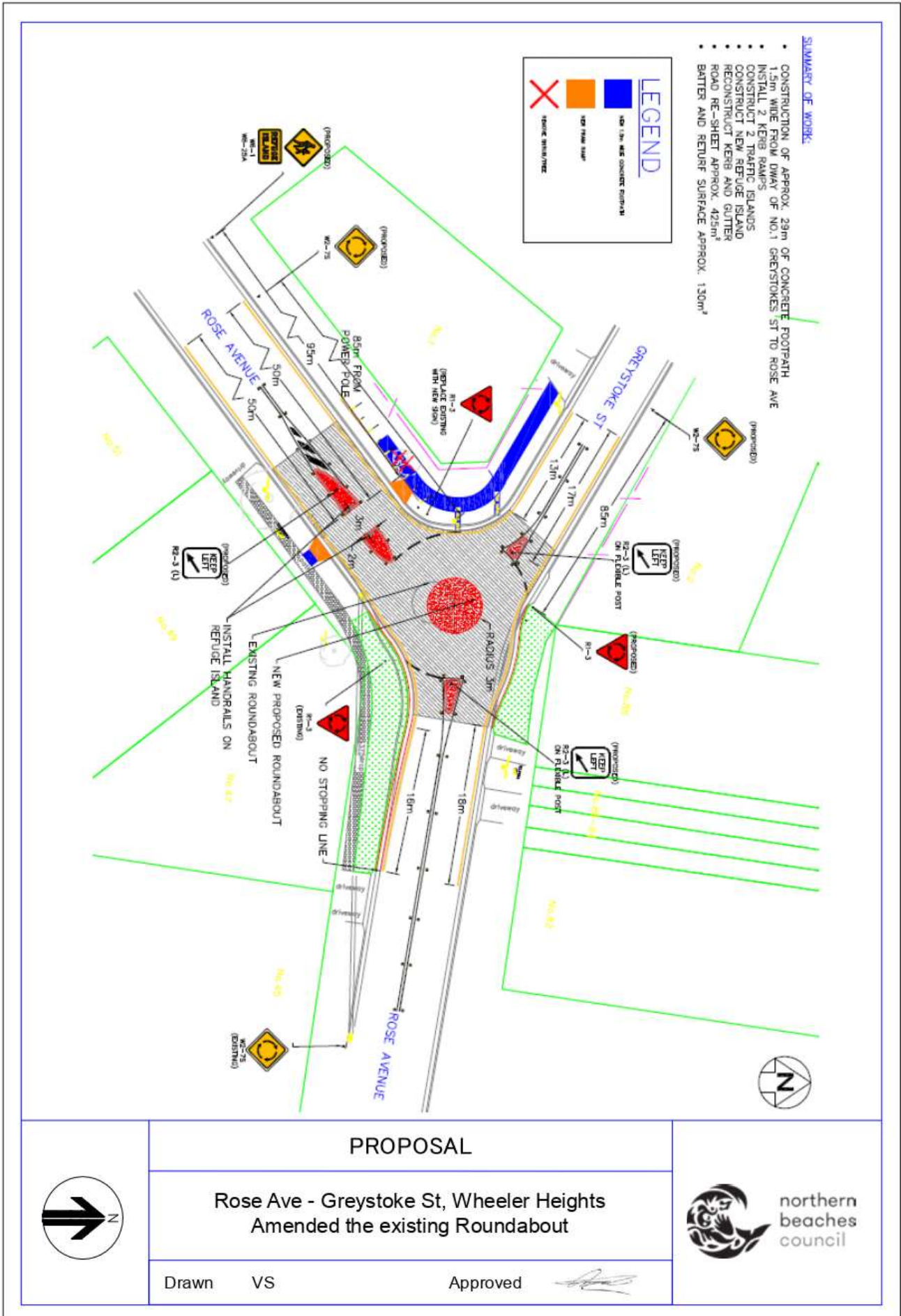
CONSULTATION

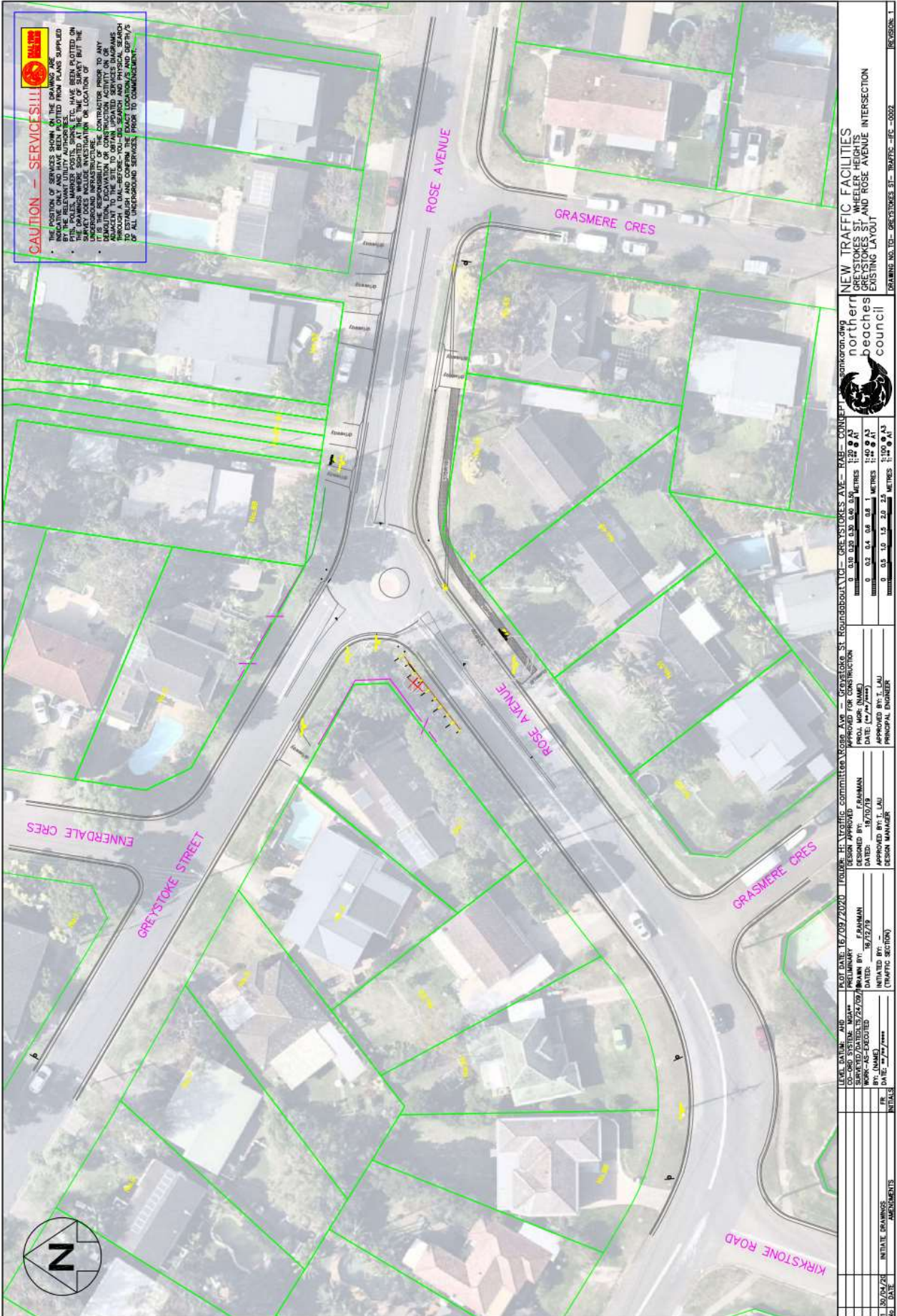
Consultation letters have been distributed to 41 properties within the immediate vicinity of the location providing notification of the proposed changes.
The responses are noted in Attachment 8 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following on Rose Avenue and Greystoke Street, Wheeler Heights:

- A. Removal of the existing roundabout.
- B. Constructing the new roundabout as per the design.
- C. Removing all painted median islands and construct mountable median islands.
- D. Constructing new Pedestrian Refuge at south-west leg of Rose Avenue.
- E. Civil works including footpath, kerb ramps, re-aligning kerb & gutter and road re-sealing.
- F. Signs and Line markings.





CAUTION – SERVICES!!!

- THE POSITION OF SERVICES SHOWN ON THE DRAWING ARE INDICATIVE ONLY AND HAVE BEEN PLOTTED FROM PLANS SUPPLIED BY THE CLIENT. THE CLIENT HAS ADVISED THAT THESE SERVICES ARE PIPES, POLES, MARKER POSTS, SPIRES, ETC. HAVE BEEN PLOTTED ON THE BASIS OF THE CLIENT'S INFORMATION. THE CLIENT HAS ADVISED THAT THESE SERVICES INCLUDE INVESTIGATION ON LOCATION OF UNDERGROUND INFRASTRUCTURE. CONSTRUCTION PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ACTIVITY ON OR AROUND THESE SERVICES MUST BE CONDUCTED BY THE CLIENT THROUGH A QUALIFIED AND LICENSED CONTRACTOR TO ESTABLISH AND CONFIRM THE EXACT LOCATION(S) AND DEPTHS OF ALL UNDERGROUND SERVICES PRIOR TO COMMENCEMENT.

LEVEL DRAWING AND DATE	REVISIONS	PROPOSED FOR CONSTRUCTION	DATE	BY: (NAME)	DATE	BY: (NAME)	DATE	BY: (NAME)	DATE
1	01	ISSUED FOR INITIAL DRAINAGE MEASUREMENTS	15/06/20	BY: I. LAU	17/07/19	BY: P. FRANKLIN	18/10/19	BY: I. LAU	18/10/19
		DESIGN APPROVED	18/10/19	BY: P. FRANKLIN	18/10/19	BY: I. LAU	18/10/19	BY: I. LAU	18/10/19
		APPROVED FOR CONSTRUCTION	18/10/19	BY: P. FRANKLIN	18/10/19	BY: I. LAU	18/10/19	BY: I. LAU	18/10/19

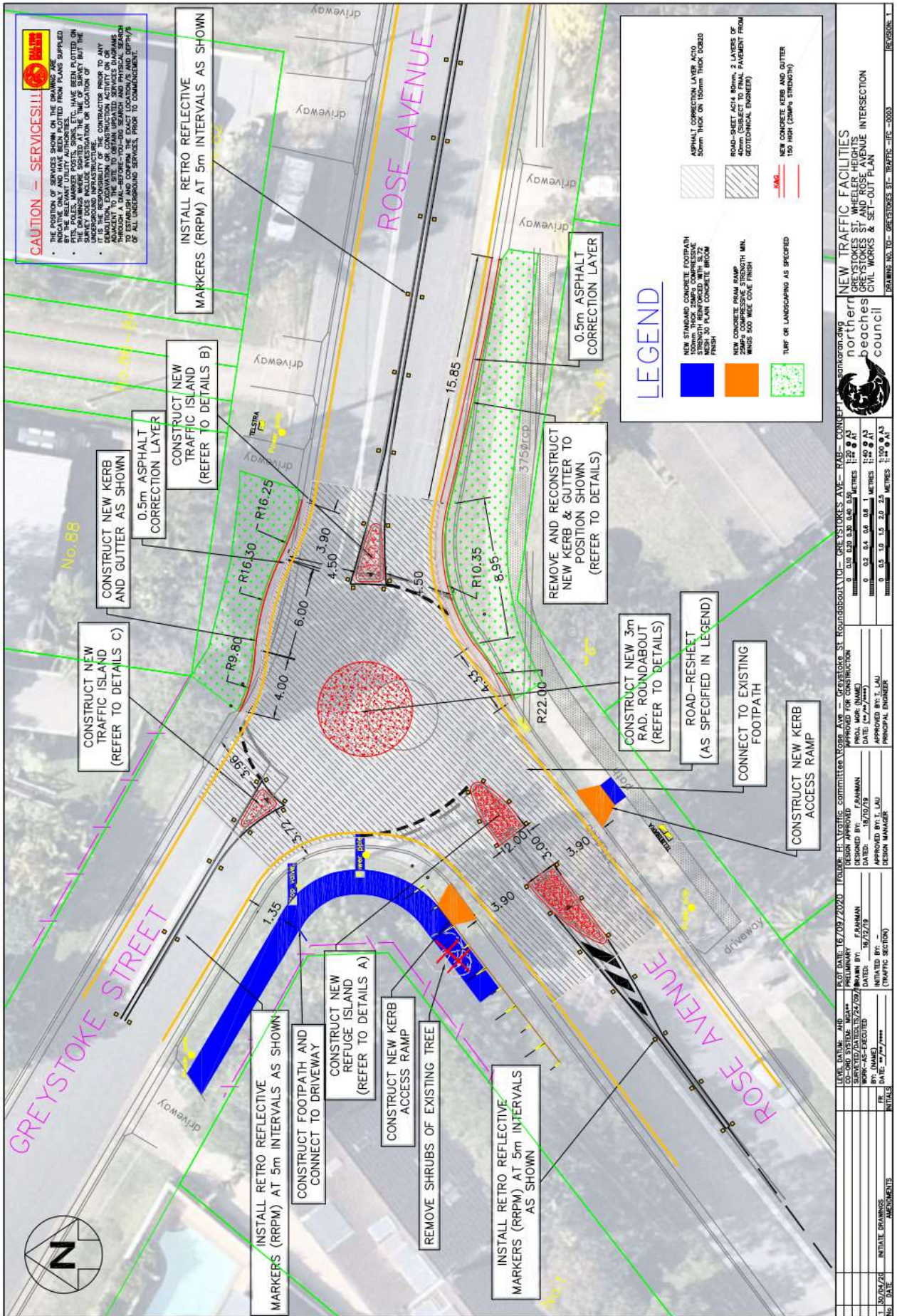
PROJECT TITLE	SCALE	DRAWING NO.	DATE
NEW TRAFFIC FACILITIES	1:40 @ A3	18/000000	18/10/19
GREYSTOKES ST, WHEELER HEIGHTS	1:40 @ A3		
GREYSTOKES ST AND ROSE AVENUE INTERSECTION	1:40 @ A3		
EXISTING LAYOUT	1:40 @ A3		

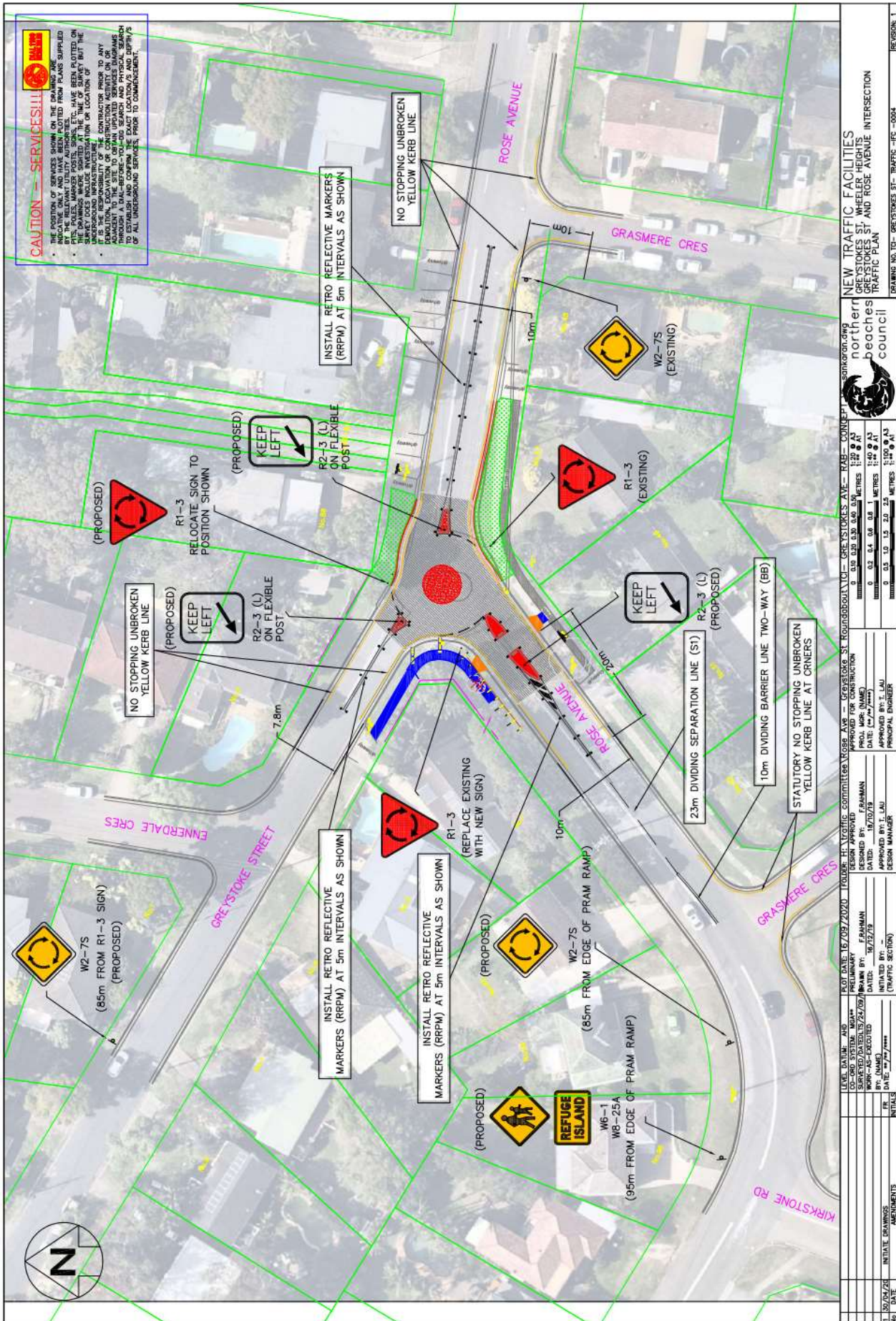
FILED	DATE	BY
FILED	18/10/19	P. FRANKLIN

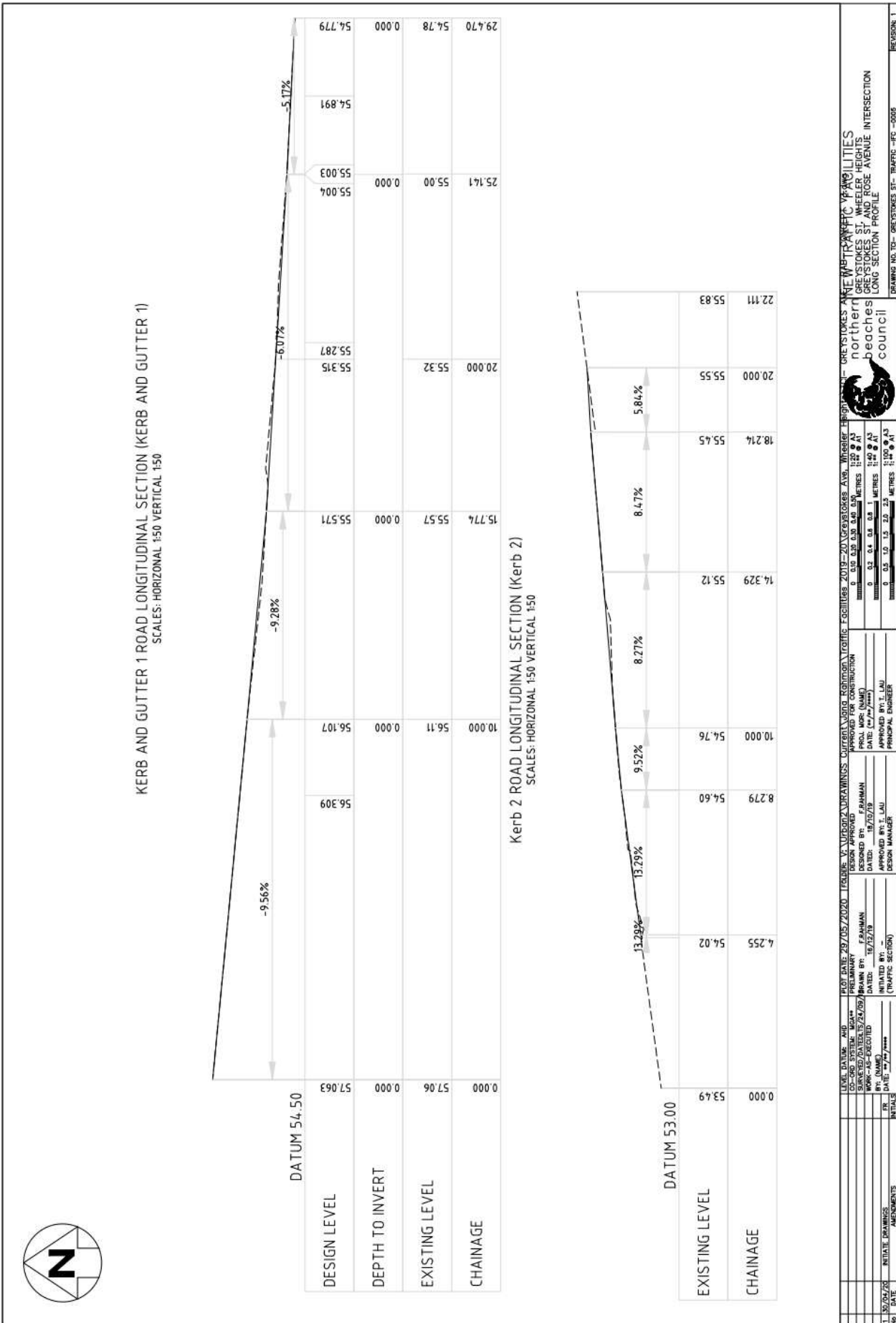
DRAWING NO. 18-000000 - GREYSTOKES ST - TRAFFIC FAC - 0002

northern beaches council

PROJECT NO. 18-000000







PEDESTRIAN (PRAM) RAMP NOTES

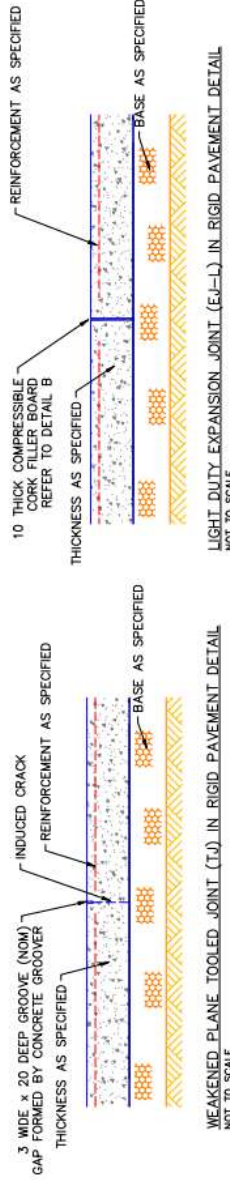
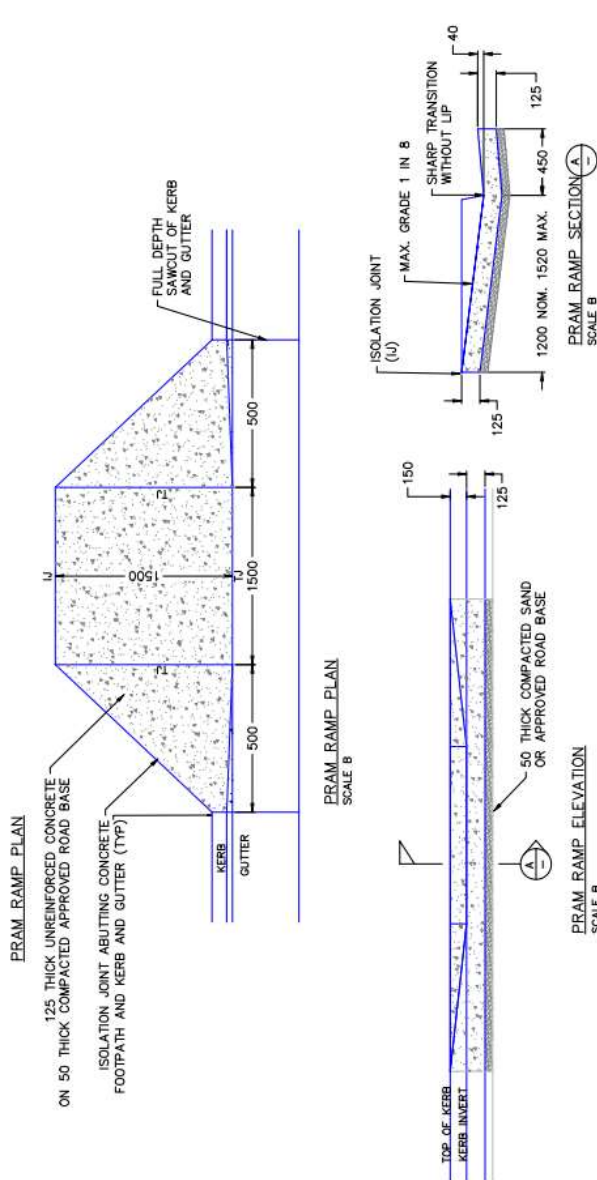
1. PEDESTRIAN RAMPS SHALL BE 125mm THICK, UNREINFORCED AND COVE SURFACE FINISHED ON 50mm THICK SAND BEDDING OR APPROVED ROAD BASE.
2. PEDESTRIAN RAMP AND SLOPING SIDES SHALL BE COLOURED "DARK TERRACOTTA" OXIDE TINT OR EQUIVALENT U.N.O.
3. ALL EXPOSED EDGES SHALL BE NEATLY ROUNDED WITH AN EDGING TOOL 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 ARCHITECT, TO BE 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 COMPACTION 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 LOCATION OF EXISTING TRAFFIC SIGNALS, 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 PRAM 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 TO THE KERB INVERT AND AS DIRECTED BY COUNCIL WHERE PRACTICABLE OR AS DIRECTED BY ARCHITECT.
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. REFER TO AUSTRALIAN STANDARD AS1428.1-2009 "DESIGN FOR ACCESS AND MOBILITY" FOR FURTHER DETAILS.
12. ALL DIMENSIONS SHOWN ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.

STANDARD JOINT NOTES

1. KEVED 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. DOWELS OF LAYBACK 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.

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, SAWN 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.



KERB ACCESS RAMP



GREYSTOKES AND ROSE AVENUE INTERSECTION
GREYSTOKES ST AND ROSE AVENUE INTERSECTION
DETAILS 1
northern beaches council

PROJECT NO.	2019-20 VZ020000
PROJECT NAME	GREYSTOKES AND ROSE AVENUE INTERSECTION
DATE	18/02/19
SCALE	1:40 @ A2
DATE	18/02/19
SCALE	1:40 @ A2

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DESIGN DATED	18/02/19
DESIGN APPROVED BY	L. LAU
DESIGN DATED	18/02/19

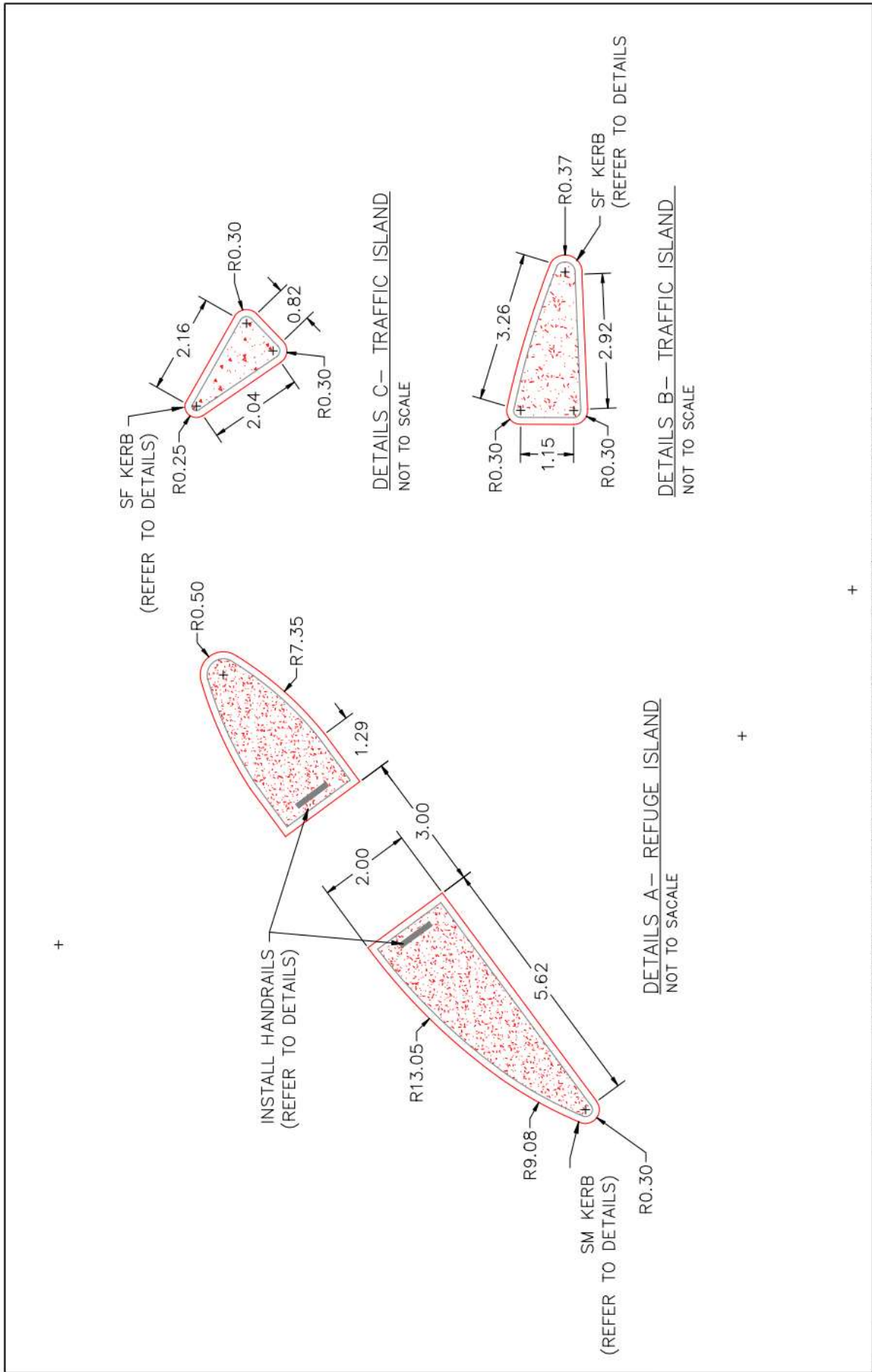
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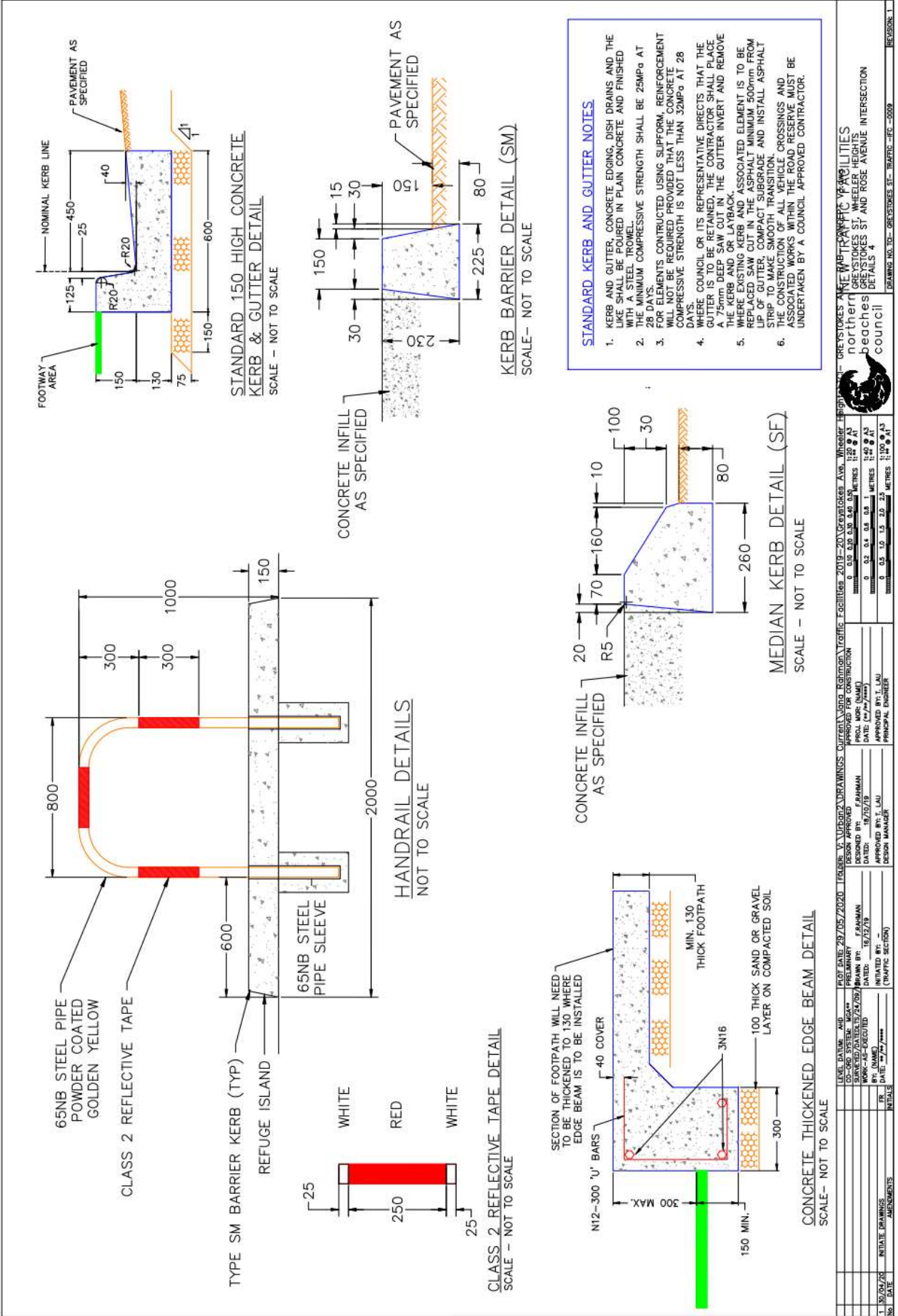


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			AMENDMENTS
			NOTES

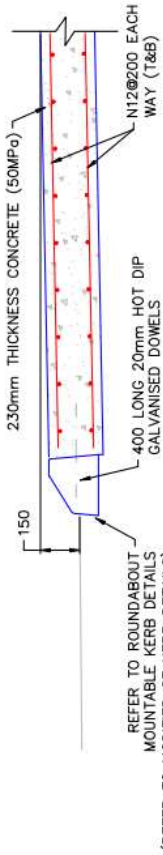
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BY	I. LAU	PROJECT TYPE	TRAFFIC
DATE	18/02/19	PROJECT STATUS	FOR CONSTRUCTION
BY	I. LAU	PROJECT NO.	2019-20
DATE	18/02/19	PROJECT NAME	GREYSTOKES ST. WHEELER HEIGHTS
BY	I. LAU	PROJECT LOCATION	GREYSTOKES ST. AND ROSE AVENUE INTERSECTION
DATE	18/02/19	PROJECT TYPE	TRAFFIC
BY	I. LAU	PROJECT STATUS	FOR CONSTRUCTION

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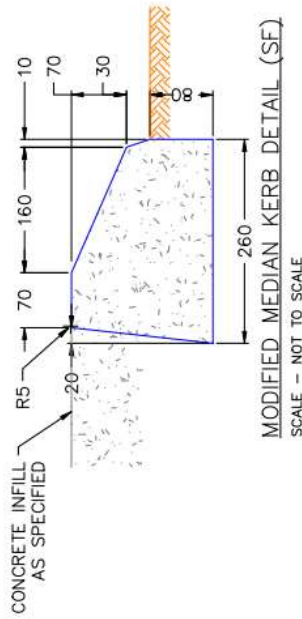
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DATE	18/02/19
BY	I. LAU
DATE	18/02/19
BY	I. LAU



DATE: 29/05/2020	PROJECT: 2019-2020 GreyStokes Ave, Wheeler Heights	DATE: 18/05/19	PROJECT: 2019-2020 GreyStokes Ave, Wheeler Heights
DESIGNER: I. LAU	DESIGNER: I. LAU	DATE: 18/05/19	DATE: 18/05/19
APPROVED BY: I. LAU	APPROVED BY: I. LAU	DATE: 18/05/19	DATE: 18/05/19
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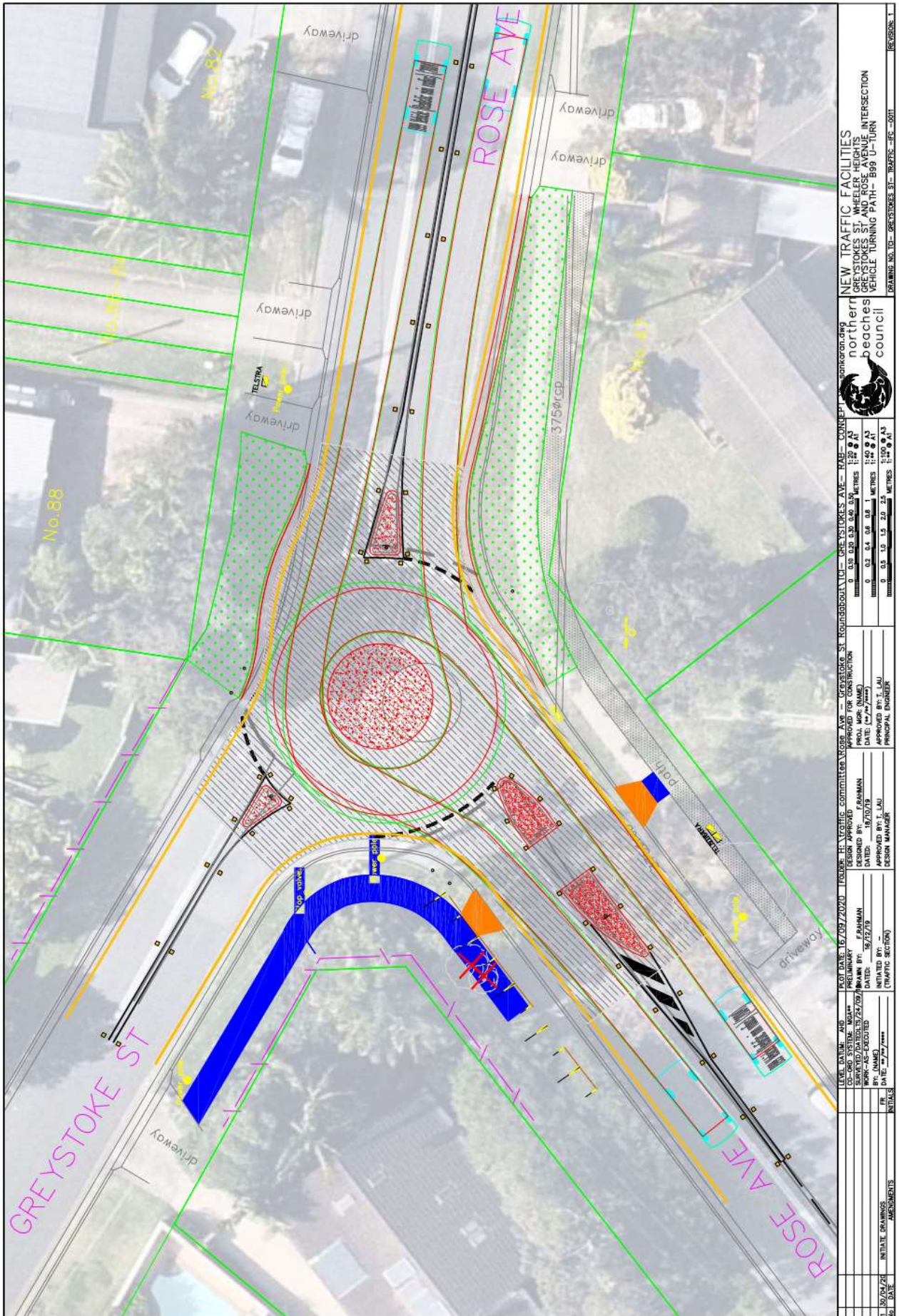
ROUNDABOUT CENTRE ISLAND DETAIL
 SCALE – NOT TO SCALE



STANDARD KERB AND GUTTER NOTES

1. KERB AND GUTTER, CONCRETE EDGING, DISH DRAINS AND THE LIKE SHALL BE FORMED IN PLAIN CONCRETE AND FINISHED WITH A STEEL TROWEL.
2. THE MINIMUM COMPRESSIVE STRENGTH SHALL BE 25MPa AT 28 DAYS.
3. FOR ELEMENTS CONSTRUCTED USING SLIPFORM, REINFORCEMENT WILL NOT BE REQUIRED PROVIDED THAT THE CONCRETE COMPRESSIVE STRENGTH IS NOT LESS THAN 32MPa AT 28 DAYS.
4. WHERE COUNCIL OR ITS REPRESENTATIVE DIRECTS THAT THE GUTTER IS TO BE RETAINED, THE CONTRACTOR SHALL PLACE A 75mm DEEP SAW CUT IN THE GUTTER INVERT AND REMOVE THE KERB AND OR LAYBACK.
5. WHERE EXISTING KERB AND ASSOCIATED ELEMENT IS TO BE REPLACED SAW CUT IN THE ASPHALT MINIMUM 500mm FROM LIP OF GUTTER, COMPACT SUBGRADE AND INSTALL ASPHALT STRIP TO MAKE SMOOTH TRANSITION.
6. THE CONSTRUCTION OF ALL VEHICLE CROSSINGS AND ASSOCIATED WORKS WITHIN THE ROAD RESERVE MUST BE UNDERTAKEN BY A COUNCIL APPROVED CONTRACTOR.

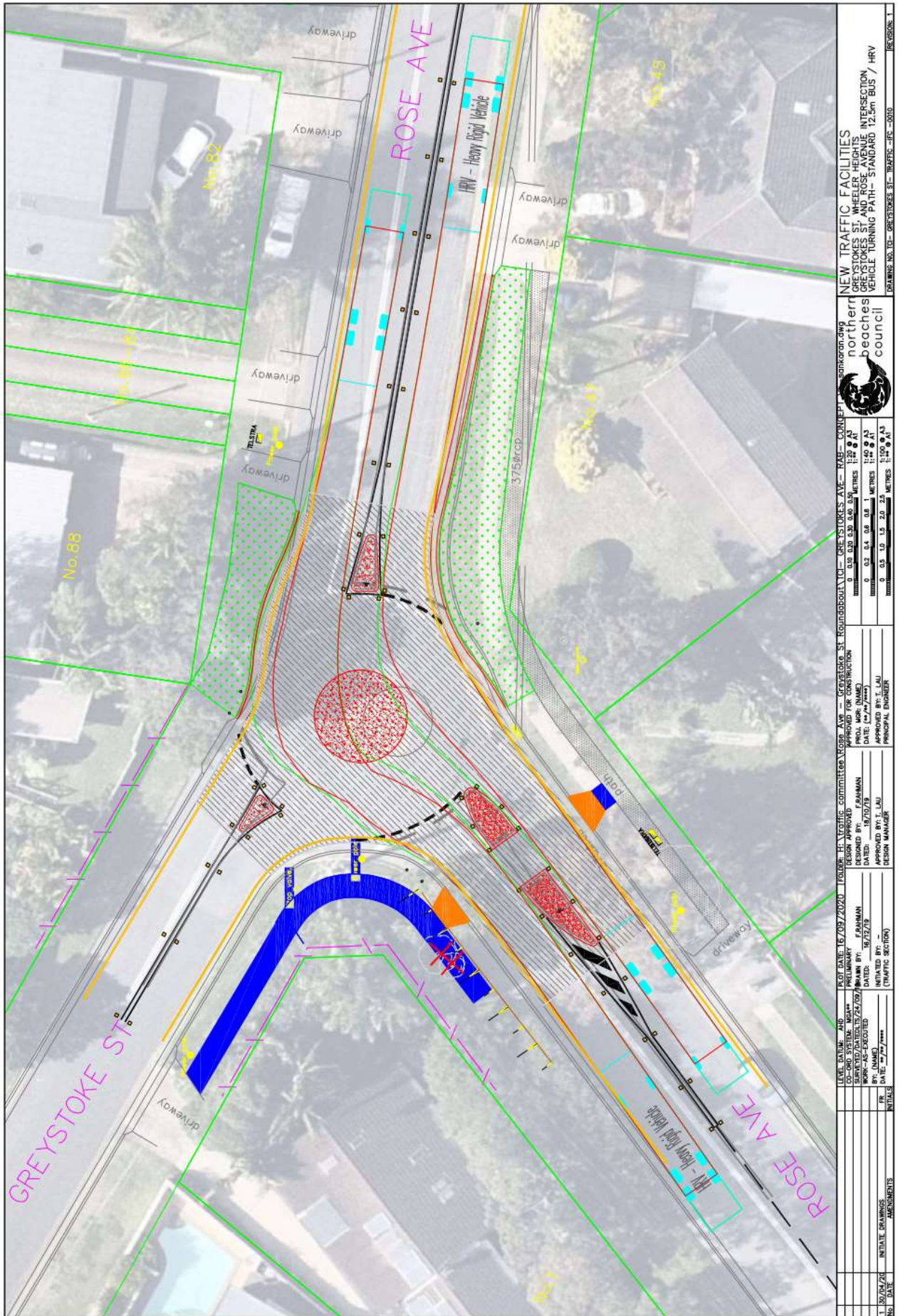
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INITIATED BY: I. LAU DESIGN MANAGER		APPROVED BY: I. LAU PRINCIPAL ENGINEER		DRAWING NO.: 2019-20 GREYSTOKES ST. – TRAFFIC – EC – 0009 REVISION: 1	



LEVEL DATING AND REVISIONS	PROJECT DATE: 16/09/2020	TITLE: HI-VISIBILITY COMMUTER ROSE AVE - GREYSTOKE ST ROUNDABOUT	FILE: GREYSTOKE AVE - FAB - CONCEPT
DESIGN APPROVED BY: FRANKLIN	DESIGN DATE: 18/10/19	APPROVED FOR CONSTRUCTION DATE: 18/10/19	APPROVED BY: T. LAU
WORK AS EXECUTED	INITIATED BY: T. LAU	DESIGN MANAGER	PRINCIPAL ENGINEER
BY: JAMES	DATE: 07/07/2019		
INITIALS	AMENDMENTS		
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NEW TRAFFIC FACILITIES
GREYSTOKE ST, WHEELER HEIGHTS
GREYSTOKE ST AND ROSE AVENUE INTERSECTION
VEHICLE TURNING PATH - B99 U-TURN
DRAWING NO. 01 - GREYSTOKE ST - TRAFFIC - IFC - 001





FILE NAME AND DATE FILE NAME: 15-03-20 DATE: 15/03/20		PROJECT DATE PROJECT DATE: 16/09/2020		TITLE TITLE: HT - URBAN COMMITTEE - ROSE AVE - GREYSTOKE ST		PROJECT NO. PROJECT NO.: 101-GR-2020-01-TRAFFIC-HC-000	
DESIGNER DESIGNER: FRANKLIN		DESIGN APPROVED DESIGN APPROVED BY: FRANKLIN		DATE DATE: 18/10/19		CONCEPT CONCEPT: CONCEPT	
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**northern
beaches
council**

NEW TRAFFIC FACILITIES
GREYSTOKE ST. WHEELER HEIGHTS
GREYSTOKE ST. AND ROSE AVENUE INTERSECTION
VEHICLE TURNING PATH - STANDARD 12.5m BUS / HRV

Table of Consultation

Address	Rose Avenue / Greystoke Street, Wheeler Heights
Proposal	Existing Roundabout amendments

Properties Consulted	41
Responses Received	5
Support	4
Do Not Support	1

Issue	Resident Comment	Council Response
Access to the property	Resident of the property (88 Rose Ave) comments that access to its property could be an issue as he has boats and trailers.	Proposal is an update of the existing roundabout and central island and median islands, all designed as mountable islands. Therefore, there will not be any new access issues have been created due to this proposal. Also, Council checked vehicle turning paths and no issues have been identified for cars. Larger vehicles can mount on the islands if necessary.
New footpath construction	Waste of money	As part of the proposal, a Pedestrian Refuge with kerb ramp will be constructed and footpath is required atleast for a short distance for the safe access and then existing traffic facilities can be used.
Anti-skid pavement	Request for anti-skid pavement	Council investigate the crash history and it does not justify for anti-skid pavement surface. However, Council will continuously monitor the traffic and accident history and take necessary action.
Roundabout	Request for Roundabout at Rose Avenue / Kirkstone Road	Council will investigate this separately.
Pedestrian safety	Request for pedestrian facilities.	Proposal consists of pedestrian refuge on south -west leg of Rose Avenue.
Negotiating the roundabout	Concern about buses and its navigation around the roundabout.	Council checked for turning paths for buses and satisfied. As the proposed roundabout and median islands are mountable no issues have been identified for buses and other large vehicles.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a pedestrian refuge on Cliff Street at its intersection with Darley Road

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 improves pedestrian safety when crossing Cliff Street and does not impact on walking paths

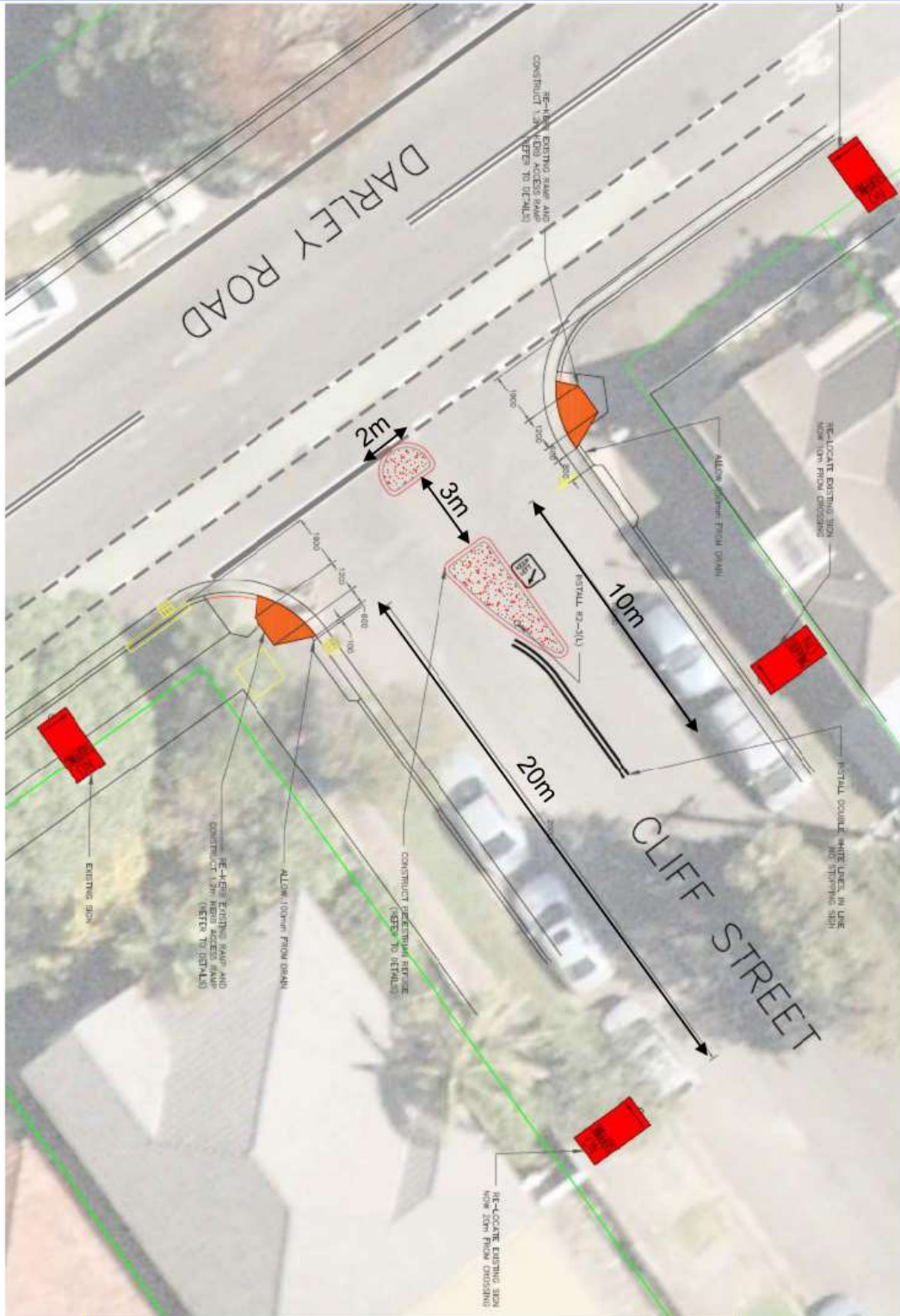
CONSULTATION

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 pedestrian refuge on Cliff Street at its intersection with Darley Road



PROPOSAL

Cliff Street at Darley Road, Manly
Pedestrian Refuge



Drawn JB

Approved *P. Deon*

Table of Consultation

Address	Cliff St at Darley Road
Proposal	Pedestrian Refuge

Properties Consulted	18
Responses Received	27
Support	8
Do Not Support	19

Issue	Resident Comment	Council Response
loss of parking	Many respondents have raised concerns that the refuge results in too much lost parking	4 parking spaces are lost, The removal of parking is a requirement of the RMS technical direction for pedestrian refuges. The only way parking loss could be reduced would be to construct kerb blisters to allow pedestrians to stand proud of the kerb alignment. This is not possible without significant cost given the presence of kerb inlet pits either side of the road.
speeding	a bigger issue in Cliff Street is the speed of traffic	a traffic volume and speed count has been undertaken in August 2020 revealing an 85th percentile speed of 46km/h midway between Darley Rd and Reddall St. A 40km/h high pedestrian activity zone commences at the eastern end of Cliff Street where it meets Bower St.
speed limit	Council should reduce the speed limit in Cliff St to 30km/h	The recently introduced 30km/h speed limit in the Manly town centre stops short of Cliff St. Transport for NSW are not, at the moment supportive of extending the 30km/h speed limit into Cliff St. A more likely outcome would be to expand the 40km/h zone in Bower Street to include Cliff St however additional traffic calming measures would be required in Cliff Street before Transport for NSW would support this
visibility exiting Cliff St	cars illegally parked in the No Stopping zone on Darley Road on approach to Cliff St block visibility - a traffic island is needed to prevent parking here	No Stopping signs have been installed to reinforce the statutory No Stopping restriction on approach to the intersection. Traffic islands should not be necessary
the refuge is unnecessary	there are no pedestrian safety issues the refuge is unnecessary	There have been a number of concerns raised by elderly & less mobile pedestrians regarding safety when crossing Darley Rd at this point, due to the volume and speed of traffic entering and exiting the street. The refuge will assist in reducing speed and improving pedestrian safety

ITEM 4.3	HUDSON PARADE, AVALON BEACH - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/475391
ATTACHMENTS	1 ↓ Hudson Parade, Avalon Beach - Plan 2 ↓ Hudson Parade, Avalon Beach - Table of Consultation

GEOCODES: -33.629487, 151.318498

REPORT

BACKGROUND

Council has received concerns from local residents regarding sight visibility when exiting properties and road access concerns due to parked vehicles and the topography of the embankment on Hudson Parade, Avalon Beach

LOCATION

- Hudson Parade is a local road that connects Avalon Beach to Clareville in a predominately residential area and forms a critical secondary route through Bilgola Plateau to Newport
- The road width is approximately 9.5m at this location
- The '189x', '191' and '192' Bus services use this section of Hudson Parade

ISSUES

- No's 7, 9, 11 and 13 driveways are at a 50° angle, with a slight incline of Hudson Parade when travelling west. Due to the topography of the embankment, these vehicles have sight distance restraints when exiting their property, when vehicles are parked close to and between their driveways.
- Following from community consultation, the proposed plan (No Parking restrictions between No's 7 and 9 Hudson Parade and the formalisation of the Bus Zone at No's 4 and 6 Hudson Parade) has been amended and re-consulted on to relocate the 'No Parking' adjacent to double barrier centre lines at No's 5 Hudson Parade to 13 Hudson Parade
- A number of responses were received that supported the removal of Bus Stop ID # 2107109 that is located outside No's 4 and 6 Hudson Parade, which would provide additional on-street parking. Council has discussed with STA, and will be undertaking consultation to the public within the coming weeks.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to Install 'No Parking' adjacent to double barrier centre lines at No's 5 Hudson Parade to 13 Hudson Parade, Avalon Beach.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will improve safety for people cycling along this section of Hudson Parade by providing a wider road width and improved sightlines for traffic.

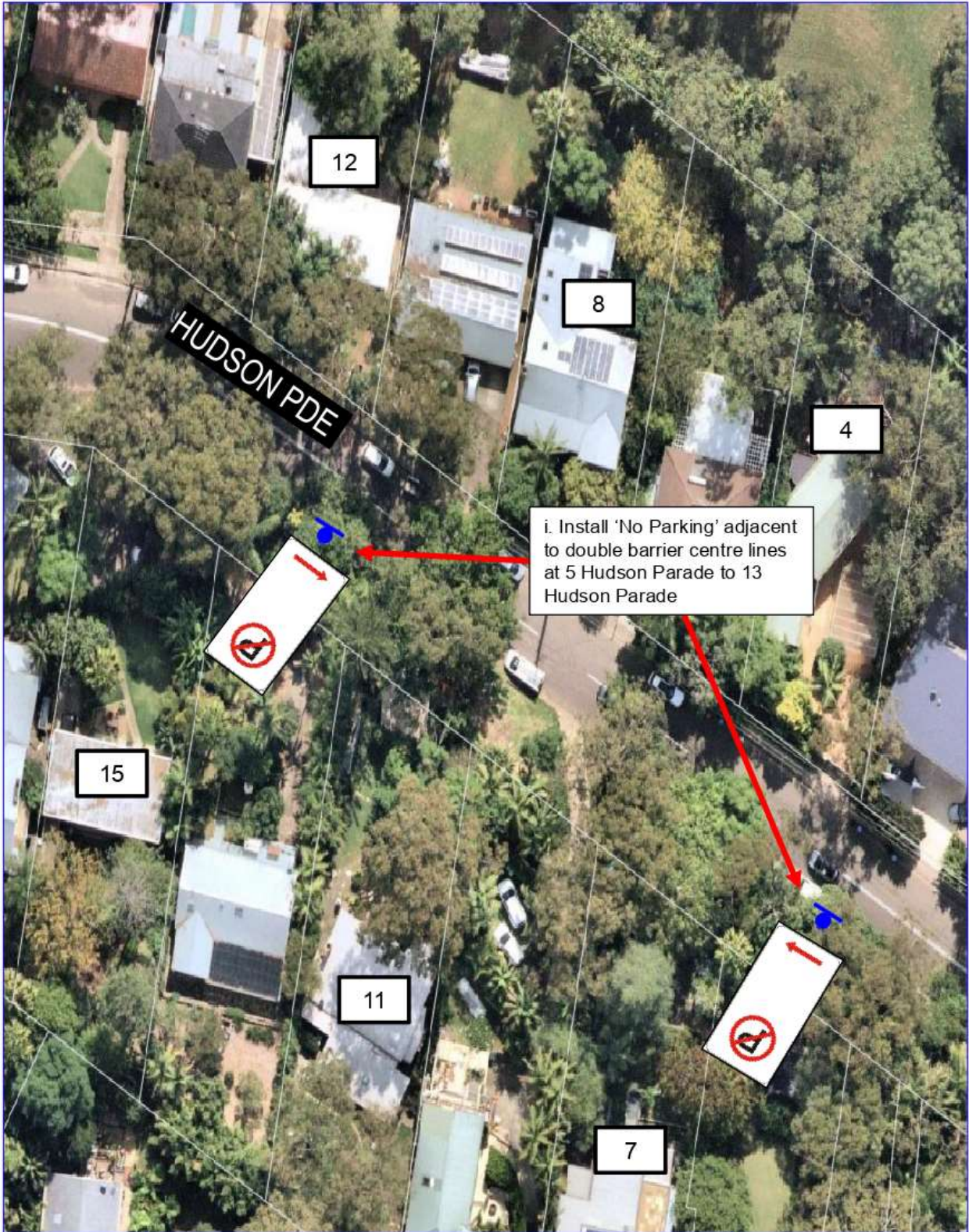
CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 'No Parking' adjacent to double barrier centre lines at No's 5 Hudson Parade to 13 Hudson Parade



PROPOSAL

Hudson Parade, Avalon Beach
No Parking Restrictions



Drawn KT

Approved *P. Devon*

Table of Consultation

Address	Hudson Parade, Avalon Beach
Proposal	No Parking Restrictions

Properties Consulted	22
Responses Received	8
Support	3
Do Not Support	5

Issue	Resident Comment	Council Response
Bus Stop	Bus Stop to be removed as appear to be over serviced in the area	Council has recently discussed this with STA and will be undertaking consultation with the public within the coming weeks
Loss of parking / relocation of parked cars	Severely limit the parking space available. All the cars will be pushed up the road or down Central Road	Council is aware of demand for on-street parking. Most properties in the section have off-street parking available. Council is looking into removing the Bus Stop in this vicinity which will allow for additional on-street parking
Extend Restrictions	Need to include 15 - 21 Hudson Pde. Extend No parking along the southern part of Hudson Pde from 1 Hudson to the bus stop at Hilltop Road corner	There is an existing centre double barrier line from 15 - 23 Hudson Parade. Parking within 3m is not permitted
Visibility concerns	Parking restrictions outside 5 - 13 Hudson Pde may cause drivers to park further along Hudson Pde, creating visibility problems for people exiting 15, 17 & 19 Hudson Pde	There is an existing centre double barrier line from 15 - 23 Hudson Parade. Parking within 3m is not permitted, therefore there should be no visibility concerns due to parked vehicles
Excessive speed	Excessive speed around the corner of Central and Hudson / Avalon Pde - chicane or roundabout positioned there to slow the traffic down	Council has requested speed and volume counts to investigate further

ITEM 4.4	WINBOURNE ROAD, BROOKVALE - INTRODUCTION OF RIGHT TURN ONLY
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/476080
ATTACHMENTS	1 ↓ Winbourne Road, Brookvale - Plan

GEOCODES: -33.762276, 151.274050

REPORT

BACKGROUND

Council has received concerns from a local resident regarding the parking of vehicles in the 1P area, narrowing the road caused by vehicles turning right into McDonalds and affecting traffic flow travelling west from the intersection at Mitchell Road and Winbourne Road, Brookvale.

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 public two-hour timed public carpark which 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.

ISSUES

- Vehicles travelling west from the intersection of Mitchell Road and Winbourne Road, Brookvale are queueing to turn right to enter McDonalds. Adjacent to this location is an existing 1P Timed Parking area, which allows parking for two vehicles, however, reduces the overall road width for through traffic when vehicles are waiting to turn right.

PROPOSAL

Council has undertaken a review following a meeting with affected business on site and has amended the original proposal to move the existing centre line north to create 3.5m carriageway on the northern and southern lanes approximately 60 metres in length from the intersection of Mitchell & Winbourne Road west to outside the rear of No.736 Pittwater Road, Brookvale.

Further, the installation of a right turn only lane from the length from the intersection of Mitchell & Winbourne Road west to the driveway of No.6 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

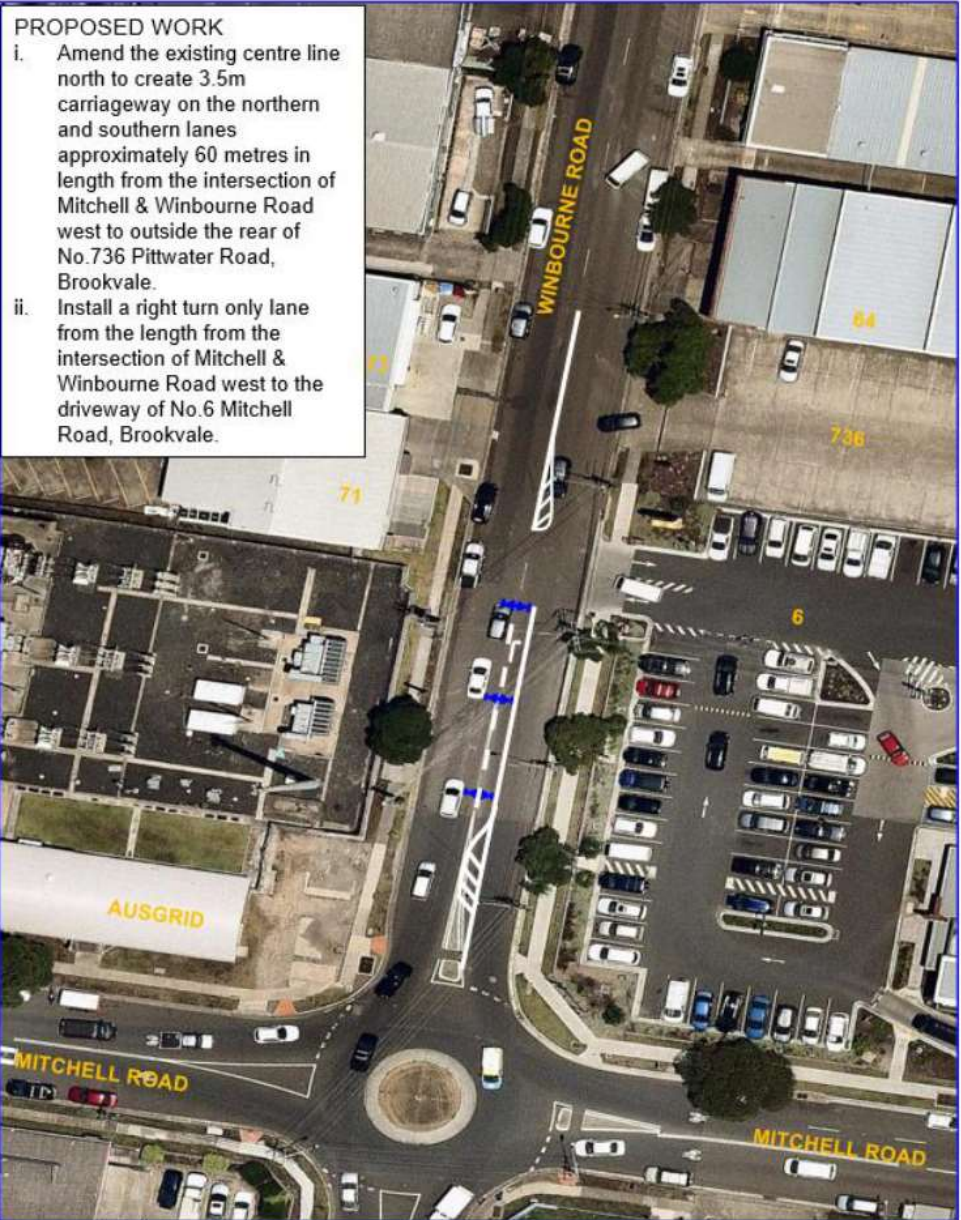




CONSULTATION

Consultation letters have been distributed to 83 properties within the immediate vicinity of the location providing notification of the proposed changes. The original proposal of No Parking restrictions was not supported by businesses in the area and was amended following support of the updated proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Movement of the existing the existing centre line north to create 3.5m carriageway on the northern and southern lanes approximately 60 metres in length from the intersection of Mitchell & Winbourne Road west to outside the rear of No.736 Pittwater Road, Brookvale.
- B. Introduction of a right turn only lane from the length from the intersection of Mitchell & Winbourne Road west to the driveway of No.6 Mitchell Road, Brookvale

<p>PROPOSED WORK</p> <ul style="list-style-type: none"> i. Amend the existing centre line north to create 3.5m carriageway on the northern and southern lanes approximately 60 metres in length from the intersection of Mitchell & Winbourne Road west to outside the rear of No.736 Pittwater Road, Brookvale. ii. Install a right turn only lane from the length from the intersection of Mitchell & Winbourne Road west to the driveway of No 6 Mitchell Road, Brookvale. 			
	<p>PROPOSAL</p>		 <p>northern beaches council</p>
	<p>Winbourne Road, Brookvale Introduce Right Turn Lane</p>		
	<p>Drawn </p>	<p>Approved </p>	

ITEM 4.5	TANIA PARK, BALGOWLAH HEIGHTS - STREETS FOR SHARED SPACES PROGRAM
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/509019
ATTACHMENTS	1 ↓ Tania Park, Balgowlah Heights - Traffic Control Plan

GEOCODES: -33.809289, 151.266489

REPORT

BACKGROUND

Northern Beaches Council has been successful in obtaining NSW Government grant funding under The Department of Planning, Industry and Environment (DPIE) Streets for Shared Spaces program. This program is to facilitate temporary activation projects to deliver short-term improvements to local streets, paths or public spaces.

The Streets as Shared Spaces program will allow Council to test the community's response to road closures in new environments before embedding longer-term changes or future activations. The program will benefit the community by encouraging physical activity and wellbeing.

Reclaiming space for pedestrians aligns with the Northern Beaches Council's strategic vision for a green and connected city and the focus on creating walkable neighborhoods with accessible local centres and village streets and prioritising space for people on streets to enable easy movement.

LOCATION

Tania Park, Balgowlah Heights is a recreational area that includes sports fields, amenities, dog off-leash area, playground, lookouts and car parking. The park is in a headland location that offers views across the water to North Head, Middle Head and South Head. The park adjoins Sydney Harbour National Park.

There are no residential or commercial properties within the proposal's location.

Streets affected include Bareena Drive, Dobroyd Scenic Drive and Fisher Street, Balgowlah Heights.

ISSUES

One-way loop road provides access to car parking areas for sports fields, lookouts, amenities and playground.

The closure of Tania Park will result in the removal of approx 325 car parking spaces within the park. Visitors to Tania Park who arrive by vehicle during the closure will need to rely on parking in the surrounding local streets.

The dates and times selected for the closure of Tania Park have been finalised with Council's Parks and Reserves Team to ensure that no or minimal impact to soccer or cricket occurs.

PROPOSAL

Council proposes to temporarily close vehicle access to Tania Park to create a vehicle-free environment for the community to use for recreational purposes such as walking, running, cycling and using wheeled recreational devices.

Road closures would occur between:

Sunday 11 October 2020 – 6.00am to 4.00pm

Sunday 15 November 2020 – 6.00am to 9:30am

Sunday 13 December 2020 – 6.00am to 9:30am

The objectives of this proposal is to deliver increased recreational space for the community and support physical exercise, health and wellbeing in a traffic-free environment.

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 people cycling as the street will be closed to motor vehicles.
- The proposal will have a positive impact on pedestrians as the street will be closed to motor vehicles.

CONSULTATION

To ensure the success of the Streets as Shared Spaces funding, Council has established an internal working group from across the organisation with representatives from Transport Network, Place & Economic Development, Arts and Culture, Media & Communications, Community Engagement and Events.

Council will seek feedback from local residents and visitors to Tania Park to evaluate the impacts of three proposed road closures.

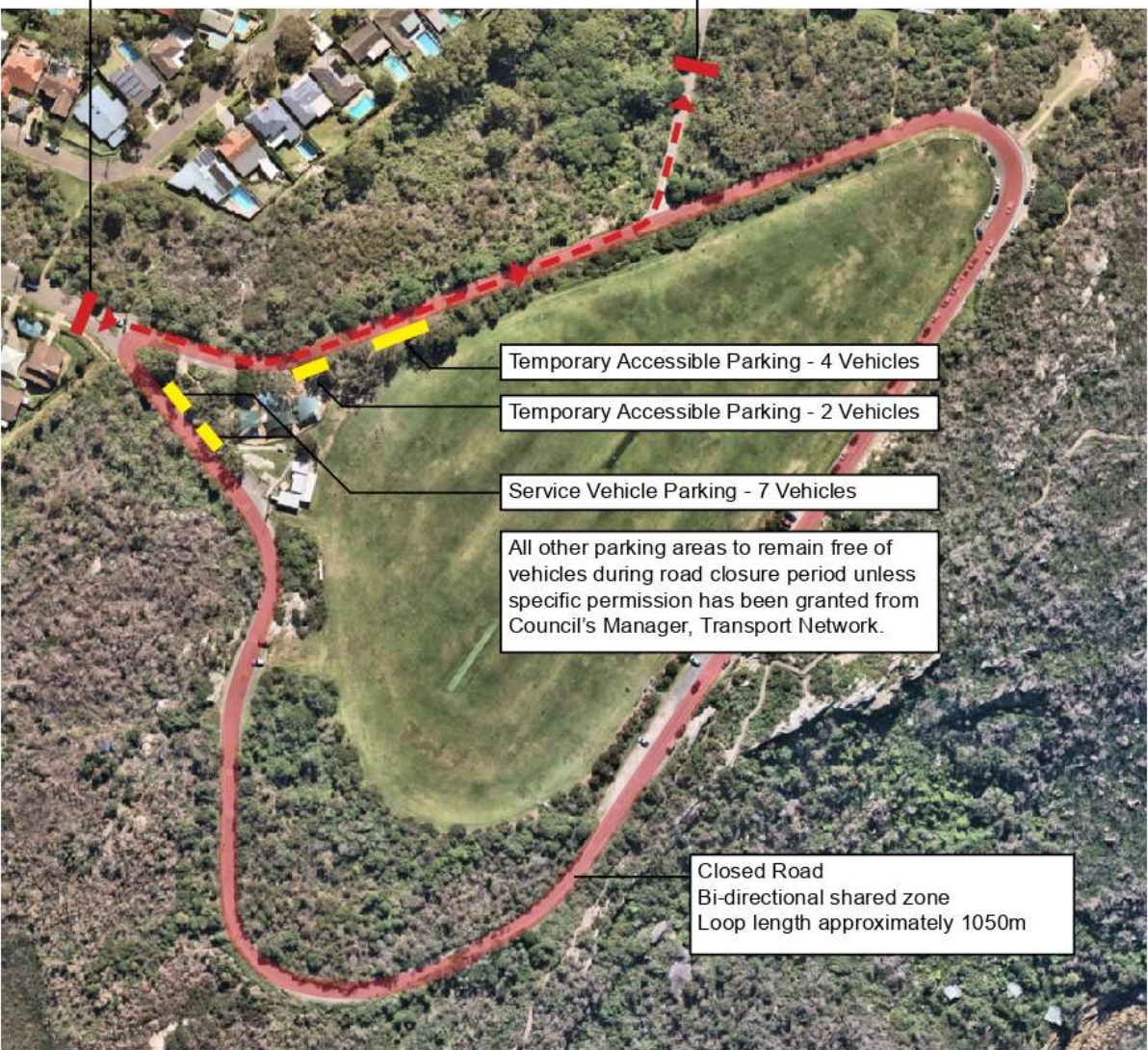
Council has informed approx 3,000 residents within the local school catchment by letter that Tania Park will be closed to vehicles on the proposed dates.

RECOMMENDATION TO TRAFFIC COMMITTEE

- A. That the Traffic Committee supports the temporary closure to vehicle access to Tania Park and the surrounding streets to create a vehicle-free environment for the community to use for recreational purposes such as walking, running, cycling and using wheeled recreational devices on:
 - a. Sunday 11 October 2020 between 6.00am to 4.00pm
 - b. Sunday 15 November 2020 between 6.00am to 9:30am
 - c. Sunday 13 December 2020 between 6.00am to 9:30am.

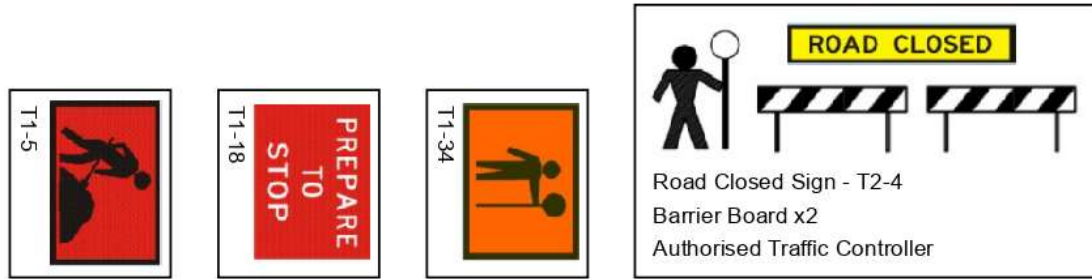
**Road Closure Point 1
Bareena Drive**
Access for:
Pedestrians & bicycles
Emergency & service vehicles
Accessible parking permit holders (under escort)
Refer to Traffic Control Plan Sheet 2

**Road Closure Point 2
Fisher Street**
Access for:
Pedestrians & bicycles
Emergency vehicles only
Accessible parking permit holders exit point
Refer to Traffic Control Plan Sheet 3



- Road closure location
- Bi-directional shared zone
- Parking area
- Route for accessible parking permit holders - Vehicles must be escorted by Traffic Controller.

Tania Park, Balgowlah Heights
Streets as Shared Spaces - Traffic Control Plan Sheet 1
September 2020 - Not to Scale



Notes

1. All signage to be installed in accordance with RMS "Traffic Control At Worksites" manual and as 1742.3.
2. All signage and delineation must be installed by RMS Certified Traffic Controller(s) only.
3. Surrounding property access to be maintained at all times.
4. Access to nominated parking areas for accessible permit holders must be maintained.
5. Traffic Controllers to escort accessible permit holders to and from parking areas to ensure pedestrian safety.
6. No vehicles to be parked within road closure area unless in specified accessible or service vehicle parking areas or has specific permission from Council's Manager, Transport Network.

Tania Park, Balgowlah Heights

Streets as Shared Spaces - Traffic Control Plan Sheet 2
September 2020 - Not to Scale



Notes

1. All signage to be installed in accordance with RMS "Traffic Control At Worksites" manual and as 1742.3.
2. All signage and delineation must be installed by RMS Certified Traffic Controller(s) only.
3. Surrounding property access to be maintained at all times.
4. Access to nominated parking areas for accessible permit holders must be maintained.
5. Traffic Controllers to escort accessible permit holders to and from parking areas to ensure pedestrian safety.
6. No vehicles to be parked within road closure area unless in specified accessible or service vehicle parking areas or has specific permission from Council's Manager, Transport Network.

Tania Park, Balgowlah Heights

Streets as Shared Spaces - Traffic Control Plan Sheet 3
September 2020 - Not to Scale

ITEM 4.6 THE STRAND, DEE WHY - STREETS FOR SHARED SPACES PROGRAM**REPORTING OFFICER TRAFFIC OFFICER****TRIM FILE REF 2020/548572****ATTACHMENTS**
1 [↓ THE STRAND, DEE WHY - STREETS FOR SHARED SPACES PROGRAM](#)
2 [↓ THE STRAND, DEE WHY - BUS SERVICES](#)**GEOCODES:** -33.753883, 151.296557**REPORT****BACKGROUND**

Northern Beaches Council has been successful in obtaining NSW Government grant funding under The Department of Planning, Industry and Environment (DPIE) Streets for Shared Spaces program. This program is to facilitate temporary activation projects to deliver short-term improvements to local streets, paths or public spaces.

Specific locations will be subject to full or part road closures to provide and deliver increased recreational space for the community and support physical exercise, health and wellbeing in a traffic-free environment.

The Streets as Shared Spaces program will allow Council to test the community's response to road closures in new environments before embedding longer-term changes to the road or future activations.

Reclaiming space for pedestrians aligns with the Northern Beaches Council's strategic vision for a green and connected city and the focus on creating walkable neighbourhoods with accessible local centres and village streets, and prioritising space for pedestrians to enable easy movement

LOCATION

- The section of The Strand under consideration is located between Dee Why Parade and Oaks Avenue, Dee Why.
- This section of The Strand is a regional road with a reduced 40km/h speed limit as it is situated within a designated High Pedestrian Activity Area.
- The Strand has a measured width of 10-metres from kerb-to-kerb and caters for two-way traffic with bicycle lanes on both sides.
- There is indented parallel parking with '1P 8:30am-6:00pm Mon-Fri and 8:30am-12:30pm Sat' restrictions on the western side of The Strand and 'No Stopping' restrictions on the eastern side.
- A shared pedestrian and cyclist path lies along the western side of The Strand.
- The shared path forms part of the Road Cycling Network and is included in the Safe Cycling Network
- Adjacent land uses consist of Dee Why Reserve and Beach and mixed-use residential and commercial land along the eastern and western sides of The Strand, correspondingly.
- The 136, 159 and E76 bus services operate on this section of road. There are multiple school bus services that also operate on The Strand i.e. 601N, 611N, 624N, 672N, 677N, 684N, 690N, 691N, 694N, 696N, 700N, 720N, 734N, 739N, 758N, 768N and 782N.

ISSUES

- The activation requires full road closures on The Strand from the intersection with Oaks Avenue and at the eastern ends of Dee Why Parade and Howard Avenue. Howard Avenue will also be closed to through traffic at Clyde Road, however allowing for local resident access only.
- The road closures will be regulated using approved barriers and will have traffic controllers to manage these closures. The Dee Why Parade and Oaks Avenue roundabouts will still be in operation; however entry will not be permitted into The Strand at these times.
- Access is to be provided around the closures with detours via Clyde Road and Oaks Avenue
- Council will provide parking for food delivery and passenger drop of and pick up services.

PROPOSAL

Council seeks to improve and activate town centres in the Northern Beaches Council Local Government Area by implementing temporary road closures to vehicles to create a traffic-free environment for the community.

Council is proposing a temporary road closure on The Strand (between the driveway of Property No. 26-27 and at the intersection of The Strand and Oaks Avenue) between:

- 10pm Wednesday 28 October and 12pm Monday 2 November.

If the road closures are deemed successful, Council will assess whether to make The Strand closure more permanent in the future.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal road closure is designed to improve safety for pedestrians and people cycling attending or passing through
- The street as shared spaces locations connect to existing footpath and shared path networks and will support increased walking and people cycling.

CONSULTATION

To ensure the success of the Streets as Shared Spaces funding, Council has established an internal working group from across the organisation with representatives from Transport Network, Place & Economic Development, Arts and Culture, Media & Communications, Community Engagement and Events.

Council will establish a project page on our website that details all relevant information, concept plans and key dates and times for all Streets for Shared Spaces activations within the Northern Beaches.

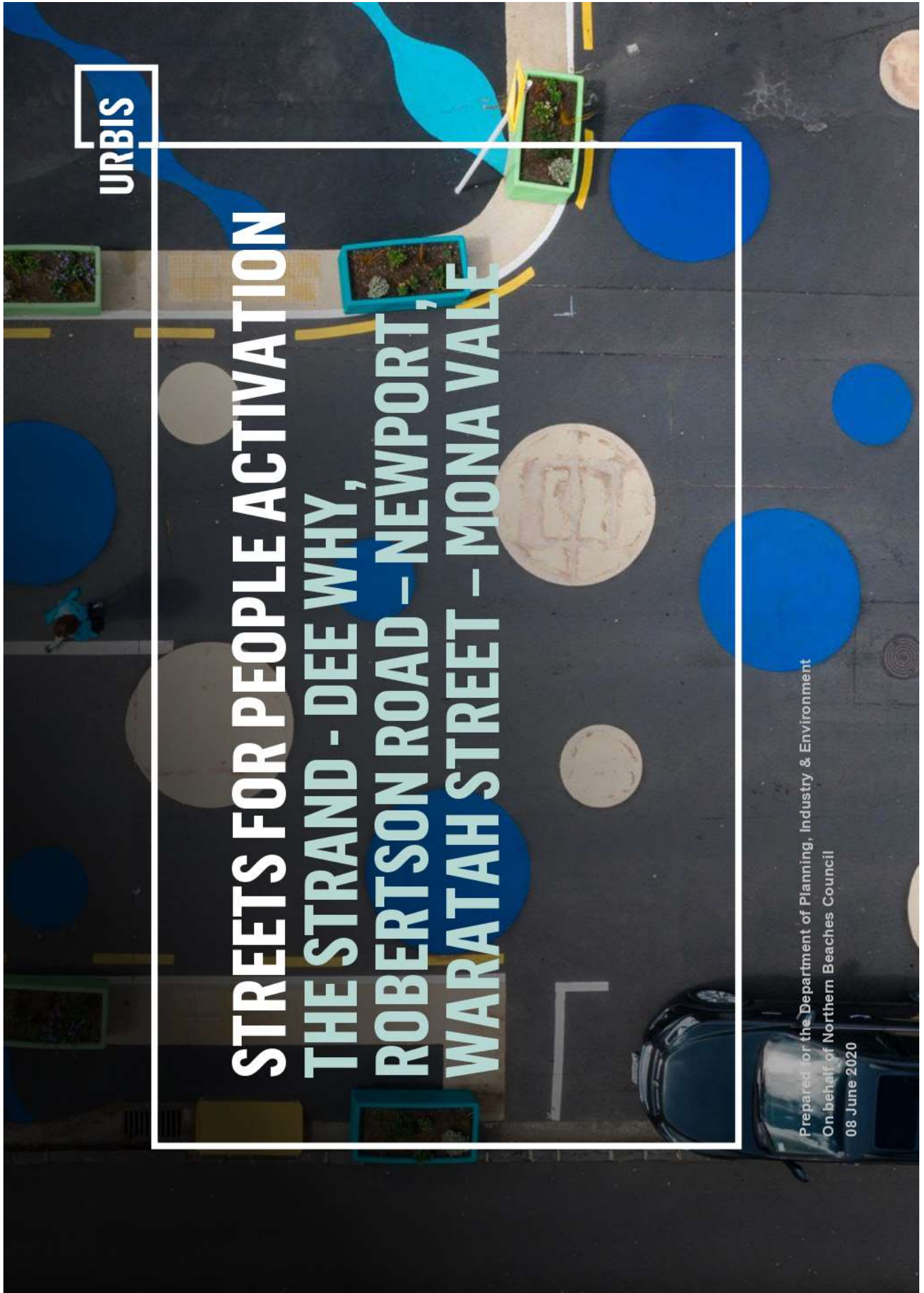
Letterbox drops will be carried out in the local area to inform residents of the road closure. Information will also be communicated through Council's social media pages and e-newsletters.

Council has engaged consultants, Placescore to undertake an Impact Maximiser & Impact Tracker that captures data before and after a planned streetscape upgrade project, and provides evidence-based advisory services to support decision making for future investment.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The activation of a temporary road closures to create a traffic-free environment for the community to use for recreational purposes such at the following location and dates:
 - (i) 10pm Wednesday 28 October and 12pm Monday 2 November.
- B. That it be noted that the proposed road closure is a Category 1 special event and requires the approval of Roads and Maritime Services (RMS) and the Transport Management Centre.
- C. That the Northern Beaches Council Local Traffic Committee support the event in principle, subject to the following conditions:
 - (i) That the TCP be prepared in accordance with the RMS Traffic Control at Work Sites Manual and Australian Standards
 - (ii) That any traffic control is to only be carried out by persons with appropriate Traffic Control qualifications acceptable to the RMS
 - (iii) That barriers and signs used in the road closures are to RMS standards
 - (iv) That the road closure be staffed at all times to allow access for emergency vehicles, and to ensure barriers are not moved.
 - (v) That the necessary approvals with respect to use of any public reserves or use of the public roads are obtained
 - (vi) That the necessary RMS approvals to hold the event on or adjacent to main roads.
 - (vii) That State Transit Authority and the emergency services be advised of the closure
 - (viii) That a minimum 4-metre wide access way be maintained in The Strand to allow for emergency vehicle access
 - (ix) That residents and businesses in the affected area be notified by a letterbox drop and through various forms of communication in advance of the road closures with details of access restrictions. The notification must also provide a contact number should residents have any enquiries
 - (x) That Variable Message Signs (VMS) be used in accordance with RMS guidelines to provide details of the road closure on the day of the event and also give information on upcoming changes to traffic conditions prior to the event



Prepared for the Department of Planning, Industry & Environment
On behalf of Northern Beaches Council
08 June 2020

Urbis staff responsible for this report were:

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Project code	P0023811
Report number	P0023811.v2

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All surveys, forecasts, projections and recommendations contained in or made in relation to or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

Urbis has made all reasonable inquiries that it believes is necessary in preparing this report but it cannot be certain that all information material to the preparation of this report has been provided to it as there may be information that is not publicly available at the time of its inquiry.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the belief on reasonable grounds that such statements and opinions are correct and not misleading bearing in mind the necessary limitations noted in the previous paragraphs. Further, no responsibility is accepted by Urbis or any of its officers or employees for any errors, including errors in data which is either supplied by the Instructing Party, supplied by a third party to Urbis, or which Urbis is required to estimate, or omissions howsoever arising in the preparation of this report, provided that this will not absolve Urbis from liability arising from an opinion expressed recklessly or in bad faith.

COVID-19 AND THE POTENTIAL IMPACT ON DATA INFORMATION

The recent international outbreak of the Novel Coronavirus (SARS-COV-2) and associated disease (COVID-19) was declared a pandemic on 11 March 2020 by the World Health Organisation.

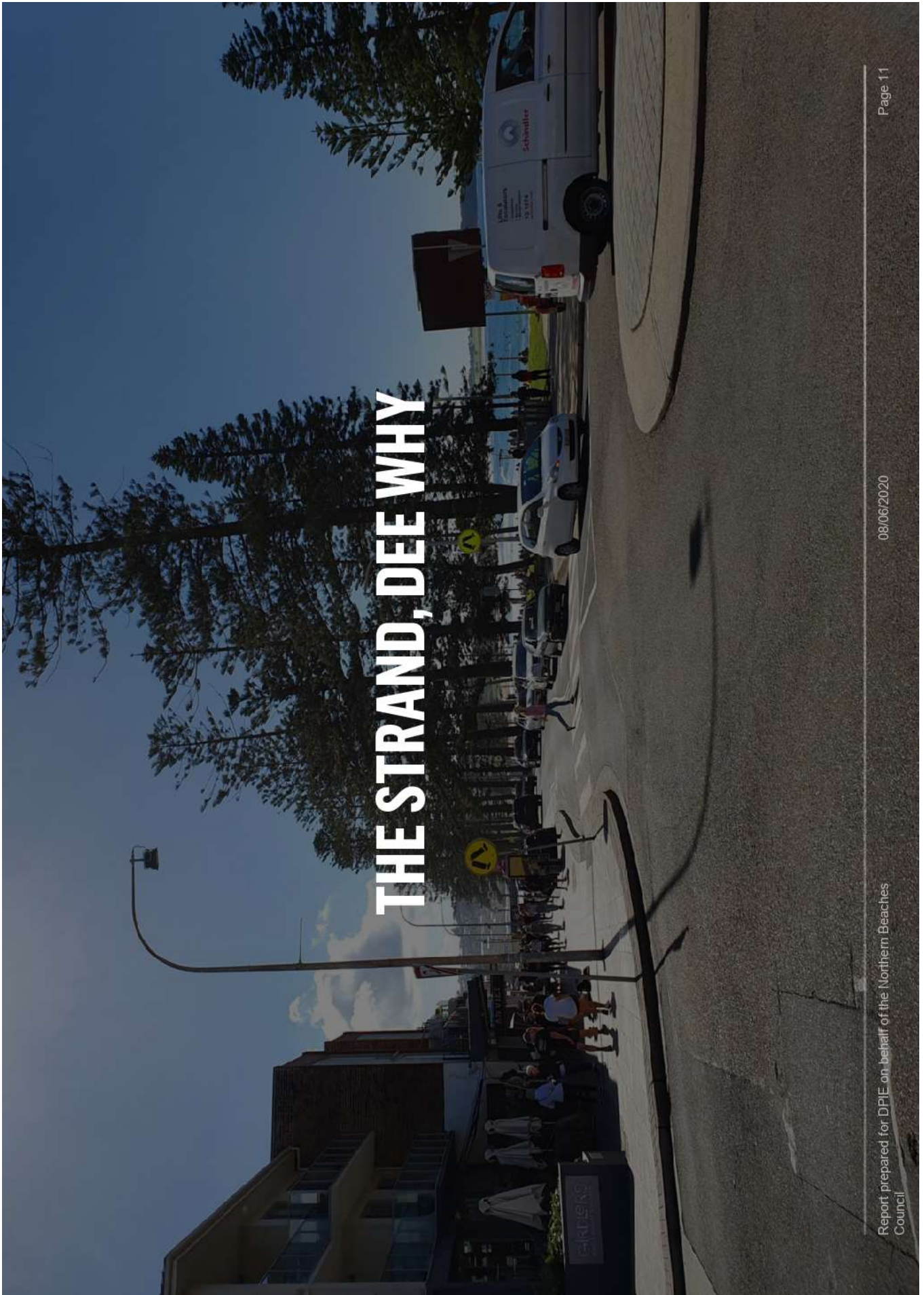
The effects (both directly and indirectly) of the COVID-19 Outbreak on the Australian economy is currently unknown and it is difficult to predict the quantum of the impact it will and how long that impact will last. As at March 2020, the COVID-19 is materially impacting global travel, trade and near-term economic growth expectations. Some business sectors, such as the retail, hotel and tourism sectors, are already reporting material impacts on trading performance now and potentially into the future. For example, Shopping Centre operators are reporting material reductions in foot traffic numbers, particularly in centres that ordinarily experience a high proportion of international visitors.

The Report Content and the data and information that informs and supports it is current as at the date of this report and (unless otherwise specifically stated in the Report) necessarily assumes that, as at the date of this report, the COVID-19 Outbreak has not materially impacted the Australian economy, the asset(s) and any associated business operations to which the report relates and the Report Content. However, it is not possible to ascertain with certainty at this time how the market and the Australian economy more broadly will respond to this unprecedented event. It is possible that the market conditions applying to the asset(s) and any associated business operations to which the report relates and the business sector to which they belong could be (or has been) materially impacted by the COVID-19 Outbreak within a short space of time and that

it will have a lasting impact. Clearly, the COVID-19 Outbreak is an important risk factor you must carefully consider when relying on the report and the Report Content.

Any Report Content addressing the impact of the COVID-19 Outbreak on the asset(s) and any associated business operations to which the report relates or the Australian economy more broadly is (unless otherwise specifically stated in the Report) unsupported by specific and reliable data and information and must not be relied on.

To the maximum extent permitted by law, Urbis (its officers, employees and agents) expressly disclaim all liability and responsibility, whether direct or indirect, to any person (including the Instructing Party) in respect of any loss suffered or incurred as a result of the COVID-19 Outbreak materially impacting the Report Content, but only to the extent that such impact is not reflected in the data and information used to support the Report Content.



THE STRAND, DEE WHY

PROPOSAL

Background

Dee Why is a city on the sea and is both a busy urban centre and a beach-side fun spot. Over 23,000 people call Dee Why home, more than anywhere else on the Northern Beaches.

Proposal

This proposal seeks to activate the beach front area located in The Strand between the driveway entrance to the Dee Why Beach car park and Oaks Avenue. This will be achieved by temporarily closing this section of The Strand to general traffic.

This section of The Strand experiences high pedestrian activity due to: (1) the neighbouring residents using this area to access the beach, and (2) the presence of numerous businesses such as restaurants, cafes, bars and ground level retail shops. The spillover effects (due to outdoor dining and queuing of the customers) from the surrounding businesses generate an active interface between the street and the pedestrian footpath along this section of The Strand, creating interactions between pedestrians, customers, cyclists, general traffic, and loading and deliveries.

The objectives of the proposed activation of The Strand are twofold:

- 1) To deliver improved walking and cycling access to the Dee Why beach recreational area (children's playground, rock pool, beach and green space) to support physical health and well-being.
- 2) To support local restaurants and cafes located along The Strand by providing opportunities for increased outdoor seating to maintain the social distancing requirements*.

*without closing the roads to enable re-use of the street, restaurants and cafes will not be financially viable as they do not currently have enough seating area (either indoor or outdoors) to comply with the 4 square metres per person social distancing requirement.



THE STRAND, DEE WHY

KEY CONSIDERATIONS

- The proposed activation strategy will be implemented temporarily – could be everyday for 1 month or every weekend for 3 months. The weekends only option could be more expensive as it involves removal and reinstatement of equipment.
- Pedestrian activity should be separated by purpose, through provision of wayfinding signs, to minimise interactions between the customers of the businesses and passing foot traffic accessing the beach front area.
- The Strand is under the jurisdiction of TfNSW. As such, TfNSW approval will be required to make operational changes to The Strand.
- The temporary activation period will enable provision of additional outdoor seating areas for the existing restaurants/cafes.
- Consideration should be given to liquor licence impacts for new on-street dining areas.
- The temporary activation of this section of The Strand will lead to loss of parking/loading and passing trade for the restaurants.
- During this temporary activation period, human movement data can be collected and compared with the current situation to provide an indication of the change in trade (for the surrounding businesses) without passing trade.
- The buses entering/exiting The Strand from/to Howard Avenue will need to be rerouted through the closest parallel street (i.e. Oaks Avenue).
- New street reconfiguration will support cycling by maintain the existing on-street cycle ways on The Strand.
- More bicycle parking should be provided to encourage cycling to and from the area utilizing the existing shared path and the on-road cycle network.
- As outlined in the PlaceScore Community Insights (August 2018) report, there is opportunity to provide public art, water/light features, unique public space designs, markets, street entertainers, festivals, etc., within this section of The Strand.
- The long-term vision for this area is a Corso by the sea.



THE STRAND (BTW OAKS AVE AND DEE WHY PARADE)

YOUR HIGHEST RATED PLACE ATTRIBUTES

The following place attributes rated highest overall:

- #1 Ease of walking around (including crossing the street, moving between destinations)
- #2 Vegetation and natural elements (street trees, planting, water etc.)
- #3 Overall visual character of the area

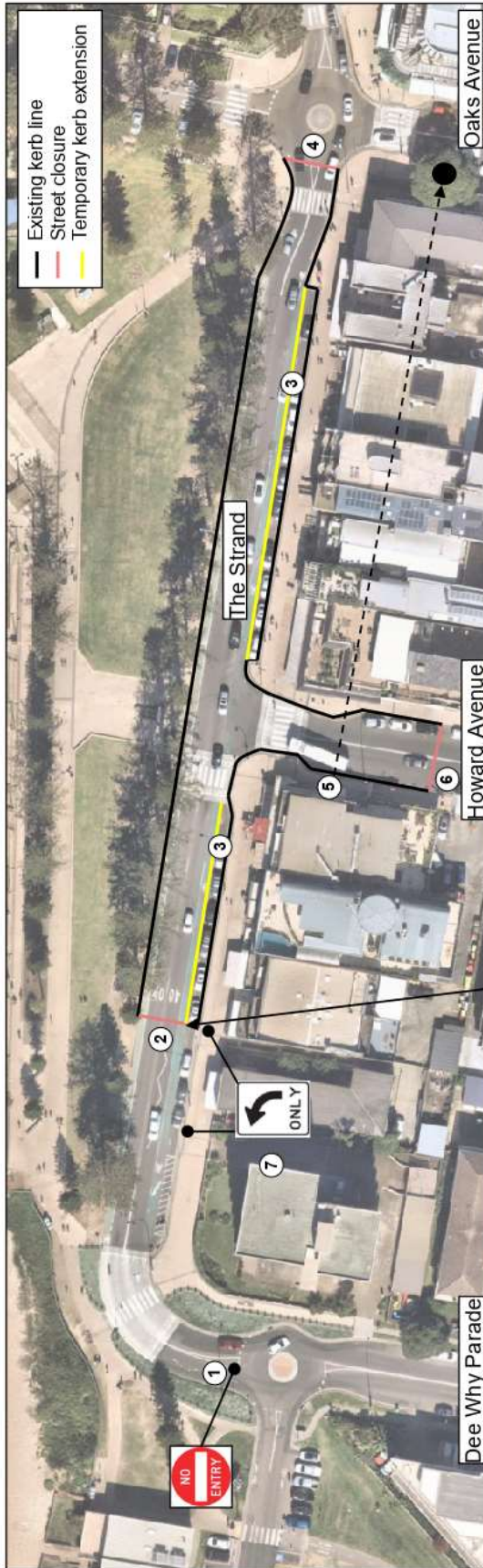
YOUR LOWEST RATED PLACE ATTRIBUTES

The following place attributes rated most poorly overall:

- #50 Public art, community art, water or light feature
- #49 Unusual or unique buildings or public space design
- #48 Evidence of public events happening here (markets, street entertainers, festivals etc.)

THE STRAND, DEE WHY

SCHEMATIC DRAWING OF PROPOSED INTERVENTIONS



- ① Install a 'No entry (resident traffic excepted)' sign.
- ② Close off The Strand across this section, with water filled barricades.
- ③ Existing parking spaces to be removed temporarily to provide additional seating for the adjacent restaurants and cafes (approx. total area between the existing kerb line and the Yellow lines = 321 m²)
- ④ Close off this leg of the roundabout with bollards.
- ⑤ Relocate the existing bus stop on Howard Avenue to Oaks Avenue.
- ⑥ Close off Howard Avenue across this section with bollards.
- ⑦ Install 'left turn only' signs for the two driveways.

THE STRAND, DEE WHY

SCHEMATIC DRAWING OF PROPOSED INTERVENTIONS

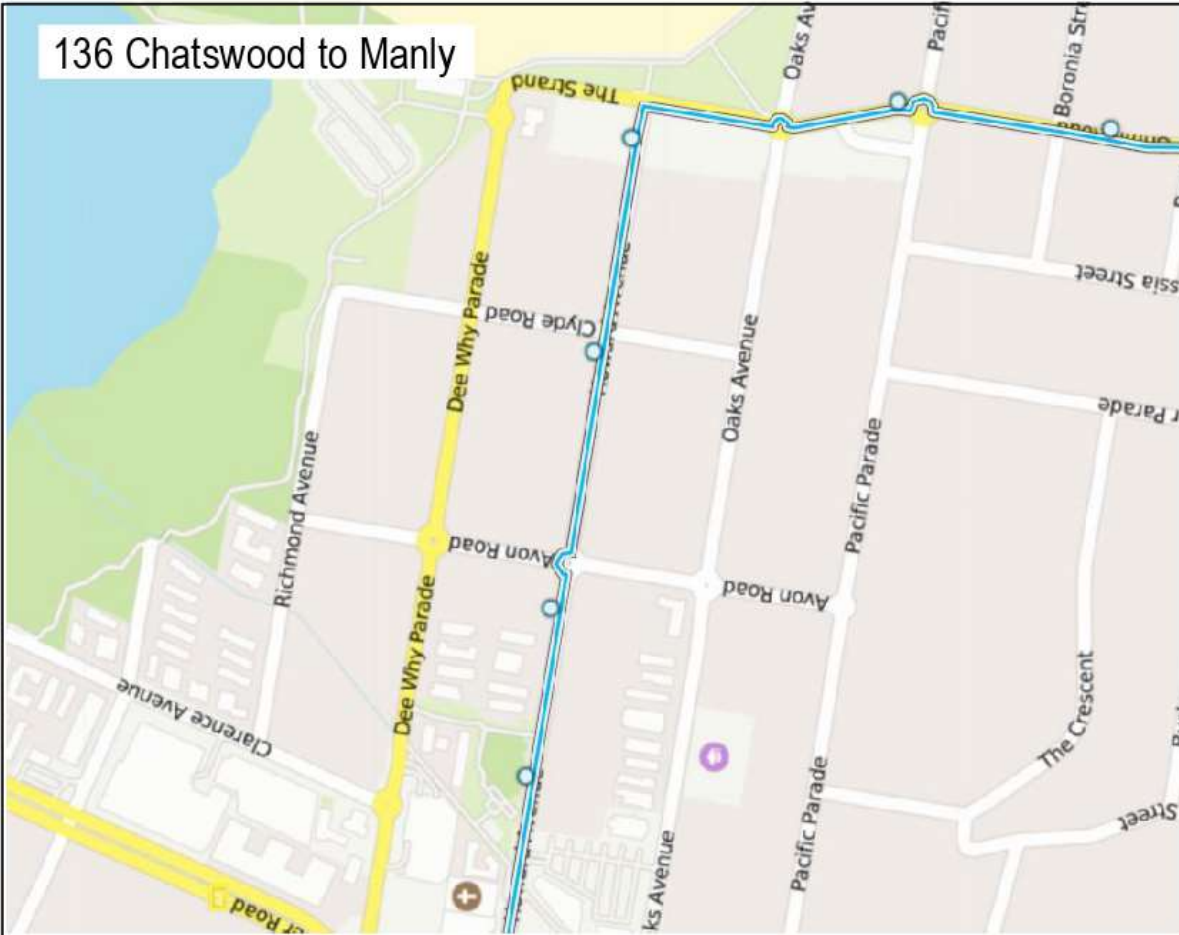


THE STRAND, DEE WHY

KEY STATISTICS

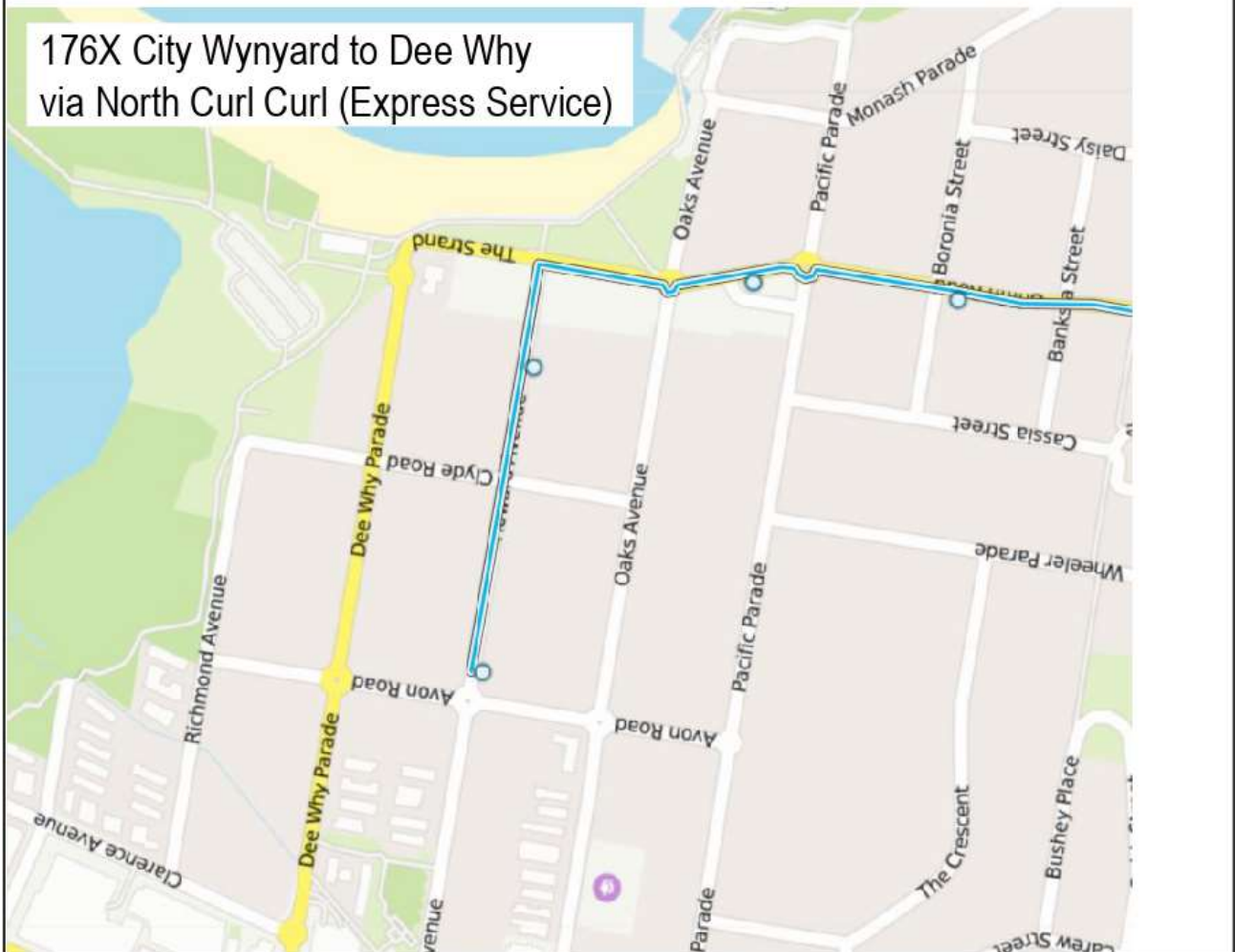
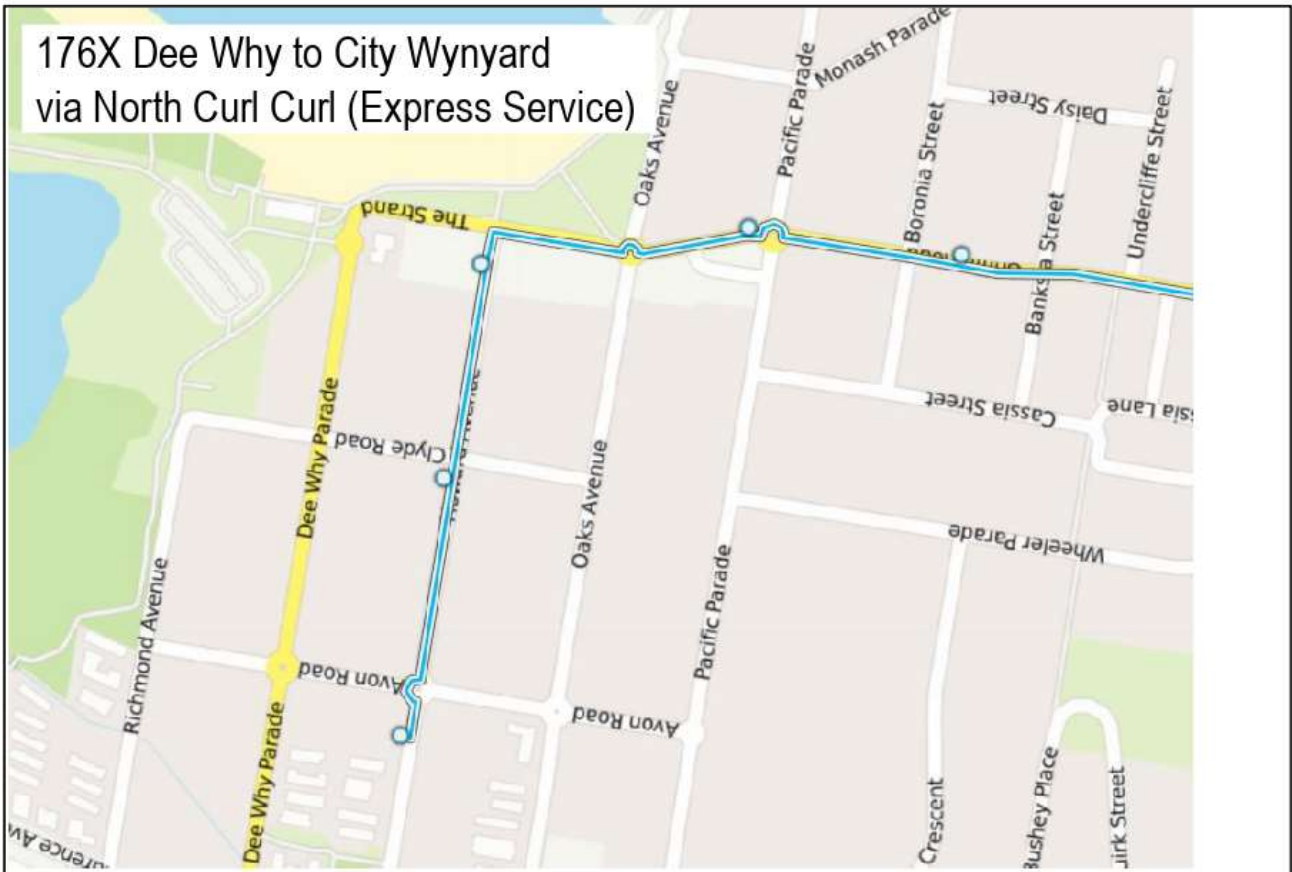
	Existing	Proposed
Kerbside parking spaces	<p>The Strand 23 x 1P car spaces 12 x unrestricted motorbike spaces</p> <p><u>Howard Avenue</u> 1 x bus zone 4 x 2P car spaces</p>	<p>Retain the 12 unrestricted motorbike spaces on The Strand and convert the existing 3 kerbside car spaces between the driveways to additional motorbike/bicycle parking (to the west of Location 2 in the schematic drawing)</p>
No. of approved outdoor patrons	278	Additional outdoor area of approx. 321 m ² – equates to a patron capacity of 80 (based on 4 m ² per person rule)

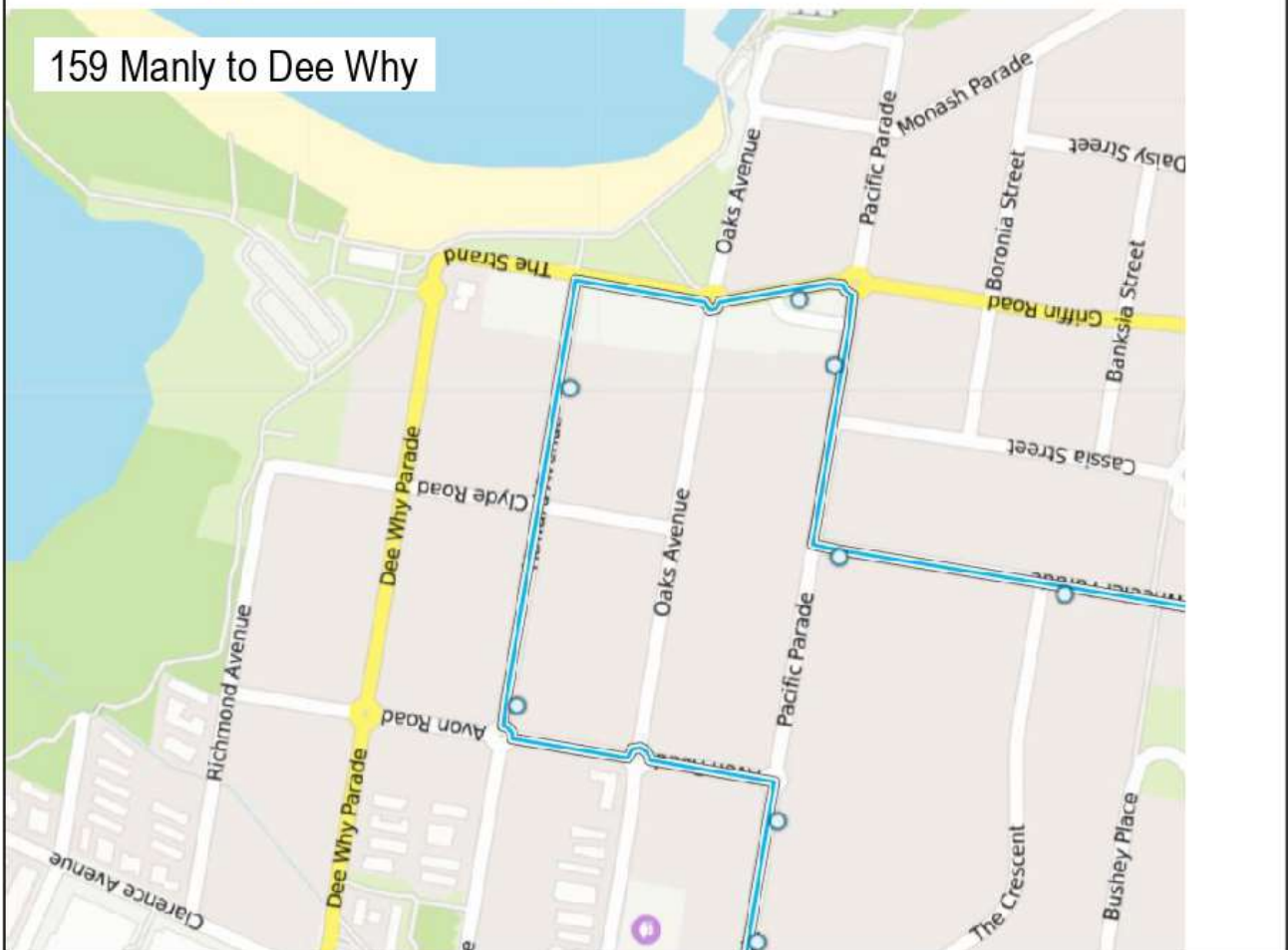
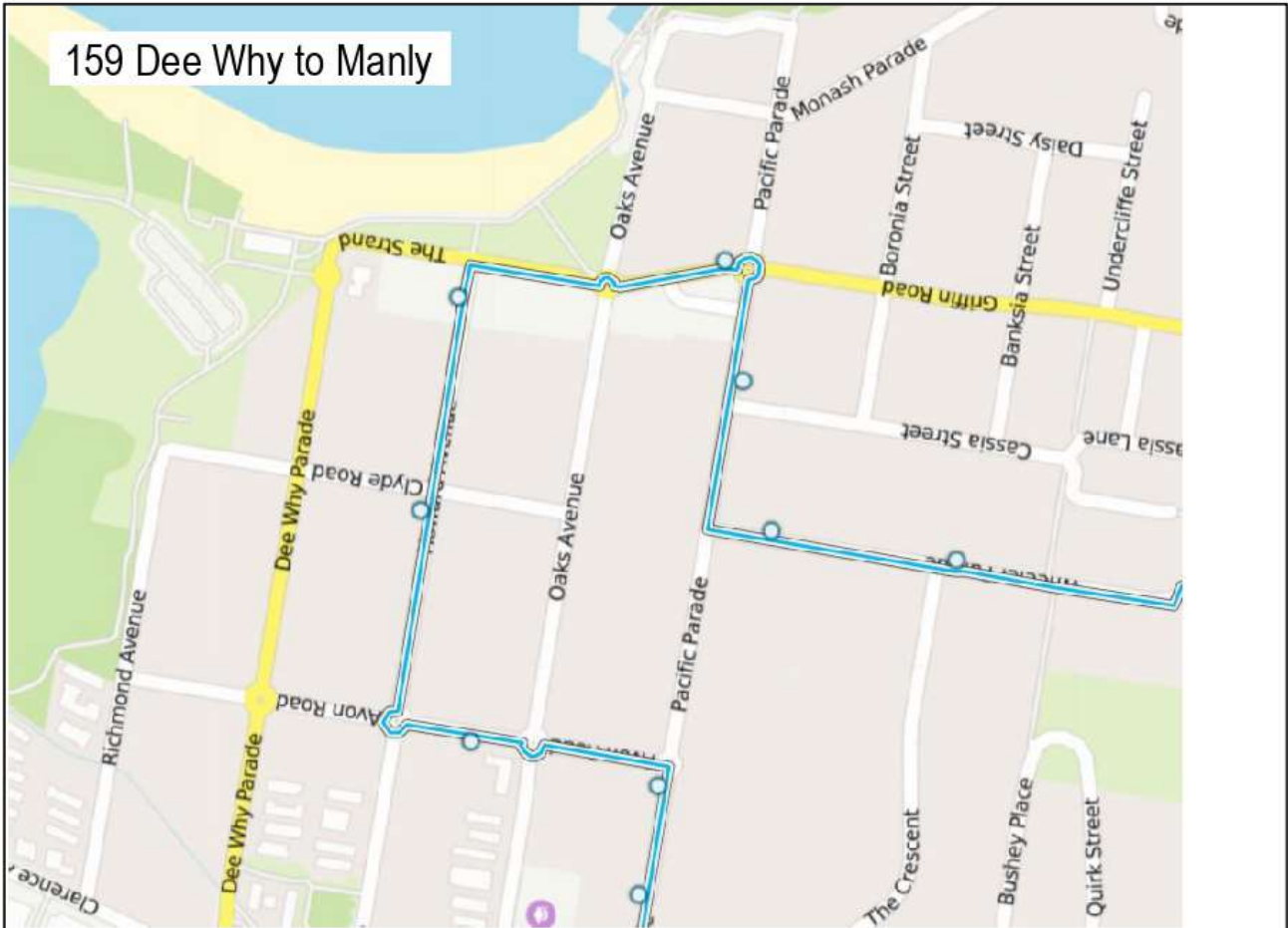
136 Chatswood to Manly



136 Manly to Chatswood







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 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.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of approximately 43m of unbroken yellow No Stopping line between the driveway serving No.156 Harbord Road and a point on the southern side of Wattle Road approximately 13m west of Harbord Road





	PROPOSAL	
	Harbord Road, North Manly Unbroken Yellow No Stopping Line	
	Drawn JB	

Table of Consultation

Address	Harbord Road at Wattle Road, North Manly
Proposal	unbroken yellow No Stopping line

Properties Consulted	24
Responses Received	3
Support	2
Do Not Support	1

Issue	Resident Comment	Council Response
relocation of trailers	requires a roundabout or traffic lights	The proposed yellow No Stopping is a cost effective solution and should be tried first. The steep gradients and proximity of a crest to the location would make a roundabout or traffic lights unsafe
left Turn Only out of Wattle Road	there should only be a Left Turn permitted out of Wattle Road	If the proposed yellow No Stopping line proves ineffective banning the right turn out of Wattle Road could be considered as a further solution
A right turn lane into Wattle Road	A right turn lane should be created to facilitate a safe right turn into Wattle Road and to prevent right turners blocking through traffic	Extending the No Stopping restriction on the east side of Harbord Road, as proposed elsewhere in this Agenda will allow through traffic to pass a vehicle waiting to turn right and storing in front of the existing pedestrian refuge

ITEM 4.8	LAWRENCE STREET, FRESHWATER - NO STOPPING
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/551358
ATTACHMENTS	1 ↓ Lawrence Street, Freshwater - plan 2 ↓ Table of Consultation

GEOCODES: -33.778298, 151.278535

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles parking too close to unbroken centreline markings on the bend where Lawrence Street meets Rowe Street. Parking in this location forces traffic to the wrong side of the carriageway and potentially into the path of opposing traffic.

LOCATION

- Lawrence Street & Rowe Street are local roads carrying moderate volumes of traffic between Harbord Road and Pittwater Road. The two roads join at a tight bend on a steep gradient at a point where the road narrows to around 9.3m in width.
- Speed humps and a 40km/h speed limit have been introduced along the two roads to manage speeds.
- There are high levels of unit development in the vicinity of the bend where Rowe Street meets Lawrence Street.

ISSUES

- The high residential densities lead to high demand for on-street parking with some residents resorting to parking too close to the bend where the two roads meet.
- High volumes of traffic use Rowe Street and Lawrence Street in peak periods to short cut between Harbord Road and Pittwater Road.
- The narrow width of the road in the vicinity of the bend means vehicles are often parked too close to existing unbroken centrelines.
- Parked vehicles impede sight lines from driveways sited close to the bend which are already obstructed by the topography.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install lengths of unbroken yellow No Stopping lines on both sides of the bend to prevent parking where it is hazardous to do so.

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 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. Introduction of 40m of unbroken yellow No Stopping line on the west side of Rowe Street at its junction with Lawrence Street
- B. Introduction of 37m of unbroken yellow No Stopping line on the east side of Rowe Street at its junction with Lawrence Street





	PROPOSAL	 northern beaches council	
	Lawrence Street, Freshwater Unbroken yellow No Stopping lines		
	Drawn JB		Approved 

Table of Consultation

Address	Lawrence Street at Rowe Street, Freshwater
Proposal	No Stopping

Properties Consulted	48
Responses Received	7
Support	5
Do Not Support	2

Issue	Resident Comment	Council Response
extend lines	the yellow No Stopping lines should be extended further down the hill as vehicles park within 3m of the unbroken barrier lines	If vehicles park close and parallel to the kerb they can park legally adjacent to the barrier lines. Extending the lines would increase the level of impact on residents
shorten lines	the yellow No Stopping lines on the western side could be reduced in length by one car space at either end	The proposed extents of the lines are considered appropriate and shortening their length would lead to cars parking in hazardous locations
traffic volume and speed	the proposed yellow No Stopping lines will not address the bigger issue of the volume and speed of traffic	Council is consulting separately with regard to other proposals to address the volume of traffic. Reducing the volume should alleviate the concerns about speeding as well
loss of parking	many residents don't have offstreet parking or insufficient off street parking. The yellow lines will make it harder to find parking space	The yellow lines are proposed for a location on a tight bend where it is dangerous to park and where park and/or where parked vehicles are within 3m of existing unbroken barrier lines

ITEM 4.9	BIRKLEY ROAD, MANLY - NO STOPPING
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/551365
ATTACHMENTS	1 ↓ Birkley Road, Manly - Plan 2 ↓ Table of Consultation

GEOCODES: -33.790736, 151.281005

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles parking on both sides of Birkley Road near its intersection with Kangaroo Street. This section of Birkley Road is very narrow and when vehicles are parked on both sides of the road, it can prevent access by garbage trucks or emergency vehicles. It also impedes access to and from driveways and has resulted in damage to parked vehicles as other traffic tries to squeeze through.

LOCATION

Birkley Road is a local road carrying low volumes of traffic. Birkley Road is of variable width however the northern part of Birkley Road near Kangaroo Street is only 6.8m in width with parking permitted on both sides of the road.

There are no bus routes using Birkley Road, however garbage trucks and other large vehicles need to use the street

ISSUES

- When vehicles are parked on either side of Birkley Road near Kangaroo Street, the remaining carriageway width is less than 3m. This is insufficient for larger vehicles to pass
- Residents report that wing mirrors are frequently lost and that garbage trucks are sometimes unable to pass
- Vehicles parked on both sides of this section of Birkley Road can prevent access to and from some driveways

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce a length of Unbroken Yellow No Stopping line on the east side of Birkley Road opposite No.s 77-83.

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 23 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 approximately 30m of Unbroken Yellow No Stopping line on the east side of Birkley Road opposite No.s 77-83 Birkley Road.



	PROPOSAL	 northern beaches council	
	Birkley Road, Manly Unbroken Yellow No Stopping Line		
	Drawn JB		Approved 

Table of Consultation

Address	Birkley Road, Manly
Proposal	Unbroken Yellow No Stopping line

Properties Consulted	23
Responses Received	9
Support	7
Do Not Support	2

Issue	Resident Comment	Council Response
access to driveways	parked vehicles either side of the road can prevent access to and from driveways	noted. The proposal will address these concerns
loss of parking	parking is in limited supply and this proposal removes several spaces	parking on both sides of Birkley Road is not appropriate given its width. The extent of parking loss has been minimised
access for garbage trucks and emergency vehicles	when vehicles are parked both side of Birkley Road there is insufficient road width for garbage trucks to pass and potentially emergency vehicles	this is agreed. The remaining width is under 3.5m. The proposal will address these concerns
limit the extent of the No Stopping	The existing yellow No Stopping on kangaroo St should be shortened and the extent of the new No Stopping minimised to extend only as far as the driveway to No.79 Kangaroo St	The No Stopping on Kangaroo Street is statutory and can't be reduced. Terminating the No Stopping at No.79s driveway would be inadequate the length of the yellow No Stopping has been reduced as much as is feasible.

ITEM 4.10	ERNEST STREET & CONDAMINE ST, BALGOWLAH - ROUNDAABOUT
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/551372
ATTACHMENTS	1 ↓ Ernest Street & Condamine Street, Balgowlah - Plan 2 ↓ Table of Consultation

GEOCODES: -33.805038, 151.262557

REPORT

BACKGROUND

Council has received concerns from local residents regarding safety at the intersection of Ernest Street and Condamine Street.

LOCATION

Condamine Street south of Sydney Road, is a local road. On approach to Ernest Street, it is approximately 9m in width with parking permitted on both sides. This part of Condamine Street carries 4,600 vehicles per day with an 85th percentile speed of 56km/h measured approximately 300m north of Ernest Street.

Ernest Street is a local road carrying over 4,000 vehicles per day. The 85th percentile speed of traffic on Ernest Street measured approximately 170m west of Condamine Street, is 47km/h. There is a strong movement to and from Condamine Street into Ernest Street west of Condamine Street. Traffic uses Ernest Street to travel to and from Balgowlah to Balgowlah Heights, Clontarf and Seaforth rather than using the more congested Sydney Road.

Condamine Street meets Ernest Street at a T-junction with traffic on the east and western legs of Ernest Street, subject to Give Way control.

ISSUES

- As the major traffic movement at the intersection is from Condamine Street into and out of Ernest Street west of Condamine Street, traffic tends to make the turn without slowing significantly and without checking for traffic from the eastern leg of Ernest Street.
- Traffic tends to travel too fast on Condamine Street on approach to the intersection.
- Traffic exiting the eastern leg of Ernest Street experiences difficulties entering the traffic stream due to the predominance of traffic heading west towards Seaforth and north towards Balgowlah

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce a mini roundabout to assist vehicles turning and to ensure that vehicles turning do so at appropriate speeds.

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

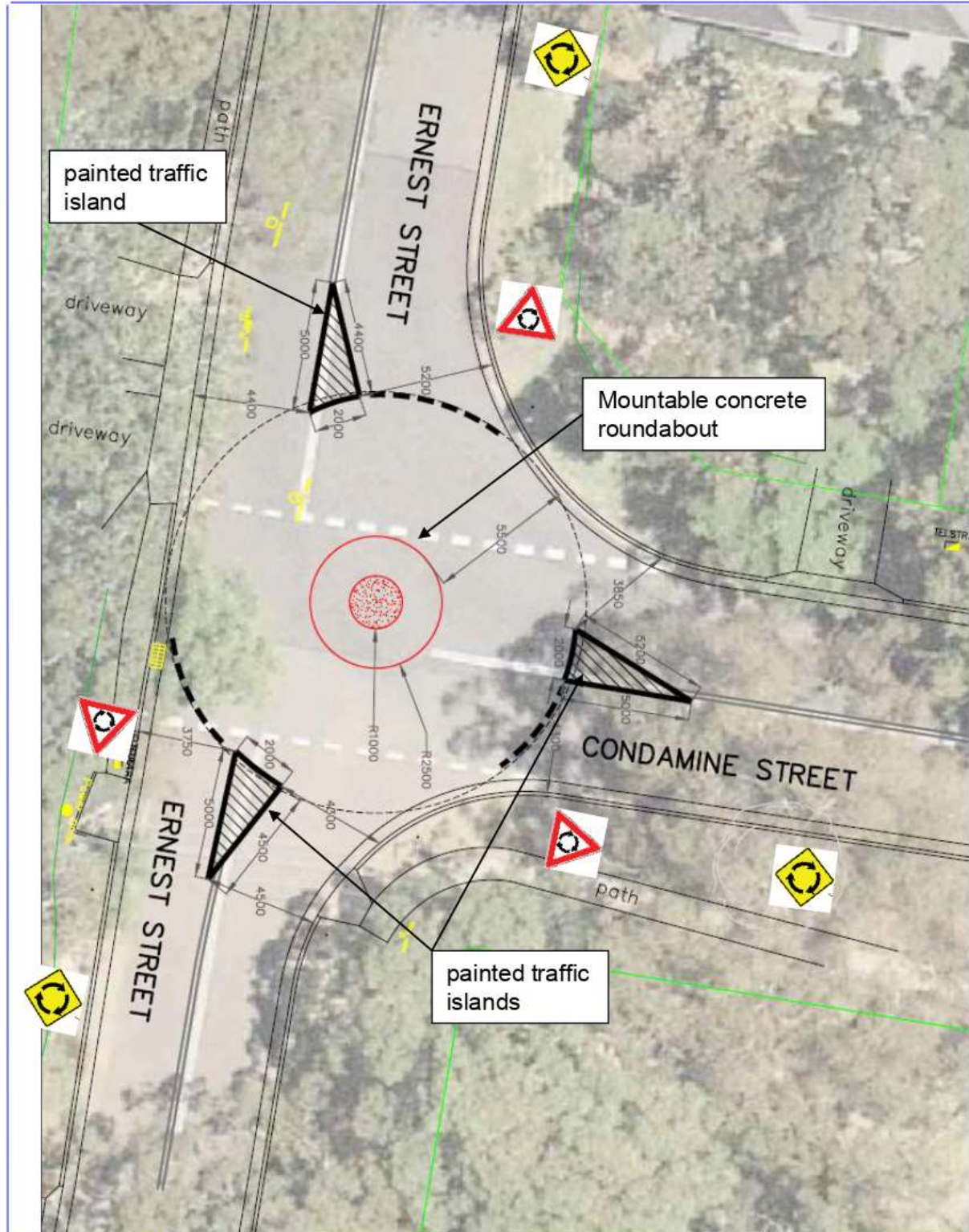
CONSULTATION

Consultation letters have been distributed to 26 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 roundabout at the intersection of Condamine and Ernest Streets, Balgowlah noting that further liaison with residents at the intersection will occur as detailed designs are developed.



	PROPOSAL		
	Ernest Street/Condamine Street, Balgowlah Roundabout		
	Drawn JB		Approved

Table of Consultation

Address	Condamine Street at Ernest Street, Balgowlah
Proposal	Roundabout

Properties Consulted	26
Responses Received	9
Support	7
Do Not Support	2

Issue	Resident Comment	Council Response
speed	cars do not slow down to go through the intersection	observations support this. Speeds on Condamine Street in particular are too fast
roundabout is unnecessary	a roundabout is unnecessary as the intersection operates safely	while there is no RMS crash data reported for the intersection, residents report that the intersection is unsafe and confusing in terms of priority
pedestrian crossing	a pedestrian crossing should also be added to assist pedestrians to cross Ernest St east of Condamine St	There are pram ramps on the quieter eastern leg of Ernest Street to facilitate crossing of Ernest Street to access the footpath on the northern side. There are already 3 x pedestrian crossings on Ernest Street nearer to Balgowlah Height Public School. A fourth near Ernest Street is considered unwarranted.
extend BB lines	the BB lines should be extended past the driveway to No.27 Ernest St to prevent parking	It is proposed to extend the existing BB lines to the driveway to No.27 Ernest St in conjunction with the work
driveway safety	resident at No.31 Ernest has concerns as they will need to reverse from their driveway into the roundabout, would speed humps on approaches be a better solution?	The driveway is clear of the roundabout and similar issues are already present given the volume of traffic using the intersection. Council will liaise with the resident during detailed design to minimise impacts

ITEM 4.11	EAST ESPLANADE AT ASHBURNER STREET, MANLY - RAISED PEDESTRIAN CROSSING
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/551383
ATTACHMENTS	1 ↓ East Esplanade at Ashburner St, Manly - Plan 2 ↓ Table of Consultation

GEOCODES: -33.801650, 151.286909

REPORT

BACKGROUND

Council has received concerns from local residents regarding a lack of safe crossing opportunities on East Esplanade near Ashburner Street. Concerns have also been raised regarding speeds on East Esplanade.

LOCATION

East Esplanade is a local road carrying high volumes of two-way traffic. Recent counts reveal an average daily traffic volume of 11,659 vehicles per day and average peak hour volumes of close to 900 vehicles per hour.

The east side of the road is residential while the west side is a Harbour-front reserve. Manly Wharf is sited at the northern west end of East Esplanade and the Manly Town Centre is also within close proximity.

The Manly Skiff club uses the Harbour-front reserve for their club events and a driveway sited on the west side of East Esplanade immediately opposite Ashburner Street is used by the club to access the reserve area for unloading boats and parking of trailers. This driveway is also used by for Council maintenance staff.

Buses including the Hop Skip Jump bus use East Esplanade.

ISSUES

- Prior to the establishment of the 30km/h speed limit in the Manly Town Centre, the 85th percentile speed on East Esplanade between Wentworth Street and Victoria Parade was found to be 41km/h. Counts undertaken in August 2020 (several months after installation of 30km/h speed limit signs and linemarking) found the 85th percentile speed had dropped only slightly to 39km/h. This is higher than desirable for a 30km/h speed zone
- Crash data for East Esplanade suggests there have been 3 pedestrian casualty crashes on East Esplanade between 2010 and September 2019. Reducing speeds to lower levels has been shown to significantly reduce the severity of pedestrian crashes.
- The introduction of a raised crossing or pedestrian refuge at this location is a recommendation from the Walk Manly PAMP study completed in late 2017.
- A tight bend in the road is sited to the south of Ashburner Street on a steep gradient. For this reason, siting the raised crossing south of Ashburner Street is not favoured as it would then be too close to that bend.

- Many pedestrians cross East Esplanade to and from the Harbour foreshore and the Manly Wharf area. The reserve area at the southern end of East Esplanade which faces west, is a popular gathering point for people to watch the sun setting. This intensifies pedestrian activity at this end of East Esplanade at those times.
- The raised crossing is being introduced in an area of high parking demand, however the amount of parking lost is minimised by constructing kerb blisters which ensures that pedestrians can still be seen by approaching traffic, despite the presence of parking adjacent to the kerb blister.
- Residences on the east side of East Esplanade are built close to the street and residents advise that bedrooms are sited at the front of the building, with residents concerned about noise generated by the raised crossing.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce a raised pedestrian crossing on East Esplanade at Ashburner Street. These works will support the recently established 30km/h speed zone on East Esplanade and have been supported by Transport for NSW to physically reinforce the 30km/h high pedestrian activity speed limit trial.

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 improves pedestrian safety amenity and links with existing pedestrian facilities on the Harbour-front.

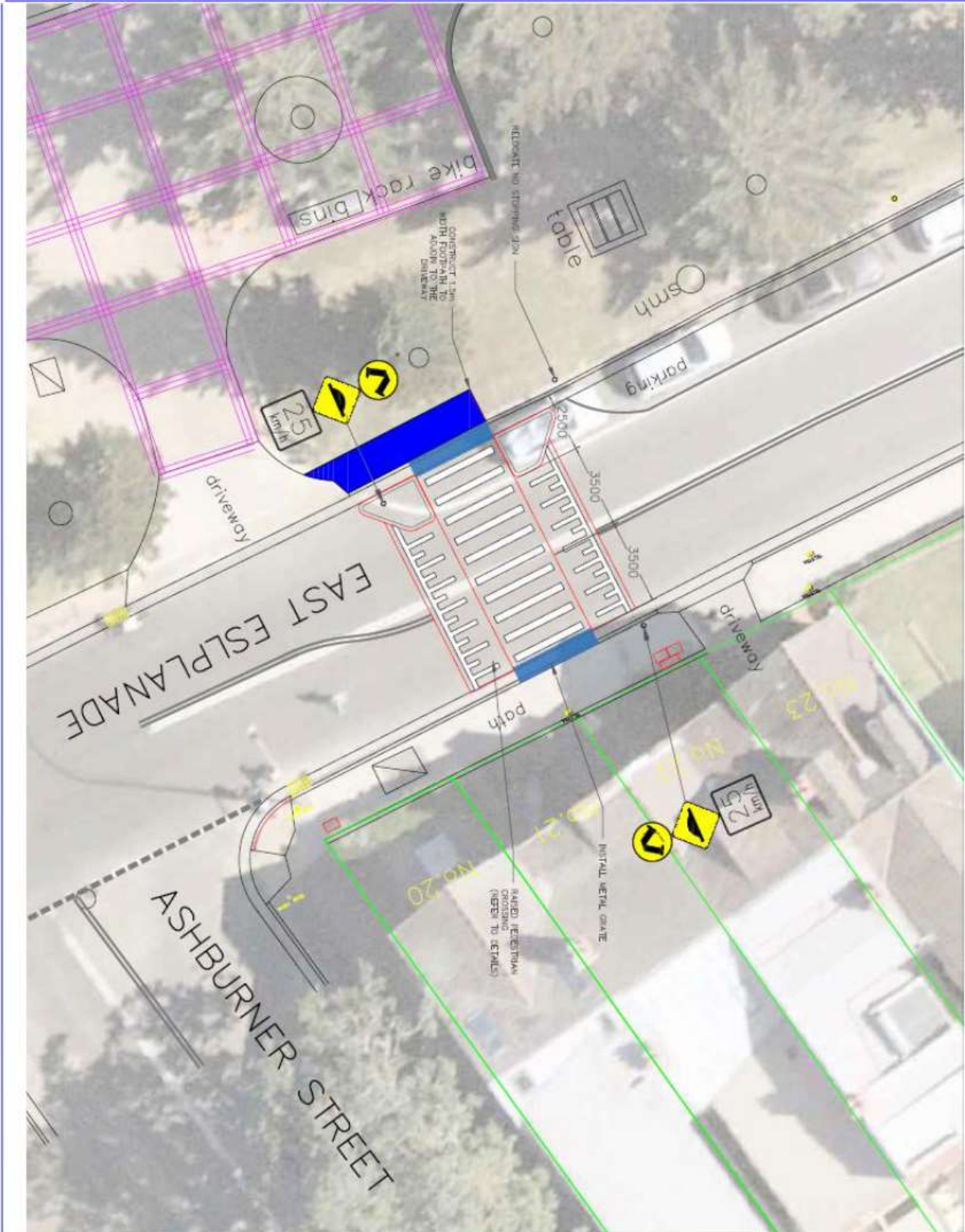
CONSULTATION

Consultation letters have been distributed to 104 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 a raised pedestrian crossing on East Esplanade north of Ashburner Street



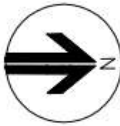


	PROPOSAL	 northern beaches council	
	East Esplanade at Ashburner Street Raised Pedestrian crossing		
	Drawn JB		Approved 

Table of Consultation

Address	East Esplanade at Ashburner St
Proposal	Raised Pedestrian Crossing

Properties Consulted	104
Responses Received	9
Support	5
Do Not Support	4

Issue	Resident Comment	Council Response
pedestrian safety	lots of pedestrians cross east Esplanade here and crossing safely is difficult	this is agreed and the proposed raised crossing will improve pedestrian safety
speed	many cars do not adhere to the 30km/h speed limit and the raised pedestrian crossing will slow them	this is supported by the traffic data
relocate crossing	the crossing needs to be sited at the existing driveway to the beachfront area which is on the pedestrian desire line	it is not safe to locate a crossing directly onto a driveway. If needed pedestrian fencing can be introduced to channel pedestrians to the crossing
driveway safety	the crossing is sited too close to the driveway to No. 23 East Esplanade and vehicles will reverse from the driveway onto the crossing endangering pedestrians	this is noted. The low number of movements to and from a single residential driveway (providing parking only for one small vehicle) poses a minimal risk to pedestrians using the crossing.
loss of parking	the crossing results in lost parking in a location where parking is in very high demand	the use of kerb blisters has minimised the loss of parking. At most 1.5 spaces are lost
noise	the raised crossing will increase noise levels for homes at N.20-23 East Esplanade each of which have bedrooms sited at the front of the building	the location is already subject to noise associated with pedestrian and vehicular traffic generated by Manly town centre day and night time activities and the resultant high volumes of passing traffic. It is unlikely that the presence of a raised crossing will make an appreciable difference to noise levels

ITEM 4.12 EAST ESPLANADE AT VICTORIA PARADE, MANLY - RAISED PEDESTRIAN CROSSING**REPORTING OFFICER TRAFFIC ENGINEER****TRIM FILE REF 2020/551393****ATTACHMENTS**
1 [↓ East Esplanade at Victoria Ave, Manly - Plan](#)
2 [↓ Table of Consultation](#)**GEOCODES: -33.800681, 151.286308****REPORT****BACKGROUND**

Council has received concerns from local residents regarding a lack of safety when using the existing "at grade" pedestrian crossing on East Esplanade at Victoria Parade. Concerns have also been raised regarding speeds on East Esplanade.

LOCATION

East Esplanade is a local road carrying high volumes of two-way traffic. Recent counts reveal an average daily traffic volume of 11,659 vehicles per day and average peak hour volumes of close to 900 vehicles per hour.

The east side of the road is residential while the west side is a Harbour front reserve. Manly Wharf is sited at the northern west end of East Esplanade and the Manly Town Centre is also within close proximity.

Buses including the Hop Skip Jump bus use East Esplanade

ISSUES

- Prior to the establishment of the 30km/h speed limit in the Manly Town Centre, the 85th percentile speed on East Esplanade between Wentworth Street and Victoria Parade was found to be 41km/h. Counts undertaken in August 2020 (several months after installation of 30km/h speed limit signs and linemarking) found the 85th percentile speed had dropped only slightly to 39km/h. This is higher than desirable for a 30km/h speed zone
- Crash data for East Esplanade suggests there have been 3 pedestrian casualty crashes on East Esplanade between 2010 and September 2019. Reducing speeds to lower levels has been shown to significantly reduce the severity of pedestrian crashes.
- The introduction of a raised crossing at this location is a recommendation from the Walk Manly PAMP study completed in late 2017.
- Many pedestrians cross East Esplanade to and from the Harbour foreshore and Manly Wharf area. There are a number of bars at Manly Wharf and as East Esplanade faces west many people gather at these bars or on the reserve area to watch the sun setting. This intensifies pedestrian activity across East Esplanade at those times.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to replace the existing at grade crossing with a raised pedestrian crossing. These works will also support the recently established 30km/h speed zone on East Esplanade and have been supported by Transport for NSW to physically reinforce the 30km/h high pedestrian activity speed limit trial .

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 supports existing pedestrian facilities and links with existing walking paths

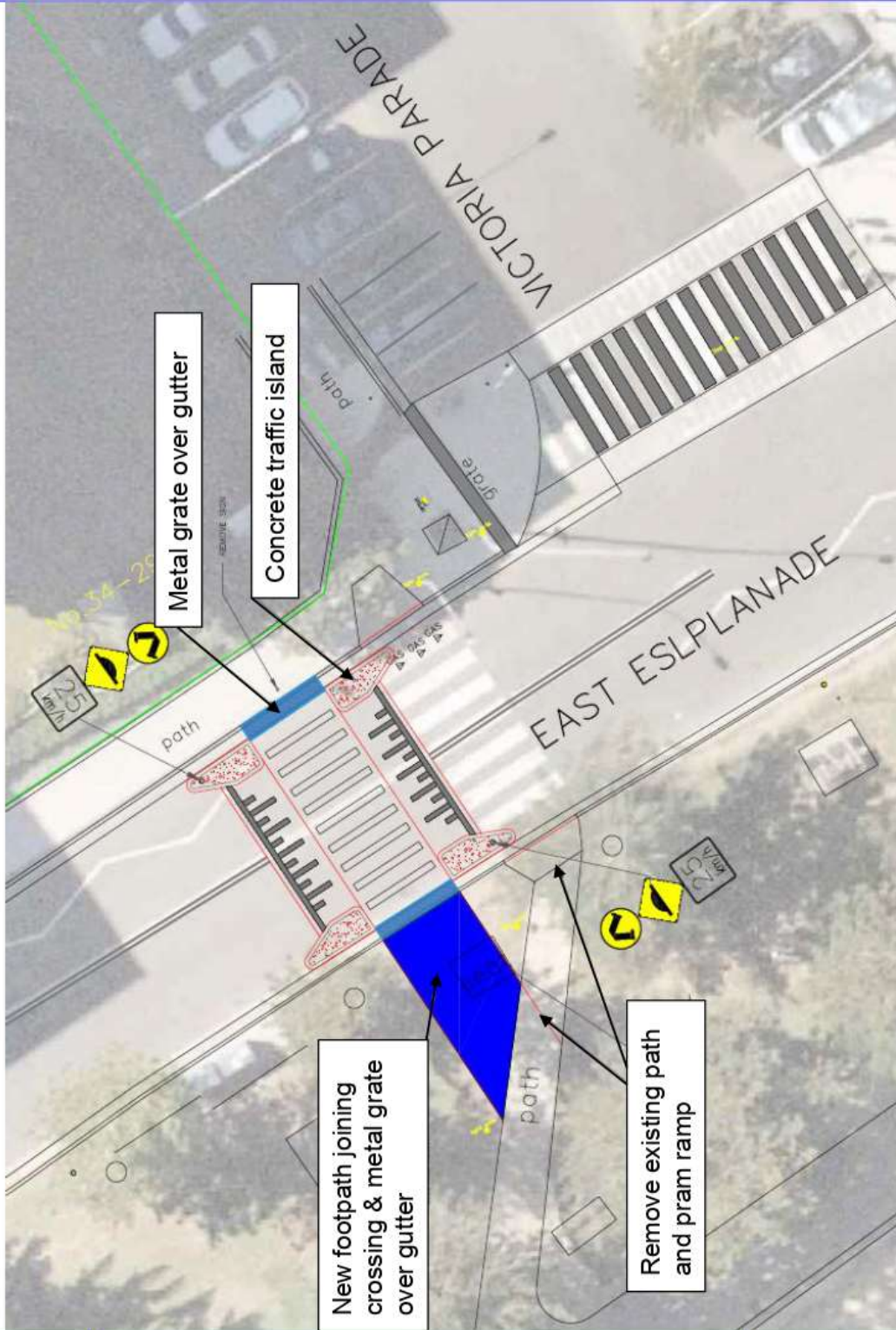
CONSULTATION

Consultation letters have been distributed to 197 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. Replacement of the existing “at grade” pedestrian crossing on East Esplanade at Victoria Avenue with a raised pedestrian crossing



PROPOSAL

East Esplanade at Victoria Parade
Raised Pedestrian Crossing



Drawn JB

Approved

Table of Consultation

Address	East Esplanade at Victoria Parade, Manly
Proposal	Raised Pedestrian Crossing

Properties Consulted	197
Responses Received	3
Support	2
Do Not Support	1

Issue	Resident Comment	Council Response
speed	vehicles are not adhering to the 30km/h speed limit	the raised crossing will help to reduce speeds
street lighting	the introduction of the raised crossing should be supported by improved street lighting	a street lighting upgrade will be investigated in conjunction with the raised crossing
pedestrian safety	it is not safe to cross at the existing pedestrian crossing	raising the crossing will improve safety
alternatives should be considered	do not agree with raised devices, improved signage and flashing lights would be preferable	A raised crossing is considered more likely to result in speeds reducing and better road safety outcomes

ITEM 4.13	ALAN AVENUE, SEAFORTH - ONE & TWO WAY TRAFFIC FLOW
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/551401
ATTACHMENTS	1 ↓ Alan Avenue, Seaforth - Plan 2 ↓ Table of Consultation

GEOCODES: -33.800533, 151.240862

REPORT

BACKGROUND

Council has received concerns from local residents regarding confusion about the permitted traffic movements on the two legs of Alan Avenue, Seaforth. The existing situation makes it unclear whether two-way traffic flow is permitted, and which traffic movements are permissible at the junctions of Alan Avenue with Princes Promenade and Salisbury Square.

LOCATION

Alan Avenue is a local road carrying low volumes of traffic. It is unusual in that it is divided into two legs separated by a wide grassy median island. Both legs are currently two-way traffic, but this is not signposted or line marked. The 145 Bus route and school buses use Alan Avenue but travel along its wider southern leg.

The northern leg of Alan Avenue is 5 to 5.5m in width, the southern leg is wider, being approximately 6.8m in width. Most traffic including the bus uses the southern leg.

ISSUES

- There is currently no signposting or linemarking to define what traffic movements are permissible on either leg of Alan Avenue. Residents advise that in the past, two-way traffic was signposted on both legs.
- The northern leg, being very narrow with parking permitted, is unsuitable for higher volumes of traffic. At present it is used primarily by residents of the street, with most through traffic using the southern leg
- The introduction of One-Way traffic flow on the two legs has been opposed by the majority of residents, as they feel it will lead to higher speeds on the southern leg and increased volumes of traffic on the northern leg. Neither is a desirable outcome. Council's original proposal to introduce One Way traffic flow has therefore been revised to one where the prevailing two-way traffic flow is reinforced with signage and linemarking with One Way only being progressed on the northern leg of the triangular traffic island at the junction of Salisbury Road and Alan Avenue, where residents have expressed support for such action.

PROPOSAL

Council has undertaken a review of the location and issues and after taking on board feedback during the consultation period, Council proposes to formalise two-way traffic movements on each leg of Alan Avenue, but will implement One Way traffic flow on the narrow northern leg of the triangular traffic island at the junction of Alan Avenue and Salisbury Square. Signposting and linemarking will be implemented to more clearly define the permissible traffic movements

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 73 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 signposting and linemarking to clarify that two-way traffic flow is permissible on both legs of Alan Avenue.
- B. Introduction of One Way signposting and linemarking to clarify that One Way eastbound traffic flow is permitted on the northern leg of the triangular traffic island at the junction of Alan Avenue and Salisbury Square.





	PROPOSAL	
	Alan Avenue, Seaforth One & Two Way traffic flow	
	Drawn JB Approved <i>P. Dean</i>	

Table of Consultation

Address	Alan Avenue, Seaforth
Proposal	One & Two Way traffic flow

Properties Consulted	73
Responses Received	30
Support	8
Do Not Support	22

Issue	Resident Comment	Council Response
missing two way signs	Two Way signs were once present but have long since disappeared. They should be reinstated	This may have been the case but we have no record of this
speed	One Way traffic flow will encourage greater speeds. The existing Two Way encourages caution	One Way flow may have the unintended consequence of increasing speeds
driving on greased centre area	The introduction of One Way would lead to increased numbers of vehicles driving over the grassy centre island	This is possible given the relatively long length of the One Way stretch
confusion at Alan/Salisbury	there have been numerous near misses at the Alan Ave/Salisbury Rd junction. One way flow around this section will improve safety	agreed
northern leg is narrow	the northern leg of Alan Ave is very narrow and tends to be used mainly by residents on that leg. One Way flow would increase volumes making it less safe	The northern leg varies between 5 and 5.5m in width. It does currently carry very low volumes of traffic and One Way traffic flow would tend to increase its use
145 bus route	the 145 Bus Route uses Alan Ave. If One Way was introduced in the northern leg the bus would have difficulty turning from Princes Promenade and would have difficulty proceeding along the northern leg of Alan Ave	It is agreed that the Northern leg of Alan Ave is not currently suitable for use by buses. The southern leg is more appropriate
U-Turns	One Way will lead to safety issues as vehicles perform U-Turns at Princes Promenade	The two legs of Alan Ave are sited only 18m apart. It is likely that vehicles turning at Princes Promenade to access the other leg will cut the corner or turn from the wrong side of the carriageway

ITEM 4.14	MCINTOSH ROAD, NARRAWEENA - RIGHT TURN BAY
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/551422
ATTACHMENTS	1 ↓ McIntosh Rd, Narraweena - Plan 2 ↓ Table of Consultation

GEOCODES: -33.749862, 151.274381

REPORT

BACKGROUND

Council has received funding from Transport for NSW to investigate improvements along the 136 Bus Route. The intersection of McIntosh Street and Alfred Street is one intersection that is being reviewed as part of this work, with the aim to reduce delays for buses and improve the efficiency of the existing signalised intersection.

LOCATION

McIntosh Road is a Regional Road of 9.7m in width. It carries approximately 5,100 vehicles per day in two directions. Its intersection with Alfred Street, a local road carrying approximately 4,000 vehicles per day, is controlled by traffic signals. The intersection is located adjacent to Narraweena Public School on its northern side and a neighbourhood shopping village on its southern side.

ISSUES

- Right turning vehicles create delays for east-west through traffic including buses.
- The intersection currently operates at LOS D in the AM peak and LOS B in the pm peak
- SIDRA modelling has shown that the provision of a right turn bay on McIntosh Street alleviates delays at the intersection, halving the average intersection delay in the AM peak and improves the level of service of the intersection from D to B. The intersection already operates efficiently in the PM peak and this will remain the case if a right turn bay is introduced
- As the change is proposed at an intersection controlled by traffic signals, an updated traffic signal design plan is required. This is currently with Transport for NSW under review.

PROPOSAL

Council has undertaken a review of the above location and found that right turning vehicles from McIntosh Road west to Alfred Street south restrict through traffic. The delays and queues that result, delay bus operational times along McIntosh Street. Council proposes to create a right turn bay of 26m in length for east-bound traffic wishing to turn right into Alfred 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

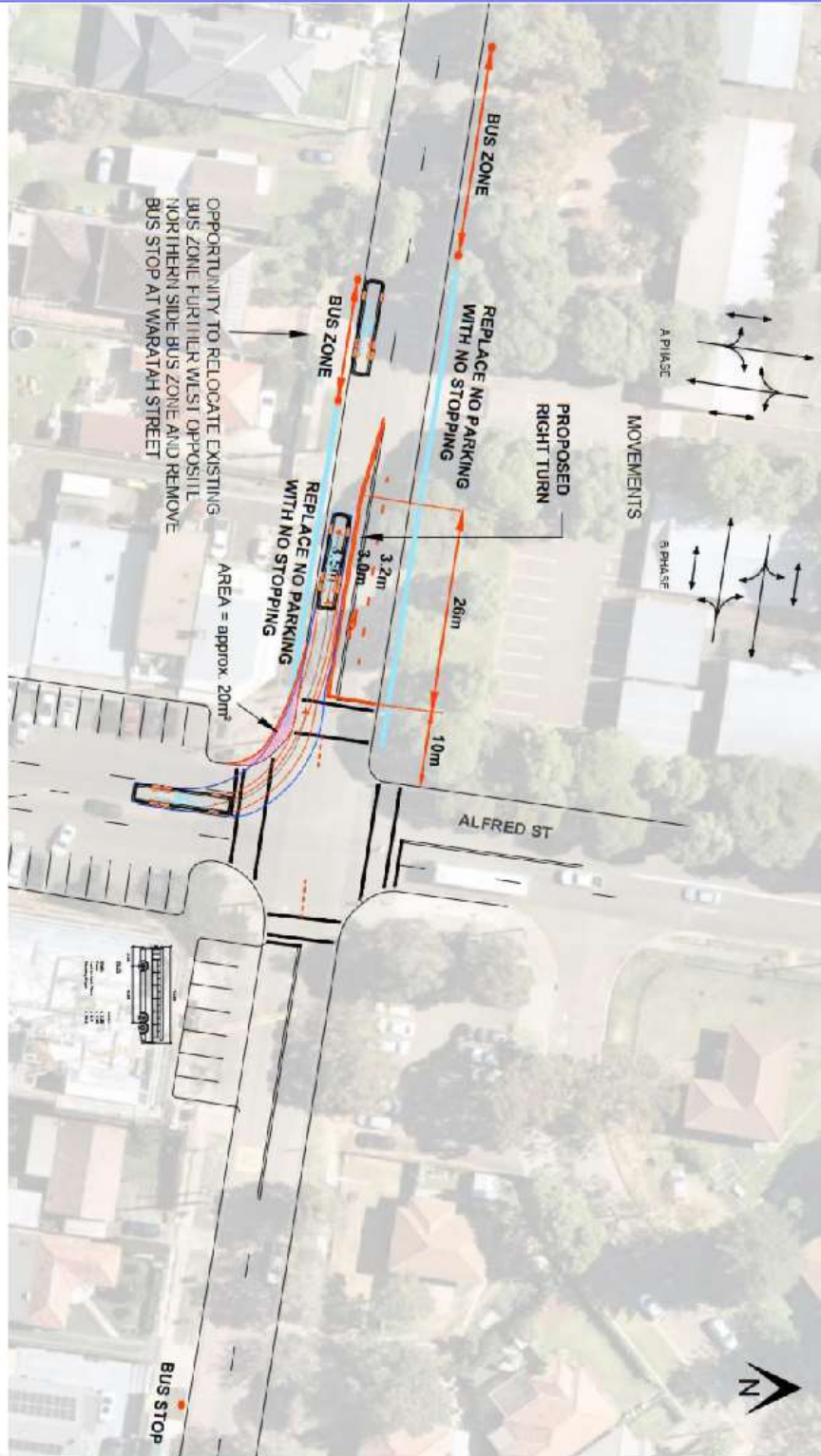
CONSULTATION

Consultation letters have been distributed to 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. Implementation of a right turn bay for east-bound traffic on McIntosh Street turning into Alfred Road southbound, noting that an updated traffic signal design plan for the change is currently with Transport for NSW for review.



PROPOSAL

McIntosh Road & Alfred St
Right Turn Bay

Drawn JB

Approved *P. Dean*



northern beaches council

Table of Consultation

Address	McIntosh St at Alfred Rd, Narraweena
Proposal	Right turn bay

Properties Consulted	48
Responses Received	1
Support	0
Do Not Support	1

Issue	Resident Comment	Council Response
cost	the work is high cost and provides little benefit	there will be some cost involved however the work provides benefits for all traffic movements
exaggeration of delays	the delays reported in Councils letter are exaggerated	Infrequent right-turning vehicles along McIntosh Street are causing delays for general traffic and bus services on routes 136, 178, 178X, 146 , 173 , 169 and 169X
does nothing to improve efficiency of bus turning movements	the main bus turning movement is right out of Alfred St into macIntosh eastbound. This is not improved by the proposal	the primary purpose of the work is to reduce delays for east west traffic including buses which increases the overall efficiency of the intersection for all traffic movements
relocation of bus stop	the relocation of the bus stop shown on the plan is not supported and will require removal of a mature tree and costly relocation of bus stop infrastructure	the relocation of the bus stop is an option that may be considered in future. It would allow further extension of the right turn bay but would require removal of a mature tree to enable access to the bus stop and ensure sight lines to and from the bus stop

ITEM 4.15	CUTLER ROAD, CLONTARF - PROPOSED TRAFFIC MIRROR
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/551430
ATTACHMENTS	1 ↓ Cutler Road, Clontarf - Plan 2 ↓ Cutler Road, Clontarf - Site Photographs 3 ↓ Cutler Road, Clontarf - Traffic Survey Summary

GEOCODES: -33.810386, 151.258185

REPORT

BACKGROUND

Council has received an application from the owner of No. 1 Moore Street, Clontarf requesting the provision of a convex mirror opposite their driveway located on Cutler Road to improve safety and access exiting this property.

LOCATION

- Cutler Road is a narrow winding local road with a 50km/h speed limit
- The road pavement width in Cutler Road is approximately 8.5m
- There is an existing traffic mirror located in Cutler Road, opposite No. 68.

ISSUES

- The access to property is constructed to a skewed driveway profile due to the steep terrain.
- Council arranged for a seven-day traffic survey to be undertaken at the location to determine whether it meets the criteria for the provision of a traffic mirror. A summary of the investigation is included in Attachment 3 – Cutler Road, Clontarf – Traffic Survey Summary.
- The traffic survey revealed an 85% percentile speed of 48 km/h for both the north-east and south-west direction. The average 85% percentile speed is less than the maximum 50 km/h criteria.
- The seven-day AADT was recorded as 303 vehicles for the north-east bound direction and 474 for south-west.
- It is proposed that a traffic mirror be located on Cutler Road, opposite the driveway to No. 1 Moore Street, refer to Attachment 1 – Cutler Road, Clontarf - Plan.
- All requirements for the installation of the traffic mirror (including distorted image sign G9-266) must be met.
- It is considered reasonable that the request be granted as it meets criteria for the provision of a traffic mirror and would assist visibility of vehicles approaching the curve when exiting the driveway.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a traffic mirror (including distorted image sign G9-266) on Cutler Road, opposite the driveway to No. 1 Moore Street, Clontarf.

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

Public consultation is not necessary as this does not impact surrounding residents.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of a traffic mirror (including distorted image sign G9-266) to be located on Cutler Road, opposite the driveway to No. 1 Moore Street, Clontarf



PROPOSAL

Cutler Road, Clontarf
Traffic Mirror



Drawn KT

Approved *P. Deva*



Driveway of No. 1 Moore Street, Clontarf (on Cutler Rd) looking North



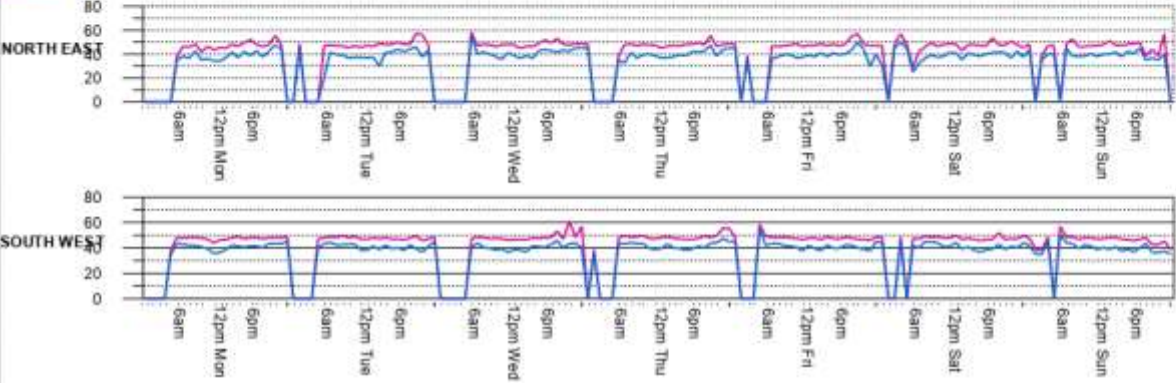
Driveway of No. 1 Moore Street, Clontarf (on Cutler Rd) looking South

CfeIT bob.white@cfeit.com (02) 9740 8600

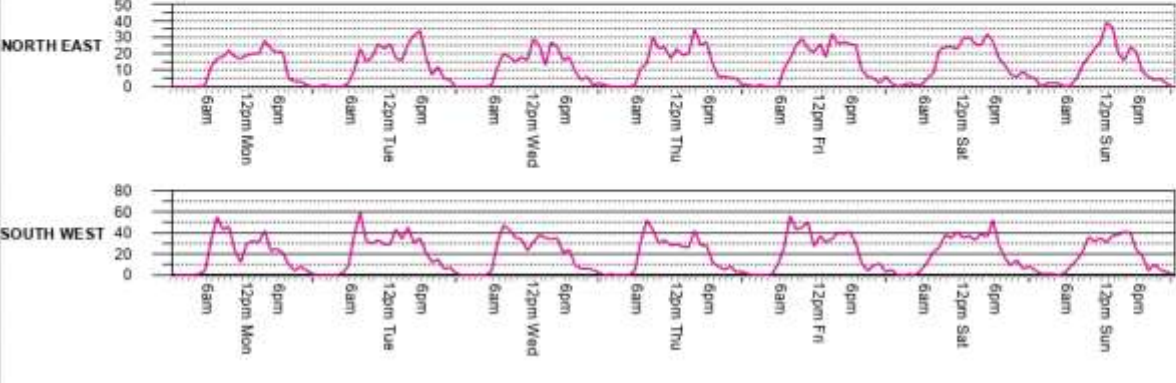
One Page Summary

Count Number 8949		Lat/Long : S33 48.629 / E151 15.486		UBD 197 H-15	
Street CUTLER ROAD, CLONTARF : Between AMIENS ROAD & TABALUM ROAD (bidirectional)					
Location Near House No. 68 between ELP M030584 and M030853					
Start Date 19-AUG-20		Speed Limit 50		NORTH EAST	SOUTH WEST
Start Time 1600		Weekly 50th Percentile Speed		39	41
Duration 7 DAYS		Weekly 85th Percentile Speed		48	48
Interval 1 HOUR		Five Day AADT		300	482
		Seven Day AADT		303	474
				782	777

55th Percentile	MON 24-AUG-20			TUE 25-AUG-20			WED 19-AUG-20			THU 20-AUG-20			FRI 21-AUG-20			SAT 22-AUG-20			SUN 23-AUG-20			SEVENDAY AVERAGE				
	NORTH	SOUTH	BiDir	NORTH	SOUTH	BiDir	NORTH	SOUTH	BiDir	NORTH	SOUTH	BiDir	NORTH	SOUTH	BiDir	NORTH	SOUTH	BiDir	NORTH	SOUTH	BiDir	NORTH	SOUTH	BiDir		
47.3	47.8	47.6	48.1	48.0	48.0	48.1	47.7	47.8	47.7	48.3	48.1	47.9	47.9	47.9	47.8	47.9	47.8	47.8	47.8	47.4	47.8	47.8	47.8	47.8	47.8	47.8
38.5	41.1	40.3	40.3	41.5	41.1	40.0	40.3	40.2	39.3	41.8	40.9	39.4	41.3	40.7	39.2	41.4	40.8	39.5	39.9	39.8	39.5	39.5	41.0	40.5	39.5	41.0
0	0	0	1	1	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2857	2857	3714
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Short %	Med %	Long %	Avg Pk Vp	Avg Pk Vp	7-Typ	Avg Tot	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13						
87.7	92.8	90.6	91.4	92.7	91.9	92.0	93.5	92.9	90.9	92.5	91.9	93.5	95.4	94.7	97.9	99.4	97.0	99.4	97.0	97.5	97.3	97.4	95.1	94.3	93.8
12.3	7.2	9.1	8.3	7.8	7.8	8.0	6.5	7.1	9.1	7.7	8.0	6.5	4.4	5.2	2.1	3.4	2.9	2.5	2.7	2.6	2.6	2.6	6.8	5.5	6.0
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289	447	716	314	510	824	274	463	737	307	442	749	337	549	890	340	498	838	280	409	699	303	474	474	777	777
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



ITEM 4.16	FISHER ROAD, DEE WHY - BUS LANE & RIGHT TURN BAN
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/551446
ATTACHMENTS	1 ↓ Fisher Road, Dee Why - Plan1 2 ↓ Fisher Road, Dee Why - Plan2 3 ↓ Table of Consultation

GEOCODES: -33.752207, 151.285043

REPORT

BACKGROUND

Council has received funding from Transport for NSW to investigate improvements along the 136 Bus Route. The intersection of Fisher Road, St. David Avenue and Fisher Road/McIntosh Street are two intersections that are being reviewed as part of this work with the aim to reduce delays for buses and improve the efficiency of the intersections for all traffic.

LOCATION

- Fisher Road is a Regional Road carrying high volumes of traffic.
- Its intersection with St. David Avenue is controlled by traffic signals while its intersection with McIntosh Street is controlled by a two lane roundabout.
- Parking is generally permitted on both sides of Fisher Road; however parking is not permitted on either side of Fisher Road between McIntosh Street and St. David Avenue.
- The 136 Bus route travels along St. David Avenue, Fisher Road and McIntosh Street.
- Bus stops are present on either side of Fisher Road midway between McIntosh Street and St. David Avenue.
- Dee Why Police station is sited on the south east corner of the intersection
- Dee Why Fire Station is sited on the north west corner of the intersection

ISSUES

- Congestion on Fisher Road can contribute to bunching of buses at the Dee Why interchange on Pittwater Road
- Low volumes of right turning traffic into St. David Avenue and Lewis Street create delays for the much larger volumes of through traffic on Fisher Road
- Through traffic on Fisher Road currently has a tendency to use the kerb side lane in both directions to avoid right turners into St. David Avenue & Lewis Street. This creates delays for buses turning left into McIntosh Street and St. David Avenue and requires a tricky merge immediately after departure from the roundabout at McIntosh Street. The introduction of right turn bans at the St. David Avenue intersection will tend to result in more traffic using the centre lanes freeing up the kerbside lane for buses.
- Banning the right turns into Lewis Street and St. David Avenue impact access options for both the Police and Fire and Rescue. To alleviate such issues, an exemption for emergency vehicles to any turn bans would be required.

- SIDRA modelling indicates that the intersection of St. David Avenue/Fisher Road/Lewis Street currently operates at LOS B in the AM peak period and LOS C in the PM peak period. The introduction of a full time right turn ban into St. David Avenue and an AM peak right turn ban into Lewis Street, coupled with bus lanes on Fisher Road, results in minimal impact for general traffic with AM and PM peak LOS remaining unchanged and average delays slightly improved. Delays for buses turning left from Fisher Road are however expected to decrease in the AM peak by 3.4 seconds per bus and delays for buses turning right out of St. David Avenue in the PM peak are improved by 9 seconds per bus.

PROPOSAL

Council has undertaken a review of the location and proposes to introduce bus lanes in both directions on Fisher Road. The northbound bus lane will operate on a full-time basis between Lewis Street and McIntosh Road, while the southbound Bus Lane will operate only in the AM peak (6am to 10am) between Kingsway and St. David Avenue.

It is also proposed to introduce a full-time right turn ban into St. David Avenue (Buses & Emergency Service Vehicles Excepted) and an AM peak right turn ban into Lewis Street (Emergency Service Vehicles Excepted).

As the changes impact upon the operation of a signalised intersection, a revised traffic signal design plan has had to be prepared and is currently with Transport for NSW for review.

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. Cyclists are permitted to use Bus Lanes so some improvement in cycle access would result
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 364 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

1. That the Traffic Committee supports the:
 - a. Introduction of an AM peak right turn ban from Fisher Road into Lewis Street (Emergency Services Vehicles Excepted). The turn bans to operate between 6am and 10am
 - b. Introduction of a full-time right turn ban from Fisher Road into St. David Avenue (Buses and Emergency Services Vehicles Excepted)
 - c. Introduction of a full time Bus Lane on the west side of Fisher Road between Lewis Street and McIntosh Street
 - d. Introduction of an AM peak Bus Lane on the east side of Fisher Road between Kingsway and St. David Avenue. The Bus lane to operate 6am to 10am
2. That it be noted that an updated traffic signal design plan for the changes is currently with Transport for NSW for review.

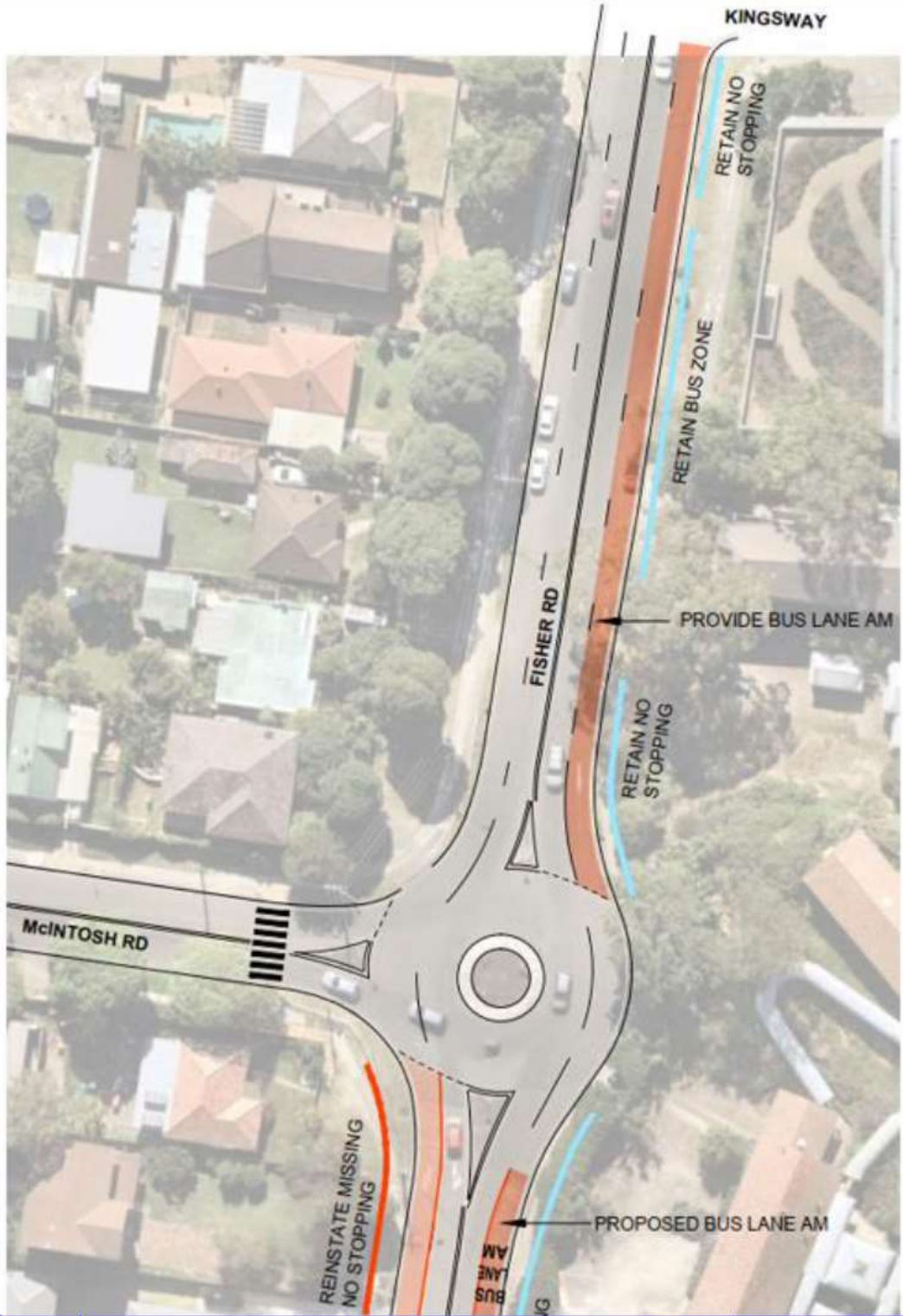


REPORT TO NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING

ITEM NO. 4.16 - 06 OCTOBER 2020



	PROPOSAL	 <p>northern beaches council</p>	
	Fisher Road, Dee Why Bus Lane & Right Turn Bans		
	Drawn JB		Approved <i>Plemon</i>



PROPOSAL

Fisher Road, Dee Why
Bus Lane



Drawn JB

Approved *Plemon*

Table of Consultation

Address	Fisher Road, Dee Why
Proposal	Bus Lanes & Right Turn Bans

Properties Consulted	364
Responses Received	6
Support	4
Partial Support	1
Do Not Support	1

Issue	Resident Comment	Council Response
duration of bus lane	southbound bus lane should not be 24 hr as residents need to park in the evening	the southbound bus lane only applies in the am peak
emergency vehicles exceptions	both Police and Fire & Rescue services have requested an emergency vehicles exception to the right turn bans be signposted	these will be added
oppose bus lanes	Police have advised that they oppose the bus lanes which they consider will increase the traffic bottlenecks and create a safety issue as drivers will seek to turn left into McIntosh Rd or St.David Ave from the centre lane	drivers are permitted to enter a bus lane 100m in advance of an intersection to turn, the bus lanes will continue to be available for turning traffic on that basis. Modelling suggests that a slight improvement to average intersection delays will occur in both the AM and PM peak periods with good improvements for buses.
oppose turn ban into St.David Ave	the right turn ban into St.David Ave will result in more traffic turning left into St.David Ave from Pittwater Road increasing congestion on that road	the number of vehicles currently turning right is low and the impact on Pittwater Road will be insignificant
right turn phases	right turn phases to facilitate right turns rather than ban them should be introduced	right turn phases take away green time from other traffic movements and would reduce the overall efficiency of the intersection

ITEM 4.17	ST.DAVID AVENUE, DEE WHY - PM PEAK NO STOPPING & BUS LANE
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/551562
ATTACHMENTS	1 ↓ ST. DAVID AVE, DEE WHY - PLAN 2 ↓ Table of Consultation

GEOCODES: -33.752453, 151.286386

REPORT

BACKGROUND

Council has received funding from Transport for NSW to investigate improvements along the 136 Bus Route. The intersection of St. David Avenue and Pittwater Road is an intersection that is being reviewed as part of this work with the aim to reduce delays for buses and improve the efficiency of the intersection for all traffic.

LOCATION

- St. David Avenue is a local road carrying moderate volumes of traffic.
- Its intersections with Pittwater Road and Fisher Road are controlled by traffic signals.
- Parking is generally permitted on both sides of St. David Avenue; however parking is not permitted on its north side on approach to Pittwater Road
- The 136 Bus route travels in both directions along St. David Avenue crossing Pittwater Road to proceed east-west along Howard Avenue.
- Dee Why Police station is sited on the south side of St. David Avenue near its intersection with Fisher Road
- No Parking Police Vehicles Excepted parking restrictions are present on both sides of St. David Avenue between Fisher Road and Civic Drive
- The Northern Beaches Council Civic Centre and Library and associated carpark are sited to the north of St. David Avenue.

ISSUES

- Buses currently experience delays turning right from St. David Avenue into Pittwater Road. Buses need to turn during the intergreen from St David Avenue into Pittwater Road eastbound. During peak times, up to three buses can be queued to turn right and rely on the intergreen period to turn. Consequently, only one bus is able to turn per cycle. An additional bus may turn during the end of the green phase but relying on this conflicts with pedestrians crossing Pittwater Road and can delay north-south traffic on Pittwater Road. The delays for buses can be considerable and impact on scheduling. Clearly, turns in the end of phase period are dangerous. A green arrow phase only for right turning buses would greatly improve safety.
- Buses also experience difficulties travelling westbound from Howard Avenue into St. David Avenue where they must merge to the right through the intersection after departing the kerbside bus stop on Howard Avenue. This can be difficult if through-traffic in the centre

lane does not allow the merge. Parked vehicles immediately west of the intersection on St. David Avenue make this merge hazardous.

- Buses find it difficult safely turning left from Pittwater Road into St. David Avenue due to parked vehicles on the south side of St. David Avenue.
- Cars often turn right from St. David Avenue contrary to the No Right Turn restriction. Given the width of the intersection, an increase in the size of No Right Turn signage to make it more visible may reduce the incidence of this occurring.

PROPOSAL

Council has undertaken a review of the location and issues and found that excessive delays occur for buses travelling westbound and also for buses seeking to turn right into Pittwater Road. This results in delays for all traffic and interferes with bus scheduling times and causes bunching at the Dee Why interchange on Pittwater Road. Council proposes to convert the existing 1P timed parking on the south side of St. David Avenue to No Stopping in the PM peak period (3pm-7pm) and to implement a PM peak (3pm – 7pm) bus lane on the south side of St. David Avenue between Civic Place and Pittwater Road.

It is also proposed to create a dedicated right turn phase only for buses seeking to turn right from St. David Avenue. This requires Transport for NSW (RMS) consent which to date has not been obtained, given concerns about resultant delays for other traffic movements and difficulties effectively detecting queued buses. It is noted that Police have requested that the right turn ban also notes that emergency services vehicles are also permitted to turn right

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

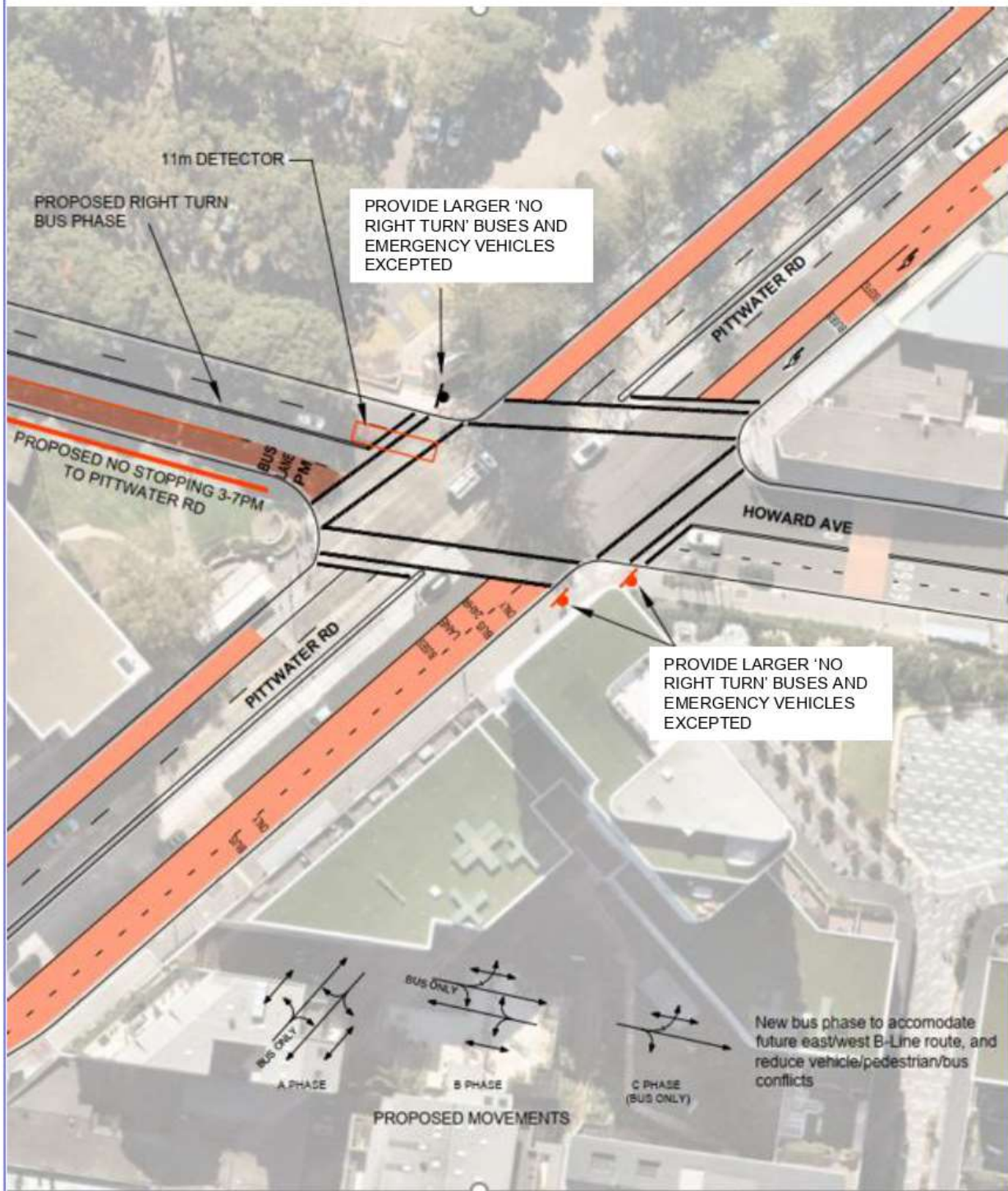
CONSULTATION

Consultation letters have been distributed to 142 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 No Stopping applying 3pm to 7pm Everyday on the south side of St. David Avenue between Pittwater Road. Parking at other times to remain 1P
- B. Introduction of a PM peak (3pm to 7pm) Bus Lane in the kerbside lane of St. David Avenue.
- C. Increasing the size of the existing No Right Turn (bus excepted) signs from A to B size with Emergency Vehicles also granted an exemption to the right turn ban.
- D. Introduction of a bus turning phase to support the No Right Turn Buses Excepted restriction out of St. David Avenue, noting that such a change requires TfNSW approval.



PROPOSAL

St. David Ave, Dee Why
Bus Right Turn and PM peak No Stopping

Drawn JB

Approved *P. Dean*



northern
beaches
council

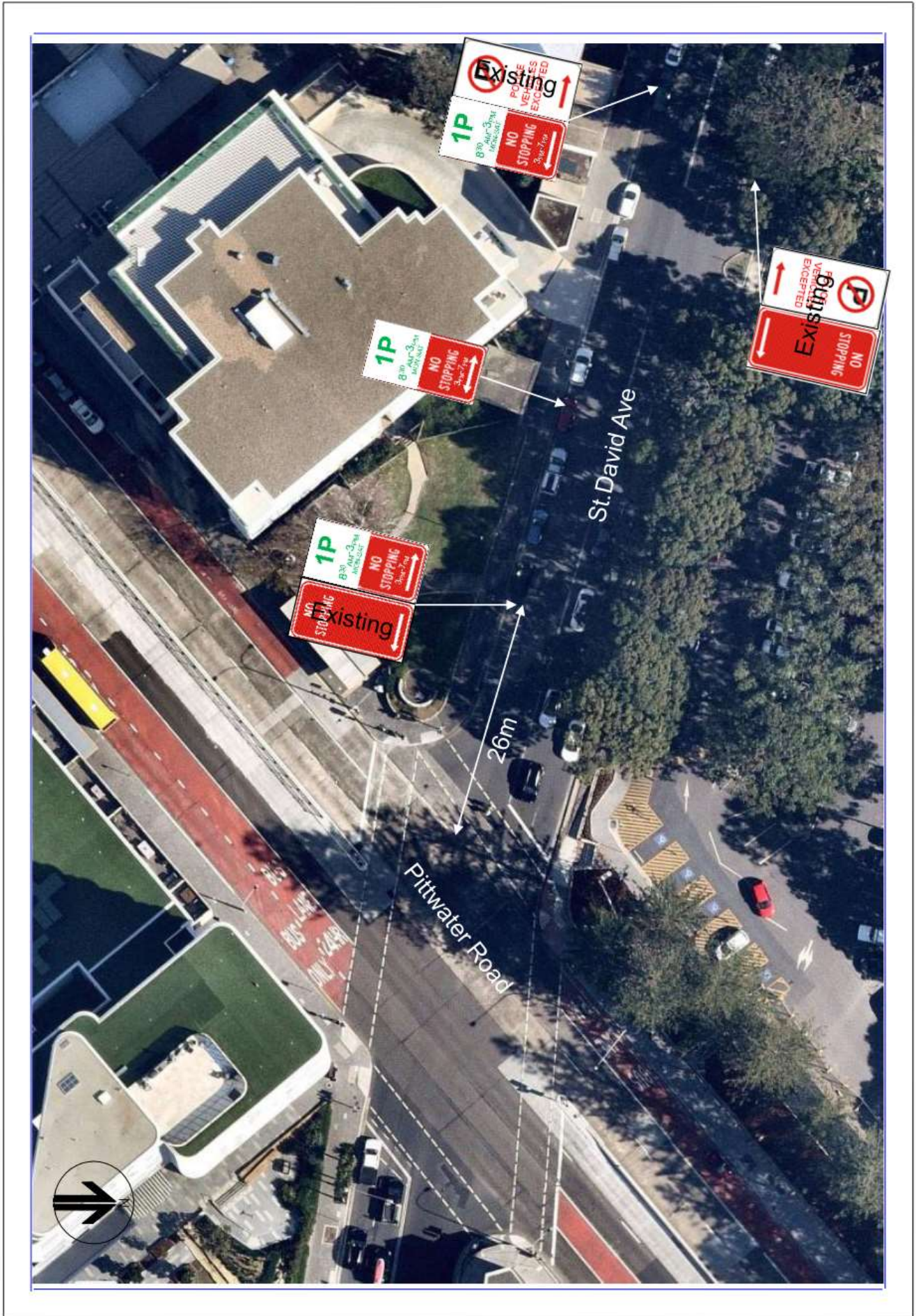


Table of Consultation

Address	St.David Ave
Proposal	PM peak No Stopping & Bus Lane

Properties Consulted	142
Responses Received	2
Support	2
Do Not Support	0

Issue	Resident Comment	Council Response
Emergency Vehicles Excepted	Northern Beaches Police have requested that the No Right Turn Restriction be adjusted to permit right turns by buses and emergency services vehicles	Buses are currently exempt from the right turn ban and will remain so. Emergency Services Vehicles are permitted to turn right in an emergency under flashing lights but the exemption to the turn ban as requested would be appropriate
Police parking	Northern Beaches Police have requested that the 1P parking on the south side of St.David Ave be changed to No Parking Police Vehicles Excepted to cater for increased numbers of Police stationed at Dee Why	There is already 13-14 spaces of Police vehicle parking on St.David Avenue. This encompasses all of the available kerb frontage in front of the Police station and opposite it. If NSW Police wish to reduce staff officers to Dee Why parking for those Police should be accommodated offstreet.

ITEM 4.18	LAWRENCE STREET, FRESHWATER - DO NOT QUEUE ACROSS INTERSECTION
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/551861
ATTACHMENTS	1 ↓ Lawrence Street, Freshwater - Plan

GEOCODES: -33.778830, 151.28382

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles queuing on Lawrence Street across the intersection with Dowling Street and blocking egress from that street.

LOCATION

- Lawrence Street and Dowling Street are local road carrying moderate volumes of traffic in two directions. They intersect at an uncontrolled T-Junction approximately 20m west of the signalised intersection of Lawrence Street and Oliver Street.
- The intersection lies at the western extremity of the Freshwater shopping strip.
- A marked pedestrian crossing is sited on Lawrence Street immediately to the east of Dowling Street

ISSUES

- Vehicles queuing at the traffic signals on Lawrence Street often queue back across Dowling Street preventing vehicles from turning from that street.
- The intersection is not appropriate for Keep Clear markings as the RMS technical Direction advises that KEEP CLEAR markings must not be provided to allow vehicles to turn left from a side street, as this would result in left turning vehicles committing an offence if they joined the queue by entering the keep clear area.
- Where the desire is to allow the left turn to operate more freely, which is the case in this location, the technical direction suggests that the soft option of erecting an advisory DO NOT QUEUE ACROSS INTERSECTION sign should be considered.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a Do Not Queue Across Intersection sign on Lawrence Street, to assist in keeping the intersection free for traffic exiting and entering Dowling 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

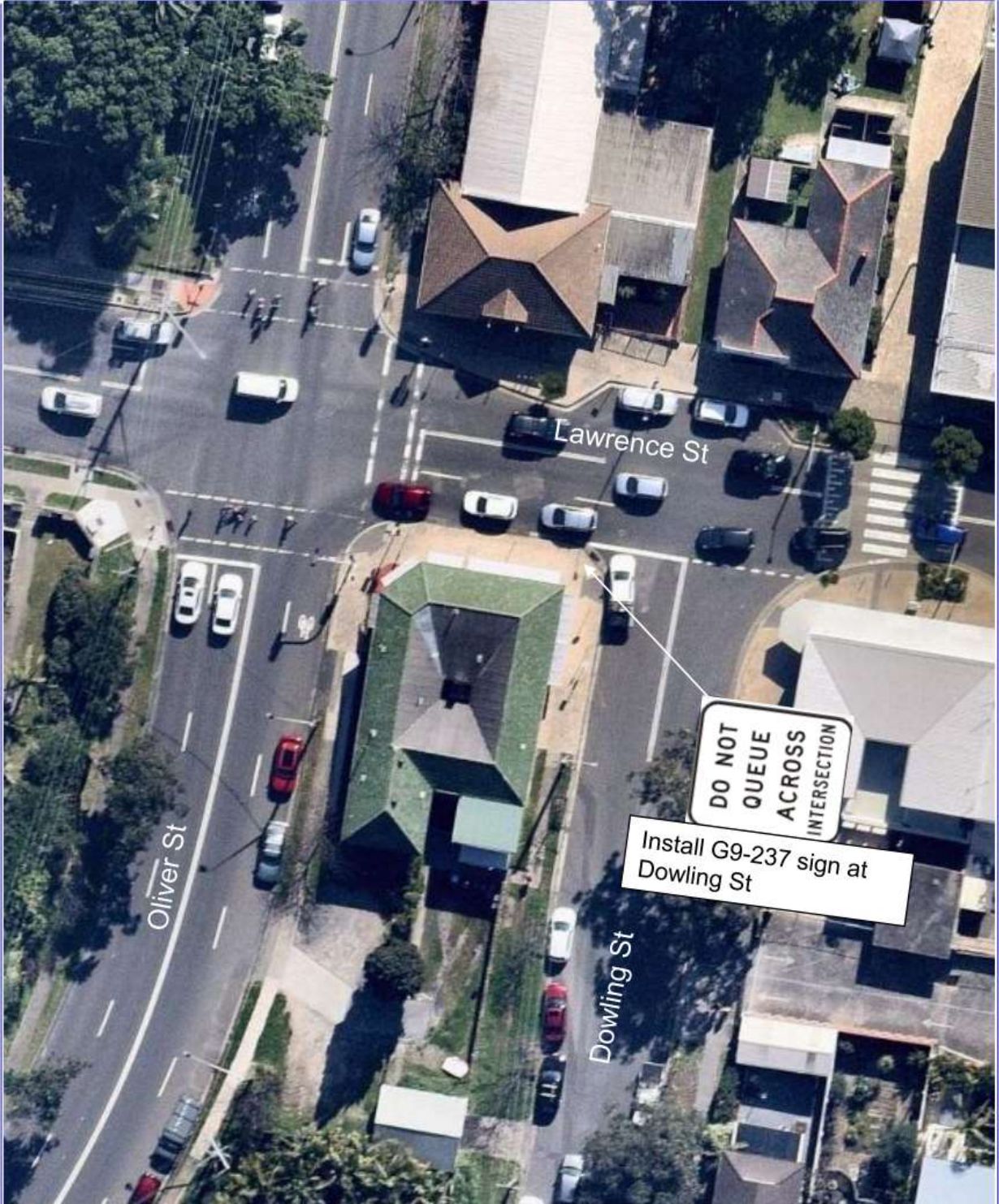
CONSULTATION



Consultation letters have not been distributed regarding this matter as it has a very low level of impact.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a G9-237 (Do Not Queue Across Intersection) sign on Lawrence Street Freshwater where it meets Dowling Street



	PROPOSAL	 northern beaches council	
	Lawrence Street, Freshwater Do Not Queue Across Intersection		
	Drawn JB		Approved <i>Plemon</i>

ITEM 4.19	PARKLAND ROAD, MONA VALE - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/554106
ATTACHMENTS	1 ↓ Parkland Road, Mona Vale - Plan 2 ↓ Parkland Road, Mona Vale - Table of Consultation 3 ↓ Parkland Road, Mona Vale - Speed and Volume Summary

GEOCODES: -33.671637, 151.294583

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles, vehicle speeds and sight distances.

LOCATION

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

ISSUES

- Parked vehicles on the bend are causing sight distance concerns for vehicles both entering and exiting driveways and also travelling along Parkland Road. This proposal is in addition to the 'No Parking' restrictions that was approved at Northern Beaches Council Local Traffic Committee on 7 July 2020, Item 4.4. These restrictions have been installed and are located to the east of this proposal.
- Concerns from residents were raised regarding vehicles speeding. Council undertook a speed and volume count survey which revealed an 85% percentile speed of 40 km/h for east direction and 39 km/h for west direction.

The seven day AADT was recorded as 1271 vehicles for the east bound direction and 1211 for the west direction (Summary of report - Attachment 3).

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install 'No Parking' on existing stems at boundary of 33 and 35 Parkland Road and new stem on western side of driveway at 39 Parkland Road, Mona Vale.

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 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 installation of 'No Parking' on existing stems at boundary of 33 and 35 Parkland Road and new stem on western side of driveway at 39 Parkland Road, Mona Vale.



PROPOSAL

Parkland Road, Mona Vale
No Parking Restrictions



Drawn KT

Approved *P. Deon*

Table of Consultation

Address	Parkland Road, Mona Vale
Proposal	No Parking Restrictions

Properties Consulted	12
Responses Received	4
Support	3
Do Not Support	1

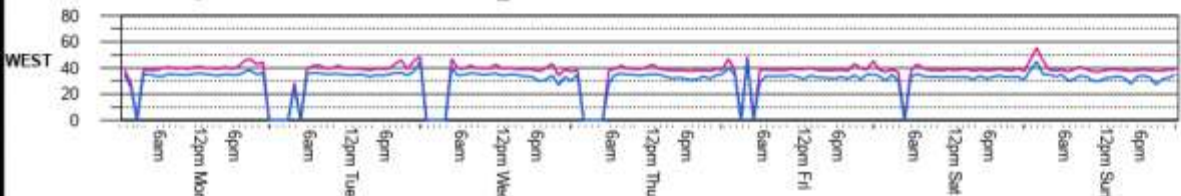
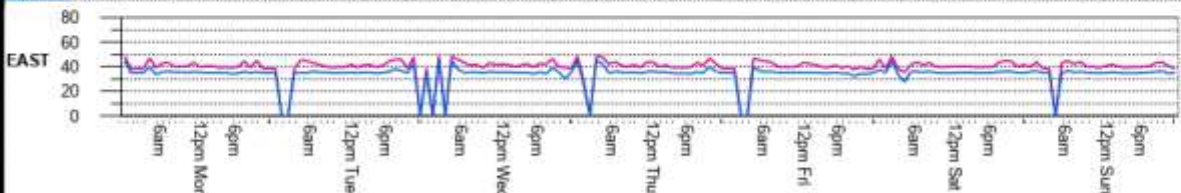
Issue	Resident Comment	Council Response
Traffic calming	There needs to be a speed hump or no driving that direction during certain hours towards Mona Vale during school hours	Council undertook speed and volume counts survey revealed an 85% percentile speed of 40 km/h for east direction and 39 km/h for west direction. The seven day AADT was recorded as 1271 vehicles for the east bound direction and 1211 for the west direction. There are 2 flat top speed humps existing surrounding this proposal which are approx 135m apart. As Parkland Road is a bus route in both directions, making one-way would not be viable. One-ways are generally not supported well by the community and if they are implemented they are in smaller streets.
Extend No Parking restrictions	Cars parked in this location are consistently poorly parked; (significantly away from the curb) due to the difficulty in parking close to the gutter on an outward bend. West bound vehicles veering onto the incorrect side of the road at high speed (cutting the corner so to speak). This stretch has always been an issue, and the concentration of parking to this location (as has been proposed and recently witnessed) will significantly increase this occurrence and the likely event of a head on vehicle collision. Parking on the bend also significantly reduces the Bus Corridor to this area. We have repeatedly witnessed Busses and vehicles stopping and reversing to clear traffic blocks resulting from parking to this bend. The line of sight is inadequate when vehicles are parked on the Bend.	Council is aware to the demand of on-street parking, and will not be extending these restrictions at this time. There are existing 'No Parking' and 'Bus Zone' restrictions adjacent on the opposite side of the road which will assist with sight lines and passing opportunities.
Lose of parking	Extension of the no parking restrictions will leave little or no parking spaces along this section of Parkland Road	All properties in the proposed area have off-street parking available. On-street parking is still available on either side of the street in various locations.

CfeIT bob.white@cfeit.com (02) 9740 8600

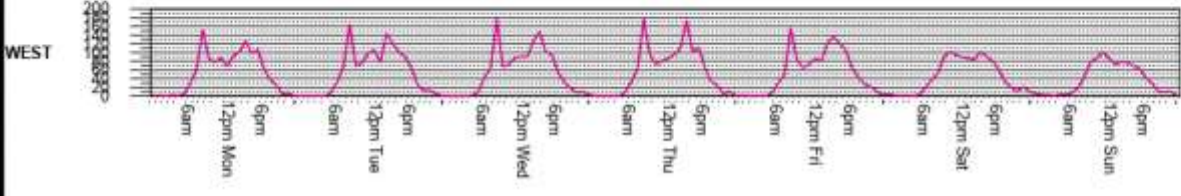
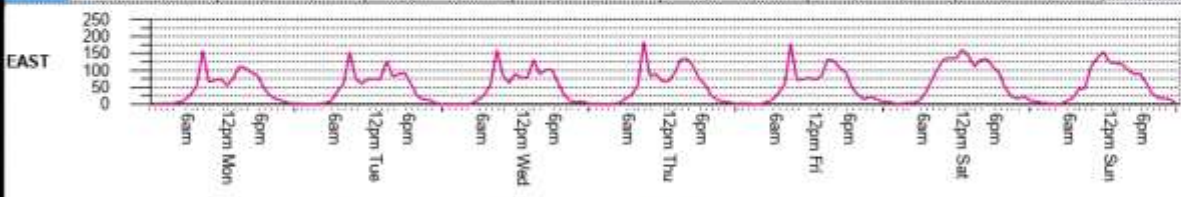
One Page Summary

Count Number 8961	Lat/Long : S33 40.294 / E151 17.584		
Street	PARKLAND ROAD, MONA VALE : Between SAMUEL STREET & PARK STREET (bidirectional)		
Location	Near House No. 37, ELP MV2615		
Start Date 21-AUG-20	Speed Limit 50	EAST	WEST COMBINED
Start Time 1600	Weekly 50th Percentile Speed	35	34 35
Duration 7 DAYS	Weekly 85th Percentile Speed	40	39 40
Interval 1 HOUR	Five Day AADT	1187	1294 2481
	Seven Day AADT	1271	1211 2482

	MON 24-AUG-20			TUE 25-AUG-20			WED 26-AUG-20			THU 27-AUG-20			FRI 21-AUG-20			SAT 22-AUG-20			SUN 23-AUG-20			SEVENDAY AVERAGE		
	EAST	WEST	BiDir	EAST	WEST	BiDir	EAST	WEST	BiDir	EAST	WEST	BiDir	EAST	WEST	BiDir	EAST	WEST	BiDir	EAST	WEST	BiDir	EAST	WEST	BiDir
55%ile	40.0	39.9	39.9	40.0	39.5	39.8	41.3	39.5	39.9	40.1	39.0	39.5	39.9	38.6	39.3	40.2	38.5	39.5	39.5	38.4	39.4	40.3	39.1	39.6
85%ile	35.3	35.0	35.1	35.3	34.9	35.1	35.4	34.5	34.9	35.3	33.8	34.5	35.1	33.1	34.2	35.2	33.0	34.4	35.2	32.3	34.2	35.3	33.8	34.6
10%ile	2.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	2.0	0.0	2.0	857.0	1429.0	1.0
15%ile	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	0.0
20%ile	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2857.0	1429.0	4286.0
25%ile	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



	MON	TUE	WED	THU	FRI	SAT	SUN	SEVENDAY AVERAGE
Short %	96.5	96.8	96.8	95.7	96.1	97.3	96.0	96.5
Med %	3.4	16.0	10.1	4.1	17.7	11.1	11.1	12.2
Long %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All Pk Vv	188	183	311	154	185	319	190	178
All Pk Vv	112	127	233	128	144	272	131	147
7-Typ	992	1119	2111	1019	1184	2203	1098	1176
ADTT Tot	1067	1236	2393	1125	1287	2412	1190	1303
Class 1	59	88	146	65	96	161	55	96
Class 2	995	944	1839	1009	905	1974	1100	941
Class 3	8	7	13	5	7	3	3	5
Class 4	38	70	105	45	74	119	38	78
Class 5	1	1	1	1	1	1	1	1
Class 6	0	0	0	0	0	0	0	0
Class 7	0	0	0	0	0	0	0	0
Class 8	0	0	0	0	0	0	0	0
Class 9	0	0	0	0	0	0	0	0
Class 10	0	0	0	0	0	0	0	0
Class 11	0	0	0	0	0	0	0	0
Class 12	0	0	0	0	0	0	0	0
Class 13	0	0	0	0	0	0	0	0



ITEM 4.20 **ABBOTT ROAD, CURL CURL - NO STOPPING & TIMED
PARKING RESTRICTIONS****REPORTING OFFICER** **TRAFFIC OFFICER****TRIM FILE REF** **2020/554599****ATTACHMENTS** 1 [↓](#) **Abbott Road, Curl Curl - Plan**
2 [↓](#) **Abbott Road, Curl Curl - Table Of Consultation****GEOCODES:** -33.763842, 151.282433**REPORT****BACKGROUND**

Council has received concerns from local residents regarding the parking of caravans, trucks, box and boat trailers for extended periods in Reub Hudson and Denzil Joyce Oval carparks and on sections of Abbott Road, Curl Curl. This is restricting visibility for residents exiting Fay Street, for drivers exiting the Reub Hudson, Denzil Joyce Oval, the carpark at Northern Beaches Secondary College Manly Campus and to pedestrians using the marked pedestrian crossing serving the school.

LOCATION

Abbott Road is a Regional Road carrying high volumes of traffic. The Northern Beaches Secondary College Manly Campus, one of the largest high schools in the LGA, is sited on the northern side of Abbott Road and the John Fisher Park playing fields and netball courts are sited on the south side of the road. Reub Hudson and Denzil Joyce Oval carparks are also located on the southern side of Abbott Road, Curl Curl.

ISSUES

- Several months ago, Council installed No Parking Motor Vehicles Excepted Parking restrictions on the south side of Abbott Road. These restrictions have been successful in removing boats, trailers and caravans from that side of the road; however, some have relocated to the northern side and the majority on the southern side of the road.
- Parents and participants are unable to find available parking when attending sporting fixtures.
- Boats, trailers, trucks, caravans and motor homes are parking on the northern and southern side of Abbott Road, between the pedestrian crossing serving the Northern Beaches Secondary College Manly Campus and the intersection of Pitt & Abbott Road, blocking visibility.
- Residents are concerned about safety when exiting Fay Street and Reub Hudson and Denzil Joyce Oval carparks.
- Staff of the Northern Beaches Secondary College Manly Campus are concerned about safety when exiting the school's carpark and also about obstructed sight lines to the pedestrian crossing sited immediately west of the carpark.

PROPOSAL

Council has undertaken a review of the location and issues and proposes Timed Parking 4P 8:00am – 6:00pm Everyday restrictions along sections of the northern and southern side of Abbott Road between Harbord and Pitt Road, Curl Curl. The proposal includes Reub Hudson and Denzil Joyce Oval carparks and will effectively restrict the parking of non-motorised vehicles, such as trailers, boats and caravans.

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 56 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. Replacement of existing No Stopping with No Stopping Unbroken Yellow Kerb Lines on the northern and southern side of Abbott Road, east of the pedestrian crossing to the existing Bus Zone and former 10P parking outside Manly Selective High School.
- B. Replacement of existing 10P restrictions with 4P 8am-6pm Everyday from Manly Selective High School to No.1 Burilla Avenue, Curl Curl.
- C. Installation of statutory No Stopping restrictions at the intersection of Fay Street and Abbott Road, Curl Curl.
- D. Removal of all existing No Parking Motor Vehicles Excepted and installation of 4P 8am-6pm Everyday.
- E. Extension of the existing No Stopping Unbroken Yellow Kerb Line on the southern side opposite No.114 approximately 20m west to opposite No.116 Abbott Road, Curl Curl.
- F. Installation of 4P 8am-6pm Everyday in Reub Hudson and Denzil Joyce Oval carparks.

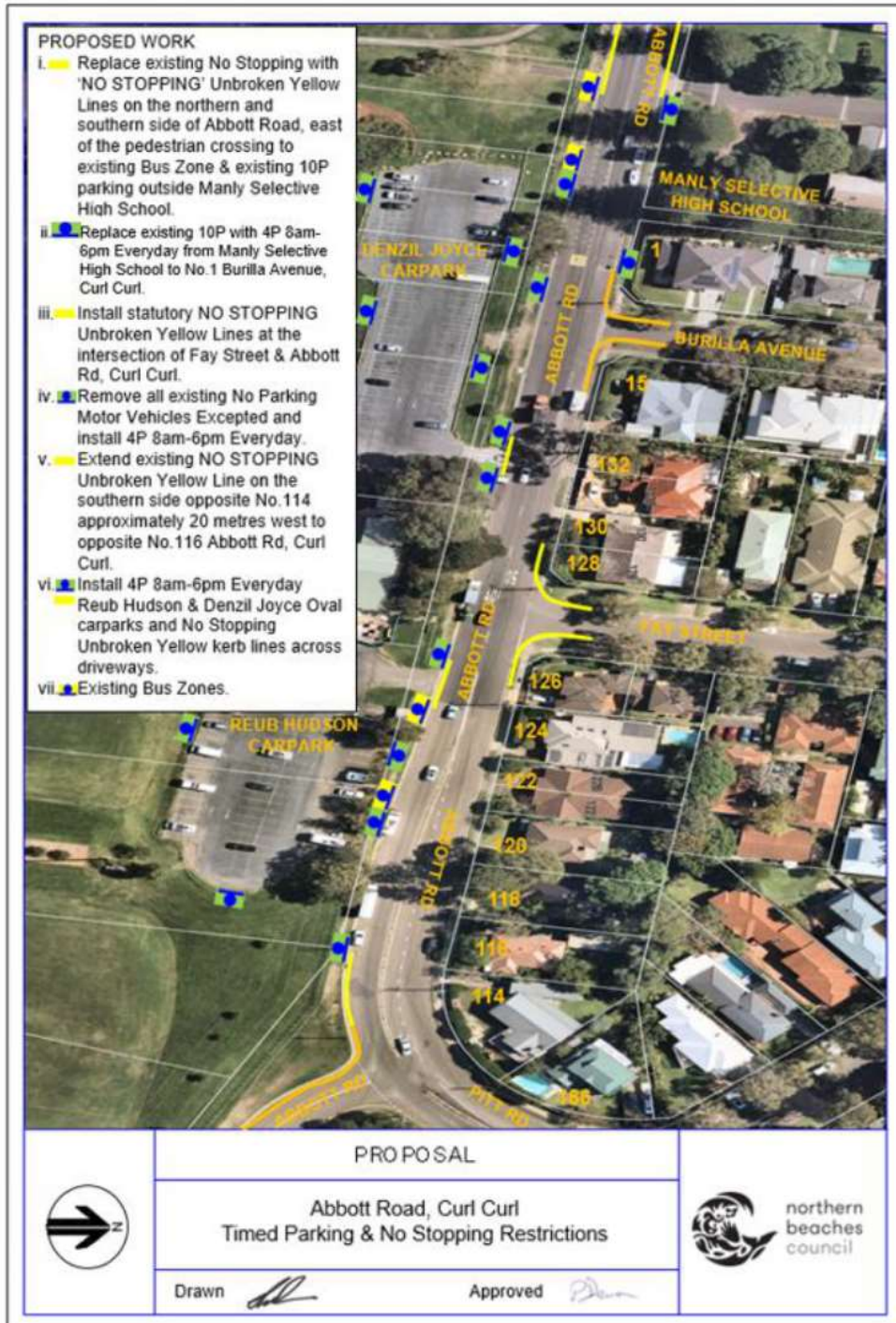


Table of Consultation

Address	<u>Abbott Road, Curl Curl</u>
Proposal	<u>No Stopping & Timed Parking Restrictions</u>

Properties Consulted	56
Responses Received	6
Support	3
Do Not Support	3

Issue	Resident Comment	Council Response
Effects residents	The application of 4 hour parking in Reub Hudson & Denzil Joyce car parks will increase congestion on neighbouring roads (eg Burilla Avenue) on weekdays due to student parking for Manly Selective and on weekends due to sports events. The No Overnight / Cars Only restrictions should suffice if effectively enforced.	The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking. Council Rangers will monitor timed parking restrictions to assist on street parking turnover and any illegal parking/activity affecting residents.
Additional concern	While we are supportive in principle, we do not agree unless the Committee includes a reasonable plan or consideration to ensure the problem or burden is not simply shifted onto nearby residents	The intention of the proposal is to improve parking turnover and pedestrian and road safety. Council Rangers will monitor illegal parking and if further issues arise Council will action resident requests.

ITEM 4.21	BARDO ROAD, NEWPORT - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/555403
ATTACHMENTS	1 ↓ Bardo Road, Newport - Plan
	2 ↓ Bardo Road, Newport - Table of Consultation

GEOCODES: -33.656597, 151.314206

REPORT

BACKGROUND

Council has received concerns from local residents and parents of Bardo Road Kindergarten regarding parking availability and safety of children when picking up and dropping off.

LOCATION

- Bardo Road is a local road with a posted speed limit of 50km/h
- Access to Bardo Road is from Barrenjoey Road from the east and Nooal Street from the west
- Bardo Road has a road width of approximately 8.0m in this location
- Bardo Road Kindergarten is located at 41 Bardo Road, Newport, between Bishop Street and King Street, Newport.

ISSUES

- Parents of Bardo Road Kindergarten have raised concerns regarding parking availability and safety of children when picking up and dropping off.
- Residents have raised concerns that nearby driveways have been blocked by vehicles when parents are picking up and dropping off children.
- Following an on-site meeting with a resident, the plan was amended to include 'No Stopping Unbroken Yellow Kerb Lines' to ensure vehicles are not parked across nearby driveways and the existing kerb ramps that are located outside 39 and 30 – 32 Bardo Road, Newport.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install '1/4P 8AM – 5PM Mon – Fri' on new stems on the western side of kerb ramp at 39 Bardo Road to the eastern side of driveway at 43 Bardo Road, Newport and install 'No Stopping Unbroken Yellow Kerb Line' from western side of driveway at 34 Bardo Road to eastern side of kerb ramp and from western side of kerb ramp to eastern side of driveway at 39 Bardo Road, Newport.

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 improves the existing pedestrian facilities to ensure that vehicles are not parked blocking the kerb ramps that cross Bardo Road

CONSULTATION

Consultation letters have been distributed to 72 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 '1/4P 8AM – 5PM Mon – Fri' on new stems on the western side of kerb ramp at 39 Bardo Road to the eastern side of driveway at 43 Bardo Road, Newport
- Installation of 'No Stopping Unbroken Yellow Kerb Line' from western side of driveway at 34 Bardo Road to eastern side of kerb ramp and from western side of kerb ramp to eastern side of driveway at 39 Bardo Road, Newport

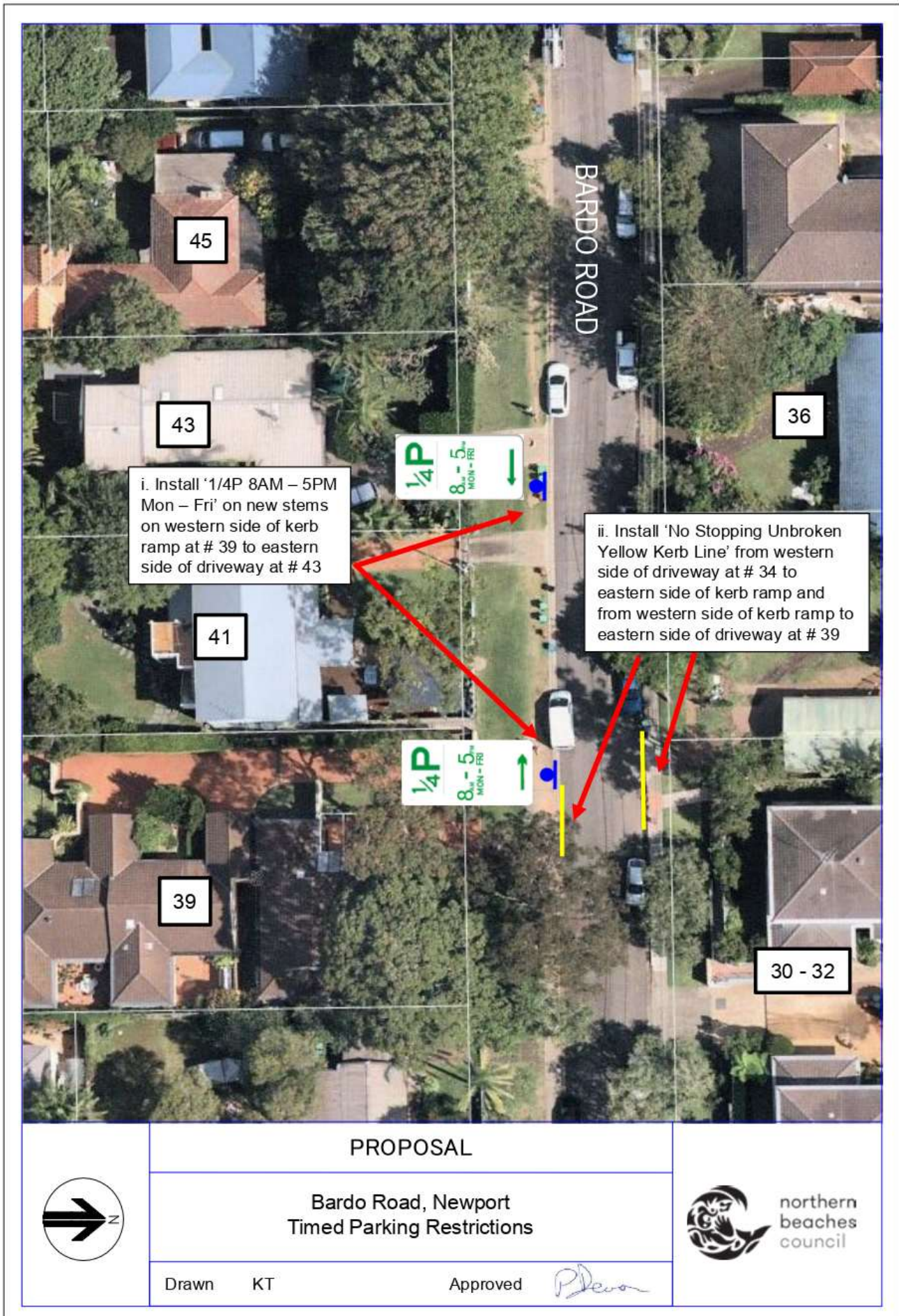


Table of Consultation

Address	Bardo Road, Newport
Proposal	Timed Parking Restrictions

Properties Consulted	72
Responses Received	7
Support	2
Do Not Support	5

Issue	Resident Comment	Council Response
Lose of parking	Parking spaces on the road are quite limited and highly competitive	Council understand the demand for on-street parking. These restrictions allow for overnight and unrestricted weekend parking
Traffic flow	Flow of traffic is difficult along Bardo Road, at all times of the day and the parking changes will make it worse	There will be no change to the existing parking conditions, however they will be timed restricted. Therefore there will be no change to traffic flow
Behavioural	Not enough has been done from a behavioural perspective of the parents and children who attend the kindergarten	Council's Road Safety Team will prepare information for the Kindergarten to share with attendees for safe and legal behaviour around schools
Restrictions	8.00 - 5.00 restrictions is frivolous. 8.30 - 9.00 and 3.00 - 3.30 are the busiest times however even this time bracket is I believe not warranted	4 car spaces are within the time restricted area. The kindergarten can have multiple collections throughout the day. These spaces allow overnight parking and unrestricted parking on weekends
Parking at driveways	Vehicles being parked too close to our driveway, and on occasion as a drop off alternative.	The initial plan has been amended to include 'No Stopping Unbroken Yellow Kerb Lines' to ensure vehicles are not parked across nearby driveways and the existing kerb ramps that are located outside 39 and 30 – 32 Bardo Road, Newport

ITEM 4.22	WHALE BEACH ROAD, AVALON BEACH - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/555880
ATTACHMENTS	1 ↓ Whale Beach Road, Avalon Beach - Plan 2 ↓ Whale Beach Road, Avalon Beach - Table of Consultation

GEOCODES: -33.623322, 151.336309

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles causing sight distance concerns when exiting Albert Road onto Whale Beach Road, Avalon Beach.

LOCATION

- Whale Beach Road is a collector road with a 40km/h speed limit approved under a previous RMS Local Traffic Scheme.
- The 717n Avalon Primary to Whale Beach Loop School Bus service operates along Whale Beach Road.
- There are two existing speed humps located on Whale Beach Road. One is approximately 40m to the south of this proposal and the other is located approximately 85m to the north.
- The road width at this location is approximately 9.8m

ISSUES

Residents on Albert Road have raised that it is difficult to exit onto Whale Beach Road due to the angle of the intersection and when vehicles are parked on the north east side of Whale Beach Road restricting sight distance of oncoming traffic.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to extend the existing statutory 'No Stopping Unbroken Yellow Kerb Line' at the Whale Beach Road and Albert Road intersection to 15m east along Whale Beach Road.

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 52 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 to extend the existing 'No Stopping Unbroken Yellow Kerb Line' 15m east along Whale Beach Road.



i. Extend existing 'NO STOPPING UNBROKEN YELLOW KERB LINE' 15m east on Whale Beach Road

PROPOSAL

Albert Road, Avalon Beach
No Stopping Restrictions



Drawn KT

Approved *P. Devan*

Table of Consultation

Address	Whale Beach Road, Avalon Beach
Proposal	No Stopping Restrictions

Properties Consulted	52
Responses Received	13
Support	9
Do Not Support	4

Issue	Resident Comment	Council Response
Extend restrictions further	The new lines are welcome but have not gone far enough	Council believes this additional restriction will be sufficient due to the posted speed limit and nearby speed hump
Sight distance	Not sure how anyone could have sight distance concerns, plenty of room for vehicles to turn onto Whale Beach Rd, especially with the speed hump slowing traffic down	Due to the topography and the angle of the intersection, when vehicles are parked in this section, sightlines of oncoming traffic travelling south are obstructed
Lose of on-street parking	Current kerb line is sufficient. Removing approx 2 - 3 car spaces which serves at least 3 - 4 rate paying household on Whale Beach Road	Most properties in this vicinity have off-street parking available. The only other restrictions that affect on-street parking in this section of Whale Beach Road are due to the existing speed humps
Accidents	Have never seen or heard about an accident on that intersection	Council has received reports of near miss incidents at this intersection and proposes to implement the additional restrictions to assist with safety of exiting Albert Road

ITEM 4.23	HARBORD ROAD, DEE WHY - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/556169
ATTACHMENTS	1 ↓ Harbord Road, Dee Why - Plan 2 ↓ Harbord Road, Dee Why - Table Of Consultation

GEOCODES: 33.759884, 151.280651

REPORT

BACKGROUND

Council has received concerns from local residents regarding the parking at the north-eastern entrance of Harbord Road, affecting traffic flow from Pittwater and Warringah Road, Dee Why.

There are five schools and nearby sports fields that increase usage of Harbord Road, in particular, vehicle use in a southbound direction from Frenchs Forest, Beacon Hill, Narraweena and Dee Why.

LOCATION

- Harbord Road is a regional road with a posted speed limit of 60km/h, carrying high volumes of traffic.
- Manly Selective Campus, St Luke's Grammar, North Curl Curl Public, Freshwater Senior Campus and Harbord Public School are located within or accessible by Harbord Road.
- Harbord Road offers access to John Fisher Park, Abbott Road, Reub Hudson and Denzil Joyce Ovals for sporting fixtures including Netball, Softball, Rugby League and Union and Football.
- Adjacent land use consists of business, industrial, medium density housing along the eastern side and industrial on the western sides of Harbord Road, Dee Why, correspondingly.
- A signalled crossing is located at the intersection of Pittwater and Harbord Road, Dee Why.
- Harbord Road services school buses and the 178, 180, 193 & 199 bus routes.
- Existing No Parking restrictions are located from No.275 to No.265 Harbord Road, Dee Why.

ISSUES

- The existing unrestricted parking located from No.263 Harbord Road, Dee Why approximately 105 metres to No.248 Headland Road, North Curl Curl, affects the southbound traffic flow from Pittwater and Warringah Roads, Dee Why and effectively creates one lane, however, the road allows for two southbound lanes.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to replace all existing No Parking signs with No Stopping 7am-7pm Everyday beginning outside No.275 to No.263 Harbord Road, Dee Why. Extend the proposed amended existing No Parking restriction to No Stopping 7am-7pm Everyday approximately 105 metres south from No.263 Harbord Road, Dee Why to the existing No Stopping restriction outside No.248 Headland Road, North Curl Curl.

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 56 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. Replacement of all existing No Parking signs with No Stopping 7am-7pm Everyday beginning outside No.275 to No. 263 Harbord Road, Dee Why.
- B. Extension of the proposed amended existing No Parking restriction to No Stopping 7am-7pm Everyday approximately 105 metres south from No.263 Harbord Road, Dee Why to the existing No Stopping restriction outside No.248 Headland Road, North Curl Curl.



Table of Consultation

Address	<u>Harbord Road, Dee Why</u>
Proposal	<u>No Stopping Restrictions</u>

Properties Consulted	56
Responses Received	6
Support	5
Do Not Support	1

Issue	Resident Comment	Council Response
Effects businesses	Accordingly it is my submission that the hours of operation of the NEW proposed restrictions would be between 6.00am to 9.30am and between 3.00pm to 6.00pm on weekdays and from 8.00am to 2.00pm on Saturdays. This would allow parking to remain on the eastern side of Harbord Rd which would assist businesses in the area and would have no effect on the amenity of the few residents in the immediate area.	The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking. Unrestricted parking is available in areas of Headland Road which has a footpath access to Harbord Road. Further timed restricted parking is available in a Council Free Carpark located at 800 Pittwater Road, Dee Why
Effects residents	Loss of Parking	The intention of the proposal is to improve traffic flow and road safety. Unrestricted parking is available in areas of Headland Road which has a footpath access to Harbord Road. Further timed restricted parking is available in a Council Free Carpark located at 800 Pittwater Road, Dee Why. Council will monitor and if further issues arise Council will action resident requests.

ITEM 4.24	HERBERT AVENUE (WALLUMATTA ROAD TO END), NEWPORT - TIMED PARKING AND NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/556932
ATTACHMENTS	1 ↓ Herbert Avenue, Newport - Plan 2 ↓ Herbert Avenue, Newport - Table of Consultation

GEOCODES: -33.650119, 151.308087

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles parking on both sides of the road affecting access to the street and parking issues in the turning circle of Herbert Avenue, Newport.

LOCATION

- Herbert Avenue is a local road with a speed limit of 50 km/h
- Herbert Avenue is a 'No Through Road' and has access from Prince Alfred Parade and Wallumatta Road.
- Herbert Avenue has varying road widths of approximately 5.2m in the section from Wallumatta Road to the turning circle.
- Trucks over 8.8m are not permitted in Herbert Avenue.

ISSUES

- An initial proposal was sent to residents to install 'No Parking' restrictions on the southern side of Herbert Avenue, from the existing restrictions in the turning circle to Wallumatta Road intersection.
- Following an onsite meeting with a number of residents on 31 July 2020, the request was raised and agreed upon by the attendees to re-consult to amend the original proposed 'No Parking' restrictions to 'No Stopping' restriction and timed parking in a small section of the turning bay.
- An additional request was raised to formalise the 'No Parking' restrictions which are currently in the Herbert Avenue and Wallumatta Road intersection, which is also used as a turning area. This will also assist with vehicles not parking in the narrow entry to Herbert Avenue (approximately 5.3m)

PROPOSAL

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

- Replace 'No Parking 7AM – 2PM Mon – Fri' with 'No Stopping' from powerpole PB61477 to PB61478.

- Replace 'No Parking 7AM – 2PM Mon – Fri' with '6P 7AM – 7PM Mon – Sun' from PB61478 to 61 Herbert Avenue
- Install 'No Stopping Unbroken Yellow Kerb Lines' from existing stem at 61 Herbert Avenue to existing 'No Stopping' restrictions at Wallumatta Road intersection
- Install 'No Parking' from western side of guardrail at 36 Herbert Avenue to eastern side of the second guardrail at 44 Herbert Avenue

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal improves safety for pedestrians and people cycling along Herbert Avenue by providing a wider road width and improved sightlines for through traffic.

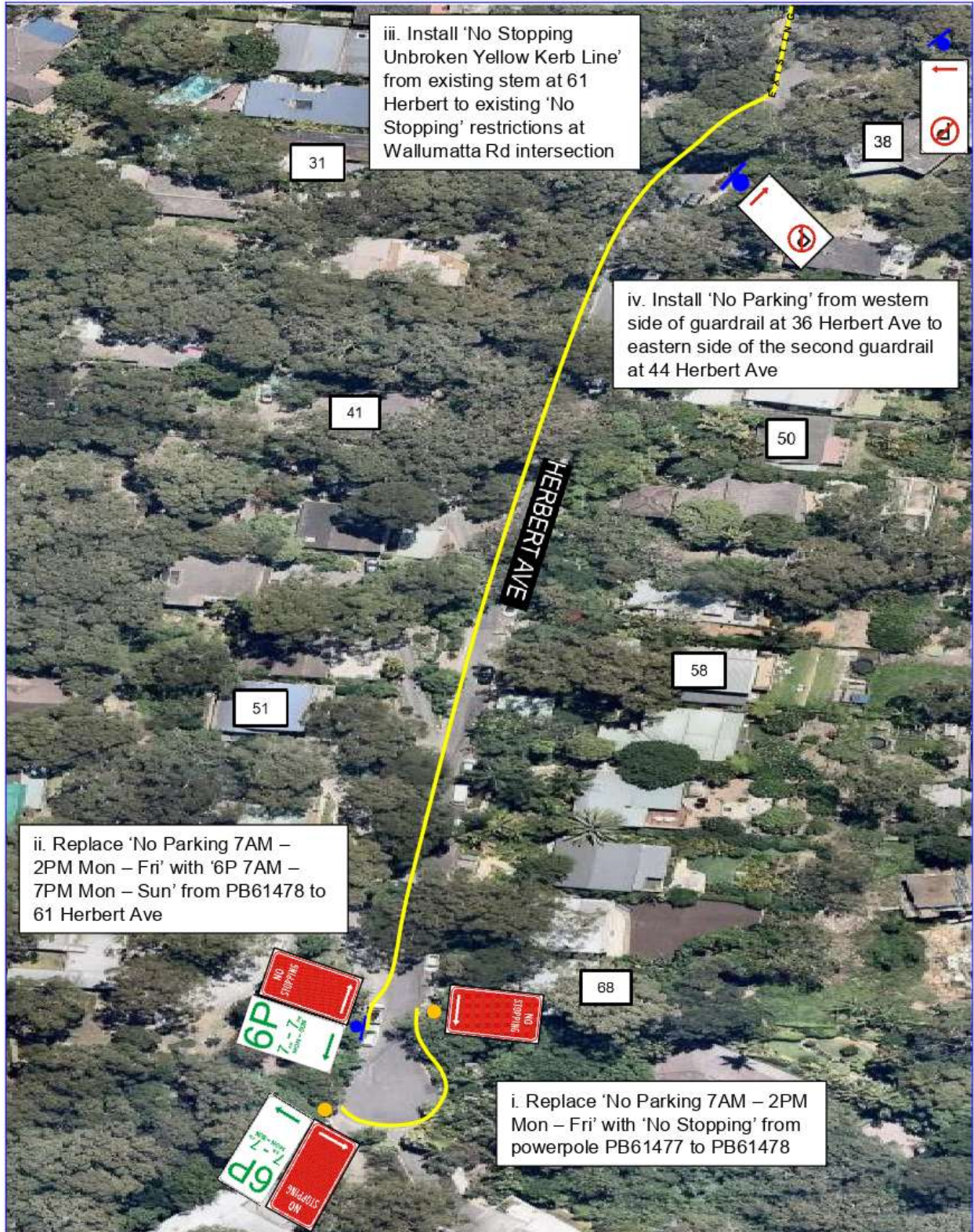
CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Replacement of 'No Parking 7AM – 2PM Mon – Fri' with 'No Stopping' from powerpole PB61477 to PB61478
- B. Replacement of 'No Parking 7AM – 2PM Mon – Fri' with '6P 7AM – 7PM Mon – Sun' from PB61478 to 61 Herbert Avenue
- C. Installation of 'No Stopping Unbroken Yellow Kerb Line' from existing stem at 61 Herbert Avenue to existing 'No Stopping' restrictions at Wallumatta Road intersection
- D. Installation of 'No Parking' from western side of guardrail at 36 Herbert Avenue to eastern side of the second guardrail at 44 Herbert Avenue



PROPOSAL		 <p>northern beaches council</p>	
	<p>Herbert Avenue, Newport Timed Parking & No Stopping Restrictions</p>		
	<p>Drawn KT</p>		<p>Approved <i>P. Devo</i></p>

Table of Consultation

Address	Herbert Avenue, Newport (Wallumatta Road to end)
Proposal	No Stopping and Timed Parking Restrictions

Properties Consulted	39
Responses Received	7
Support	3
Do Not Support	4

Issue	Resident Comment	Council Response
Additional restrictions	Does not address parking on both northern and southern sides of Herbert Ave between Prince Alfred Parade and Wallumatta Rd	Council has consulted separately on a proposal for Herbert Avenue (from Prince Alfred Pde to Wallumatta Rd)
Resident only parking	Resident only parking signage recommended	Council will not be implementing any parking permit scheme at this location at this time
Turning circle parking	Will make parking in the turning circle worse, it will make it almost impossible for waste trucks to turn	Council will monitor this change to ensure that all vehicles will be able to turn
Lose of parking	Parking is already difficult here. Residents and visitors will most likely not be able to park due to lack of available spots	Due to the narrow road width (approximately 5.2m) cars can not legally park on both sides of the road to ensure a suitable lane width
Speed increase	Increase speed with the ability to pass (as opposed to the current single lane - which slows them down)	Restrictions are being formalised. There will be the current single travel lane scenario when vehicles are parked on the northern side of Herbert Avenue
Traffic calming	Traffic calming measures (30km/h speed limit / speed humps) to be included or a pedestrian path was created down the side of the road	The speed concerns will be monitored by Council. RF2020/7383 raised for investigation and consideration for new footpath

ITEM 4.25	HARBORD ROAD, CURL CURL - NO STOPPING & TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/556991
ATTACHMENTS	1 ↓ Harbord Road, Curl Curl - Plans

GEOCODES: -33.764718, 151.279675 & -33.767715, 151.279010

REPORT

BACKGROUND

Council has received concerns from local residents regarding long-term parking of trucks, campervans, box and boat trailers along the eastern side of Harbord Road between Abbott Road and Brighton Street, Curl Curl.

LOCATION

- Harbord Road is a regional road with a posted speed limit of 60km/h, carrying high volumes of traffic.
- Manly Selective Campus, St Luke's Grammar, North Curl Curl Public, Freshwater Senior Campus and Harbord Public School are located within or accessible by Harbord Road.
- School Zones are in operation adjacent to Manly Selective Campus and Freshwater Senior Campus located on Harbord Road, Curl Curl.
- Harbord Road offers access to John Fisher Park, Abbott Road, Reub Hudson and Denzil Joyce Ovals for sporting fixtures including Netball, Softball, Rugby League and Union and Football.
- Adjacent land use consists of schools, sporting & recreational reserves, business, and industrial on Harbord Road, Curl Curl.
- Signalled crossings are located at the intersections of Pitt, Miles and Harbord Road, Curl Curl.
- Sections of the eastern and western sides of Harbord Road offer unrestricted parking areas, however, statutory No Stopping restriction exist at the intersections of Pitt, Miles, Brighton and Harbord Road, Curl Curl. This includes lengths of No Stopping on the western side entrance to Miles and opposite the intersection of Wattle Street and Harbord Road.
- Harbord Road services school buses and the 178, 180, 193 & 199 bus routes.

ISSUES

- The long-term parking of trucks, campervans, box and boat trailers is restricting parking turnover for businesses, available parking for participants attending sport and school parents, students and the wider community.
- Boat trailers and caravans reducing road width and causing visibility issues.
- A number of trailers chained to stems/poles creating possible trip hazards.
- Boat trailers located near school zones affecting sightlines of pedestrians.
- Number of abandoned items in the area are an eyesore

PROPOSAL

- Council has undertaken a review of the location and proposes to amend all existing No Parking signs with No Stopping opposite No.196 Harbord Road, Brookvale.

- Install eight hour 8P(7am-7pm Everyday) timed parking beginning opposite No.196 Harbord Road south to the existing slip rail/driveway opposite No.188 Harbord Road, Brookvale and install No Stopping restrictions across slip rail/driveway opposite No.188 Harbord Road, Brookvale.
- Install 8P 7am-7pm Everyday beginning opposite No.188 Harbord Road south to the existing Bus Zone/No Stopping restrictions opposite No.182 Harbord Road, Brookvale.
- Install four hour timed parking 4P (7am-7pm Everyday) beginning opposite No.166 -168 Harbord Road Brookvale south to the No Stopping opposite No.162 Harbord Road, Brookvale.
- Extend existing No Stopping restrictions approximately to 60 metres from opposite No.162 Harbord Road to opposite No.160 Harbord Road, North Manly.
- Install 4P 7am-7pm Everyday beginning opposite No.160 Harbord Road south to the existing Stopping restrictions opposite No.152a Harbord Road, North Manly.

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, does not affect any future planned facilities or the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 66 properties within the immediate vicinity of the location providing notification of the proposed changes. The majority of responses received in relation to Plan 1 indicates support for an amendment to the original proposal with an extension of timed parking. Council has responded to the requests and increased the timed parking from 4P to 8P restrictions. Two responses were received in support of Plan 2.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

The amendment of all existing No Parking signs with No Stopping opposite No.196 Harbord Road, Brookvale.

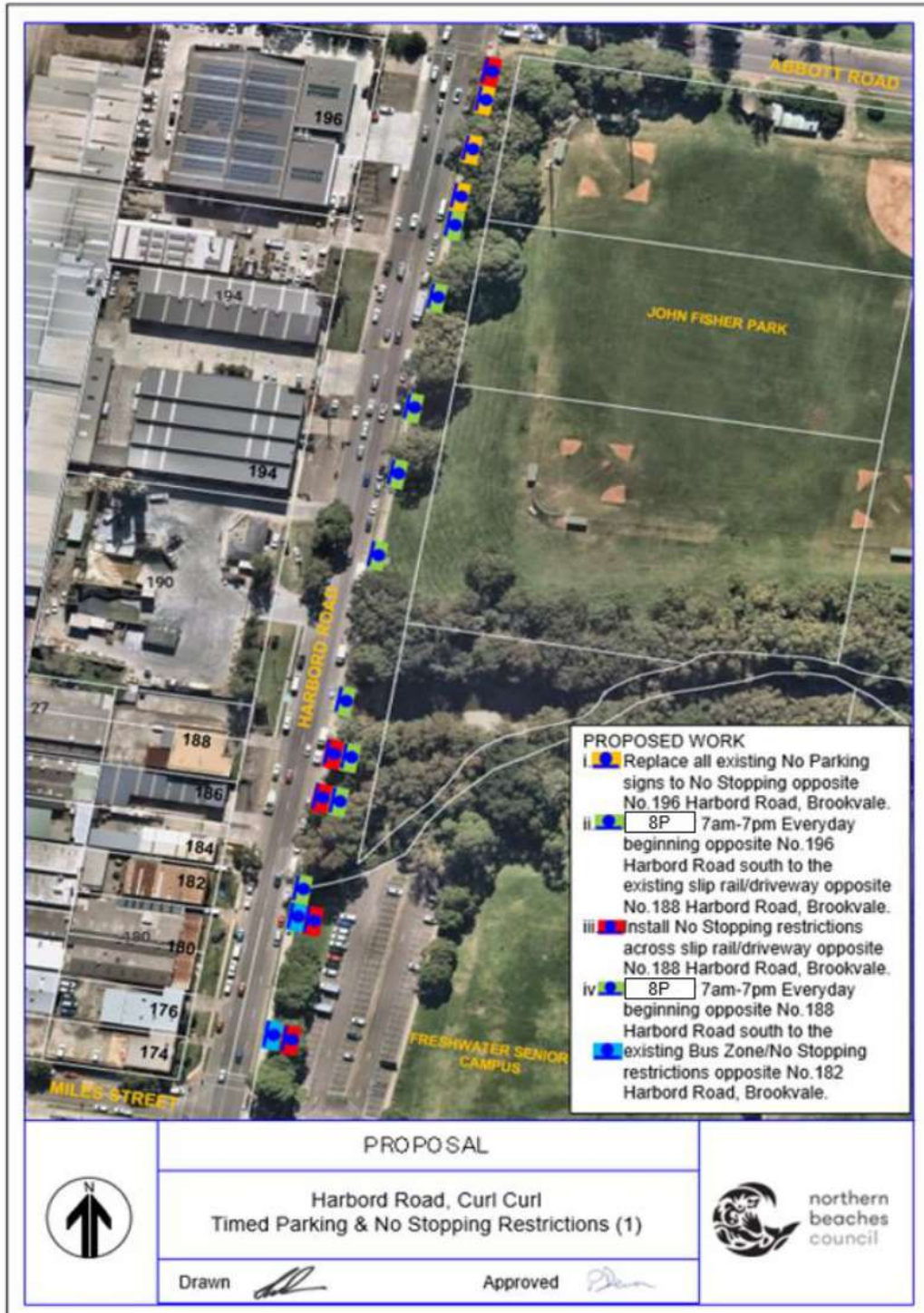
The installation of eight hour 8P(7am-7pm Everyday) timed parking beginning opposite No.196 Harbord Road south to the existing slip rail/driveway opposite No.188 Harbord Road, Brookvale and install No Stopping restrictions across slip rail/driveway opposite No.188 Harbord Road, Brookvale.

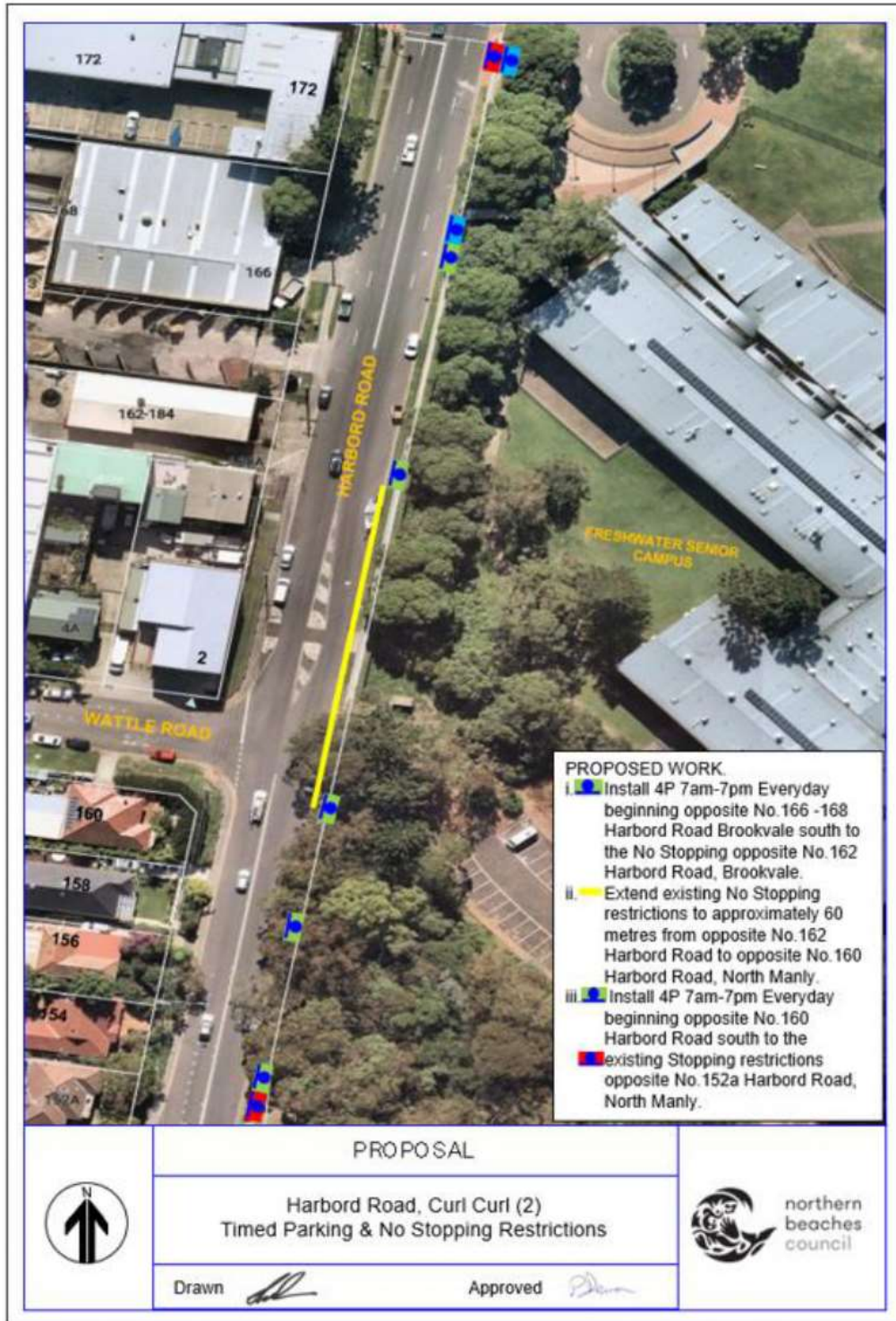
Install of 8P 7am-7pm Everyday beginning opposite No.188 Harbord Road south to the existing Bus Zone/No Stopping restrictions opposite No.182 Harbord Road, Brookvale.

Install of 4P timed parking 7am-7pm Everyday beginning opposite No.166 -168 Harbord Road Brookvale south to the No Stopping opposite No.162 Harbord Road, Brookvale.

Extend existing No Stopping restrictions approximately to 60 metres from opposite No.162 Harbord Road to opposite No.160 Harbord Road, North Manly.

Install of 4P 7am-7pm Everyday beginning opposite No.160 Harbord Road south to the existing Stopping restrictions opposite No.152a Harbord Road, North Manly.





PROPOSAL

Council has undertaken a review of the above location and proposes to extend the dividing barrier lines (unbroken centre lines) and 'No Stopping' restrictions (unbroken yellow line), to improve the transition into the curve and separation of the opposing traffic flows. Additional linemarking including an edge line for parking on the outside of the curve, and dividing lines along the centre of the road; are also proposed to improve the overall delineation of the road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Maxwell Street is included as part of the proposed Safe Cycling Network, where there is an existing footpath on the western side for off-road cycling.
- Improves safety for people cycling along Maxwell Street, with improved sightlines for through traffic, and traffic calming effects.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

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.
- A total of nine submissions were received with one letter of support and three objections to the proposal. The remaining submissions did not specifically oppose the proposal but did not think the measures proposed would address the main issue of traffic speed.
- Suggestions to improve safety include requests for the installation of traffic calming devices, such as speed humps, roundabouts and chicanes.
- It is recommended that the proposed measures be installed to assess the effectiveness of the treatment. Following a period of implementation, Council will monitor and review traffic speeds in the area and assess whether any further traffic calming measures are required.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following proposals proposals in Maxwell Street, Mona Vale:

- A. Extension of existing dividing barrier lines (BB) from outside No.10, transitioning to the driveway of No.12 (offset 4.8m from the face of kerb).
- B. Extension of 'No Stopping' restrictions (unbroken yellow line) on the inside of the curve, to a location 11m south of the driveway of No.14.
- C. Extension of 'No Stopping' restrictions (unbroken yellow line) on the inside of the curve, to a location 6m north of the driveway of No.4.
- D. Installation of edge line (E1) from south of driveway of No.7 to the intersection of Jeanette Avenue (offset 2.1m from the face of kerb).
- E. Installation of dividing lines (S1) along the centre of the road, from Suzanne Road to the driveway of No.12.



	PROPOSAL	 northern beaches council	
	MAXWELL STREET, MONA VALE EXTENSION OF DIVIDING BARRIER LINES & 'NO STOPPING' RESTRICTIONS		
	Drawn RK		Approved <i>P. Deane</i>

Table of Consultation

Address	Maxwell Street, Mona Vale
Proposal	Extension of Dividing Barrier Lines & 'No Stopping' restrictions

Properties Consulted	21
Responses Received	9
Support	1
Do Not Support	8*

*Responses include 3 objections and/or requests for traffic calming devices

Issue	Resident Comment	Council Response
Extension of Dividing Barrier Lines & 'No Stopping' restrictions	<p>- I support the proposal of extending the dividing barrier lines & no stopping restrictions on Maxwell Street. However, I feel this will have limited impact with regards to vehicles speeding on the street & would strongly recommend further action is taken.</p> <p>- Cars travelling North on Maxwell St find it almost impossible to stay within the boundaries of the lines, continually (illegally) crossing over the lines placing oncoming traffic (especially motorcyclists) in grave danger. Speed IS a factor but the double lines have done NOTHING to address that problem. In my opinion the best way to slow down the greatly increased traffic in Maxwell St is to install offset traffic islands similar to those in Vineyard St Mona Vale or Avalon Pde Avalon – they work !</p>	<p>- The proposed restrictions and linemarking will improve the overall delineation of the road and help separation of the opposing traffic flows and transition into the curve. Council will review and monitor traffic speeds following implementation and assess whether any further traffic calming measures are required.</p> <p>- The suggested traffic islands would result in the removal of additional parking on both sides of the road, and are unsuitable at this location where there is a curved approach near an intersection.</p>
Parking	<p>- I would like to see even spacing on either side of the double lines with no parking on that curve at all.</p> <p>- If people adhered to speed limits I don't think there is any more of an issue at this section than any where else on the road. That being said; people do have to park somewhere so if the dividing lanes are extended unless the parking bay is extended as well more parking options are being removed and this causes other issues.</p>	<p>- A number of residents have raised concerns regarding the impacts to on-street parking. The proposal will minimise losses by retaining parking on the outside of the curve.</p>
Signage	<p>- The real issue in the street is volume of traffic & speed. It is a 50km/hr speed limit on the street but there are no advisory signs to indicate the speed limit.</p> <p>- Advisory signs installed at 14 Maxwell Street cannot be clearly seen because it was installed under a large tree & the branches block a clear view of it.</p>	<p>- The default speed limit is 50 km/h in urban areas and does not require signposting. It is general practice to only provide speed limit signs where there is a change in the speed limit, at the start and end of a designated area.</p> <p>- Council has arranged for tree trimming to improve visibility for advanced warning signs.</p>

Issue	Resident Comment	Council Response
Suggestions	<p>- A better solution I believe is the installation of traffic calming devices or speed bumps to reduce the hoon like behaviour and dangerous driving exhibited by drivers using Maxwell street. This will encourage safer, more responsible driving and potentially reduce traffic flow by cars that are using Maxwell Street as a "rat-run" to and from Mona Vale.</p> <p>- A roundabout would be the best solution as traffic would be forced to slow down. This would solve all the above problems. I realise this is a costly solution but with the four-lane Mona Vale Road, traffic is only going to increase.</p>	<p>- The installation of appropriate traffic calming devices may be considered if further traffic calming measures are considered necessary following a review of the traffic volume and speeds in the area.</p> <p>- Council currently does not have any proposal to install a roundabout at the intersection of Maxwell Street and Jeanette Avenue.</p>

ITEM 4.27	HOLBORN AVENUE, DEE WHY - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/557492
ATTACHMENTS	1 ↓ Holborn Avenue, Dee Why - Plan
	2 ↓ Holborn Avenue, Dee Why - Table Of Consultation

GEOCODES: -33.748032, 151.286386

REPORT

BACKGROUND

Council has received concerns from local residents regarding limited parking opportunities for parents in relation to 'kiss and drop' parking for pre-school / kindergarten children and concerns in relation to the parking of vehicles narrowing the road affecting traffic flow and sight distances entering and exiting Holborn Avenue, Dee Why.

LOCATION

- Holborn Avenue is a Local Road and carries carrying high volumes of traffic during the morning and afternoon peak hour periods. These traffic flows generally occur between 8.00am – 9.15 am and 2.45pm-3.30pm on school days.
- The pick-up and set down of children at Dee Why Public School, which has a frontage to Holborn Avenue contributes to the traffic flow.
- School Zone restrictions are in operation at this section of Holborn Avenue.
- A schoolchildren's crossing is located adjacent to Dee Why Public School and Holborn Reserve in Holborn Avenue, with existing No Stopping restrictions on the western and eastern sides of the crossing.
- The area surrounding Holborn Avenue is predominately a medium density residential area.
- No Stopping restrictions exist on Westminster Avenue for 10m on either side of Holborn Avenue and there are No Stopping restrictions on Fisher Road, which carries substantially more traffic.

ISSUES

- The limited parking opportunities for parents in relation to parking for pre-school / kindergarten children.
- Parking of vehicles narrowing the road affecting traffic flow and sight distances entering and exiting Holborn Avenue, Dee Why.
- Illegal Parking in existing timed parking area affecting parking turnover, increasing traffic queuing and traffic flow.
- Limited opportunities to extend school zone parking in Regent Street and Fisher Road, Dee Why.

PROPOSAL

Council has undertaken a review of the location and proposes to introduce No Parking 8am-9.30am 2.30pm-4pm School Days beginning west of No. 6 Holborn Avenue driveway approximately 36 metres west to the existing No Stopping restriction.

The replacement of the existing P5min 8am-9.30am & 2.30pm-4pm School Days with No Parking 8am-9.30am & 2.30pm-4pm School Days beginning opposite No.19 west and extend 35 metres west to opposite No 21-No.27 Holborn Avenue Dee Why.

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 210 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:


Introduction of No Parking 8am-9.30am 2.30pm-4pm School Days beginning west of No. 6 Holborn Avenue driveway approximately 36 metres west to the existing No Stopping restriction.


Replacement of the existing P5min 8am-9.30am & 2.30pm-4pm School Days with No Parking 8am-9.30am & 2.30pm-4pm School Days beginning opposite No.19 west and extend 35m west to opposite No 21-No.27 Holborn Avenue Dee Why.


PROPOSED WORK.

i.  Install No Parking 8am-9.30am
2.30pm-4pm School Days
beginning west of No. 6 Holborn
Avenue driveway approximately
36m west to the existing No
Stopping restriction.

ii.  Replace existing P5min 8am-
9/9.30am 2.30pm-4pm School
Days with No Parking 8am-
9.30am 2.30pm-4pm School Days
beginning opposite No.19 west
and extend 35m west to opposite
No 21-No.27 Holborn Avenue Dee
Why.



iii.  Maintain existing No Stopping
restrictions, however ,crossing
times to be amended to 8am-
9.30am & 2.30pm-4pm School
Days.






PROPOSAL

Holborn Avenue, Dee Why
No Parking Restrictions

Drawn  Approved 



northern
beaches
council

Table of Consultation

Address	Holborn Avenue, Dee Why
Proposal	No Parking Restrictions

Properties Consulted	210
Responses Received	3
Support	0
Do Not Support	3

Issue	Resident Comment	Council Response
Effects residents	<p>I understand there is a lack of parking already in our street. Holborn Avenue, Dee Why is a high-residential street full of Unit blocks. There are no single house dwellings on our street. Some of the units in our street do not provide parking for the owners, and they have to park their cars on the street. We already have parking problems in our street without taking away the street parking that already exists. Instead of making Holborn Avenue a No Parking on School days from 6 Holborn Avenue. I would suggest a town planner makes a third lane at the school for "kiss and drop". This would involve cutting into the footpath but would make the process of "kiss and drop" a lot safer and there would be more space.</p>	<p>The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking. Unrestricted parking is available in sections of Holborn Avenue Road and surrounding areas. Council will monitor and if further issues arise Council will action resident requests.</p>
Loss Of Parking	<p>I live in a strata block that was built in 1969 and have a garage that my small Toyota Corolla Hatch simply cannot fit into due to no fault of my own. I have no choice but to park out the front of my home, I pay significant council levies for that privilege.</p>	<p>The intention of the proposal is to improve traffic flow and road safety. Holborn Avenue is a public road and its primary intention is for the use of all public vehicles. Council understands resident concerns and attempts to provide on street parking for residential (privately owned) vehicles, however, that is not the roads primary function, which is to allow safe access (traffic flow) entering and exiting Holborn Avenue.</p> <p style="text-align: center;">□</p>

<p>Additional Comment</p>	<p>It is completely outrageous to propose adding more no stopping zones on a street with not one house and only apartment buildings. It is already extremely difficult to find parking as a resident of the street. Often I must park on neighbouring streets which involves me crossing Fisher Road in the dark which is dangerous. This is nothing more than a money grab for the \$350 fine you get for forgetting your car in these zones. Perhaps changing the current P5 signs at the Fisher Road end of Holborn could be considered reasonable, but the idea of essentially making one whole side of Holborn Avenue a no stopping zone is outrageous and completely unfair to the residents of the street.</p>	<p>The amendments to existing restrictions only relate to No Parking at designated school zone times and the area is located outside school property. Holborn Avenue, Dee Why is a public road. The intention of the proposal is to improve traffic flow, pedestrian and road safety.</p>
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ITEM 4.28	EVELYN PLACE, BELROSE - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/557725
ATTACHMENTS	1 ↓ Evelyn Place, Belrose - Plan
	2 ↓ Evelyn Place, Belrose - Table Of Consultation

GEOCODES: -33.739791, 151.217087

REPORT

BACKGROUND

Following a recent Traffic Committee approval for No Stopping restrictions in August 2020, Council has received concerns from local residents regarding the parking of vehicles, narrowing the road, affecting access and sight distances entering and exiting Evelyn Place, Belrose.

LOCATION

- This section of Evelyn Place is a local road that caters for two-way traffic, with a speed limit of 50km/h.
- Evelyn Place is within 40 metres of Wakehurst Public School, located on Glen Street, Belrose.
- The road lies between the intersection of Glen Street and the cul de sac of Evelyn Place, Belrose
- Adjacent land uses consist of low to medium density housing.
- On-street parking is generally unrestricted on Evelyn Place, Belrose.

ISSUES

- Increased illegal parking and parking of vehicles at am and pm school times
- Illegal Parking across driveways
- Vehicles parking close to driveways restricting visibility and affecting access to vehicles entering and exiting driveways
- Pedestrian and road safety concerns

PROPOSAL

Council has undertaken a review of the location and proposes to install approximately 18 metres of No Stopping Unbroken Yellow Kerb Line between the existing lines at the intersection of Glen Street and Evelyn Place to the northern side of the driveway at No.2 Evelyn Place, Belrose.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 20 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 Stopping Unbroken Yellow Kerb Line approximately 18 metres in length between the existing lines at the intersection of Glen Street and Evelyn Place to the northern side of the driveway at No.2 Evelyn Place, Belrose.

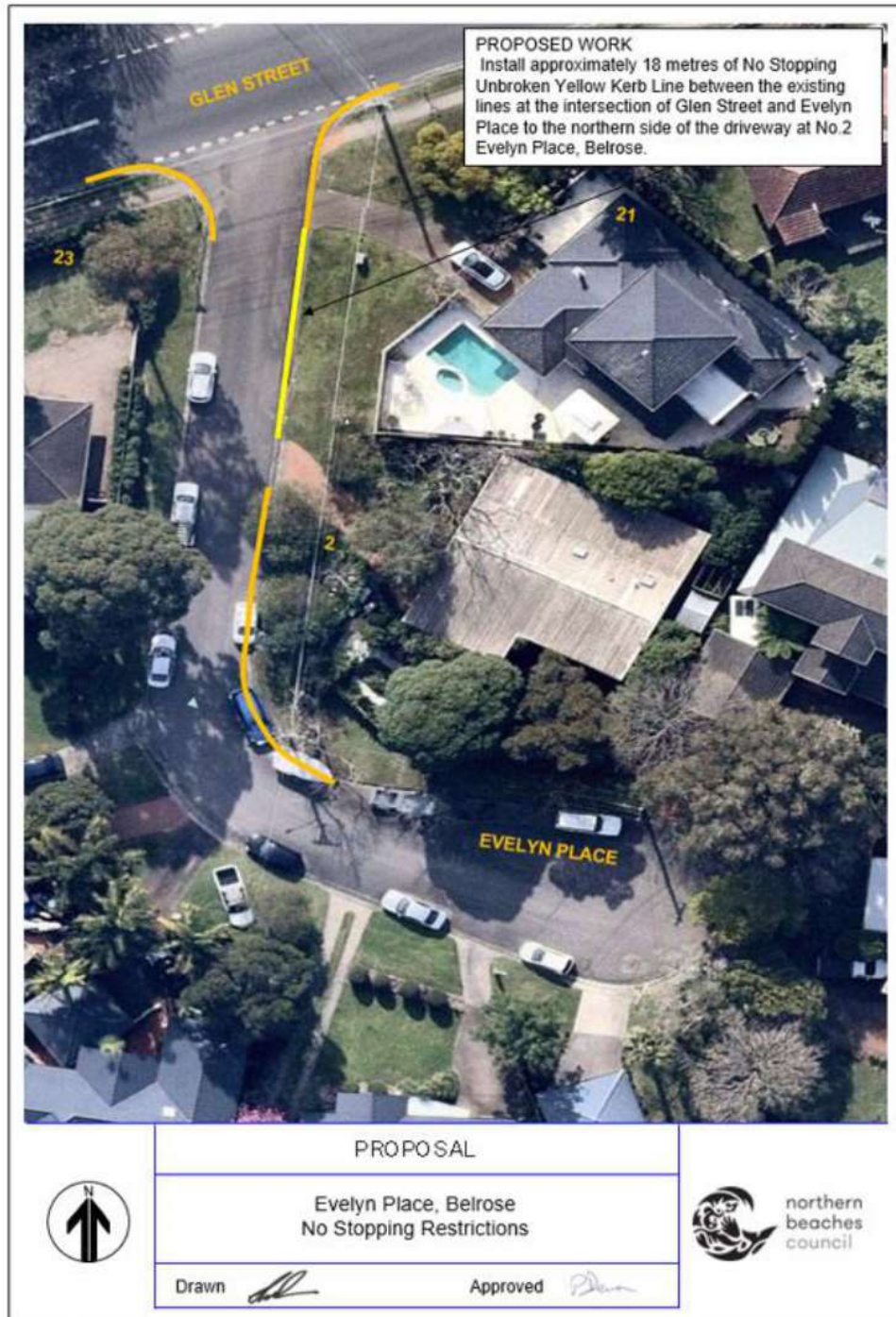


Table of Consultation

Address	<u>Evelyn Place, Belrose</u>
Proposal	<u>No Stopping Restrictions</u>

Properties Consulted	20
Responses Received	4
Support	2
Do Not Support	2

Issue	Resident Comment	Council Response
Effects residents	The street has lost 4 parking spaces due to recent yellow lines so we don't want to lose another 2 parking spaces if this proposal goes ahead. However, I suggest allowing 2 parking spaces (say 12 metres) from the driveway of 21 Glen Street, so that the no stopping/parking zone is 1 car space (approx 5 metres) only from No 2 Evelyn Place driveway.	The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking. Council Rangers will monitor any illegal parking/activity affecting residents.
Additional concern	Since the installation of the recent No Stopping restrictions I have experienced aggressive behaviour, the street is unsettled and I don't support any further changes.	The intention of the proposal is to improve parking turnover and pedestrian and road safety. Council encourages any resident experiencing threatening or illegal behaviour to contact NSW Police.

ITEM 4.29	CORKERY CRESCENT, ALLAMBIE HEIGHTS - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/557887
ATTACHMENTS	1 ↓ Corkery Crescent, Allambie Heights - Plan

GEOCODES: 33.769257, 151.259248

REPORT

BACKGROUND

Council has received concerns from local residents regarding illegal parking on the nature strip and across driveways, the parking of vehicles narrowing the road, effecting traffic flow and sight distances entering and exiting Corkery Crescent, Allambie Heights.

LOCATION

- Corkery Crescent is a local road that caters for two-way traffic, with a speed limit of 50km/h.
- Corkery Crescent has dual access to and from Allambie Road, Allambie Heights.
- Adjacent land uses consist of low to medium density housing.
- On-street parking is generally unrestricted on Corkery Crescent, Allambie Heights.

ISSUES

- Illegal Parking across driveways and on nature strips
- Vehicles parking close to driveways restricting visibility and affecting access to vehicles entering and exiting driveways
- Narrow road width at this section of road due to vehicle parking, restricts visibility and causes vehicles to proceed into oncoming traffic.
- Pedestrian and road safety concerns

PROPOSAL

Council has undertaken a review of the location and proposes to install a No Stopping Unbroken Yellow Kerb Line on the southern side beginning from the eastern side of the driveway at No.25 approximately 44m to 5 metres from the northern side of the driveway at No.23 Corkery Crescent, Allambie Heights

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 13 properties within the immediate vicinity of the location providing notification of the proposed changes. Four responses were received in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Stopping Unbroken Yellow Kerb Line on the southern side beginning from the eastern side of the driveway at No.25 approximately 44m to 5 metres from the northern side of the driveway at No.23 Corkery Crescent, Allambie Heights

PROPOSED WORK
i. Install a 'NO STOPPING' Unbroken Yellow Kerb Line on the southern side beginning from the eastern side of the driveway at No.25 approximately 44m to 5m from the northern side of the driveway at No.23 Corkery Crescent, Allambie Heights.

	PROPOSAL		
	Corkery Crescent, Allambie Heights No Stopping Restrictions		
	Drawn	Approved	

ITEM 4.30	MYRTLE STREET, NORTH BALGOWLAH - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/558350
ATTACHMENTS	1 ↓ Myrtle Street, North Balgowlah - Plan 2 ↓ Myrtle Street, North Balgowlah- Table Of Consultation

GEOCODES: -33.788934, 151.257456

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles parking too close to the intersection Myrtle Street, North Balgowlah. Given the narrow width of Myrtle Street, when vehicles are parked on both sides in sections of the road there is insufficient room for two cars to pass. This is creating hazardous conditions, particularly for vehicles seeking to enter and exit from Myrtle Street.

LOCATION

- Myrtle Street is a collector road that caters for two-way traffic, with a speed limit of 50km/h.
- Myrtle Street is located between Daisy Street and the Burnt Bridge Creek deviation, with a turning circle located at the eastern end of the street adjacent to the access driveway for No's 26, 28 & 30 Myrtle Street, North Balgowlah.
- Adjacent land uses consist of low to medium density housing.
- On-street parking is generally unrestricted on Myrtle Street, North Balgowlah.

ISSUES

- Customer request states NSWFB trucks and waste trucks are unable to enter the street when vehicles are parked near the intersection.
- Narrow road width at this section of road due to vehicle parking, restricts visibility and causes vehicles to proceed into oncoming traffic.
- Vehicles parking close to driveways restricting visibility and affecting access to vehicles entering and exiting driveways.
- Pedestrian and road safety concerns.

PROPOSAL

Council has undertaken a review of the location and proposes to install a No Stopping Unbroken Yellow Line from eastern side of driveway at No.14 approximately 27 metres to the western side of the driveway at No.18 Myrtle Street. A further line approximately 25 metres on the southern side, opposite No.16 to No.20 and in the turning circle of Myrtle Street, North Balgowlah.

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 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. Installation of a No Stopping Unbroken Yellow Line from eastern side of driveway at No.14 approximately 27 metres to the western side of the driveway at No.18 Myrtle Street.
- B. Introduction of a further line approximately 25 metres on the southern side, opposite No.16 to No.20 and in the turning circle of Myrtle Street, North Balgowlah.

PROPOSED WORK

- i. Install a 'NO STOPPING' Unbroken Yellow Line (C3) from eastern side of driveway at No.14 approximately 27 metres to the western side of the driveway at No.18 Myrtle Street, North Balgowlah.
- ii. Install a 'NO STOPPING' Unbroken Yellow Line (C3) approximately 25 metres on the southern side, opposite No.16 to No.20 Myrtle Street, North Balgowlah.
- iii. Install a 'NO STOPPING' Unbroken Yellow Line (C3) in the turning circle of Myrtle Street, North Balgowlah.





PROPOSAL		 northern beaches council
	Myrtle Street, North Balgowlah No Stopping Restrictions	
Drawn 	Approved 	

Table of Consultation

Address	Myrtle Street, North Balgowlah
Proposal	No Stopping Restrictions

Properties Consulted	12
Responses Received	5
Support	2
Do Not Support	3

2 Mixed

Issue	Resident Comment	Council Response
Effects residents	This is a ridiculous proposal. Council allowed two houses in the street to build granny-flats, creating 4 x extra cars. Council sold the land off at Numbers 28 & 30 allowing 2 x 5 bedroom houses to be built, creating 7 extra cars in the street.	The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking.
Loss Of Parking	<p>1. Agree with installing a 'NO STOPPING' zone from eastern side of driveway at No. 14 approximately 27 metres to the western side of the driveway at No. 18 Myrtle Street.</p> <p>2. Agree with installing a 'NO STOPPING' zone on the southern side against the overpass wall but it only needs to extend 16 metres from the corner on the southern side. 25m is too far.</p> <p>3. Disagree with the proposed 'NO STOPPING' zone in the turning circle. There is nothing to be gained. It would mean losing too many car spots and even if no cars are parked there trucks would still not be able to turn around (speaking as a former truck driver).</p>	Myrtle Street is a public road and its primary intention is for the use of all public vehicles. Council understands resident concerns and attempts to provide on street parking for residential(privately owned) vehicles, however, that is not the roads primary function, which is to allow safe access (traffic flow)entering and exiting Myrtle Street. The parking of vehicles in the turning circle affects the primary use of a 'turning circle' and access to emergency vehicles.
Additional comment	To restrict parking in the "turning circle" and on the Southern side of the street would negatively and unnecessarily impact convenience for all residents. I have elderly parents who need to be able to park nearby on the street	Myrtle Street is a public road and its primary intention is for the use of all public vehicles. Council understands resident concerns and attempts to provide on street parking for residential(privately owned) vehicles, however, that is not the roads primary function, which is to allow safe access (traffic flow)entering and exiting Myrtle Street. The parking of vehicles in the turning circle affects the primary use of a 'turning circle' and access to emergency vehicles.

ITEM 4.31	RICKARD STREET, BALGOWLAH - NO PARKING & STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/558993
ATTACHMENTS	1 ↓ Rickard Street, Balgowlah - Plan 2 ↓ Rickard Street, Balgowlah - Table Of Consultation

GEOCODES: -33.794086, 151.259225

REPORT

BACKGROUND

Council has received concerns from local residents regarding the illegal parking across driveways and given the narrow width of Rickard Street, when vehicles are parked on both sides in sections of the road there is insufficient room for two cars to pass. This is creating hazardous conditions, particularly for vehicles seeking to enter and exit from Rickard Street, Balgowlah.

LOCATION

- Rickard Street, Balgowlah is a local road that caters for two-way traffic, with a speed limit of 50km/h.
- Rickard Street is located between Brighton Street and Sydney Road, Balgowlah.
- Adjacent land uses consist of low to medium density housing.
- On-street parking is generally unrestricted; however, existing No Parking restrictions are located between No.2 and adjacent to No.8 and No.7 to No.10 Rickard Street, North Balgowlah.

ISSUES

- Narrow road width at this section of road due to vehicle parking, restricts visibility and causes vehicles to proceed into oncoming traffic.
- Vehicles parking close to driveways restricting visibility and affecting access to vehicles entering and exiting driveways.
- Illegal parking across driveways.
- Pedestrian and road safety concerns.

PROPOSAL

Council has undertaken a review of the location and proposes to extend existing No Stopping restrictions with No Stopping Unbroken Yellow Kerb Lines at the intersection of Rickard & Sydney Road, Balgowlah.

Further, introduce No Parking restrictions approximately 32 metres from the southern side of the driveway at No.442 Sydney Road to the northern side of the driveway at No.2 Rickard Street, Balgowlah.

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 79 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Extension of existing No Stopping restrictions with No Stopping Unbroken Yellow Kerb Lines at the intersection of Rickard & Sydney Road, Balgowlah.
- B. Introduction of No Parking restrictions approximately 32 metres in length from the southern edge of the driveway at No.442 Sydney Road to the northern side of the driveway at No.2 Rickard Street, Balgowlah.

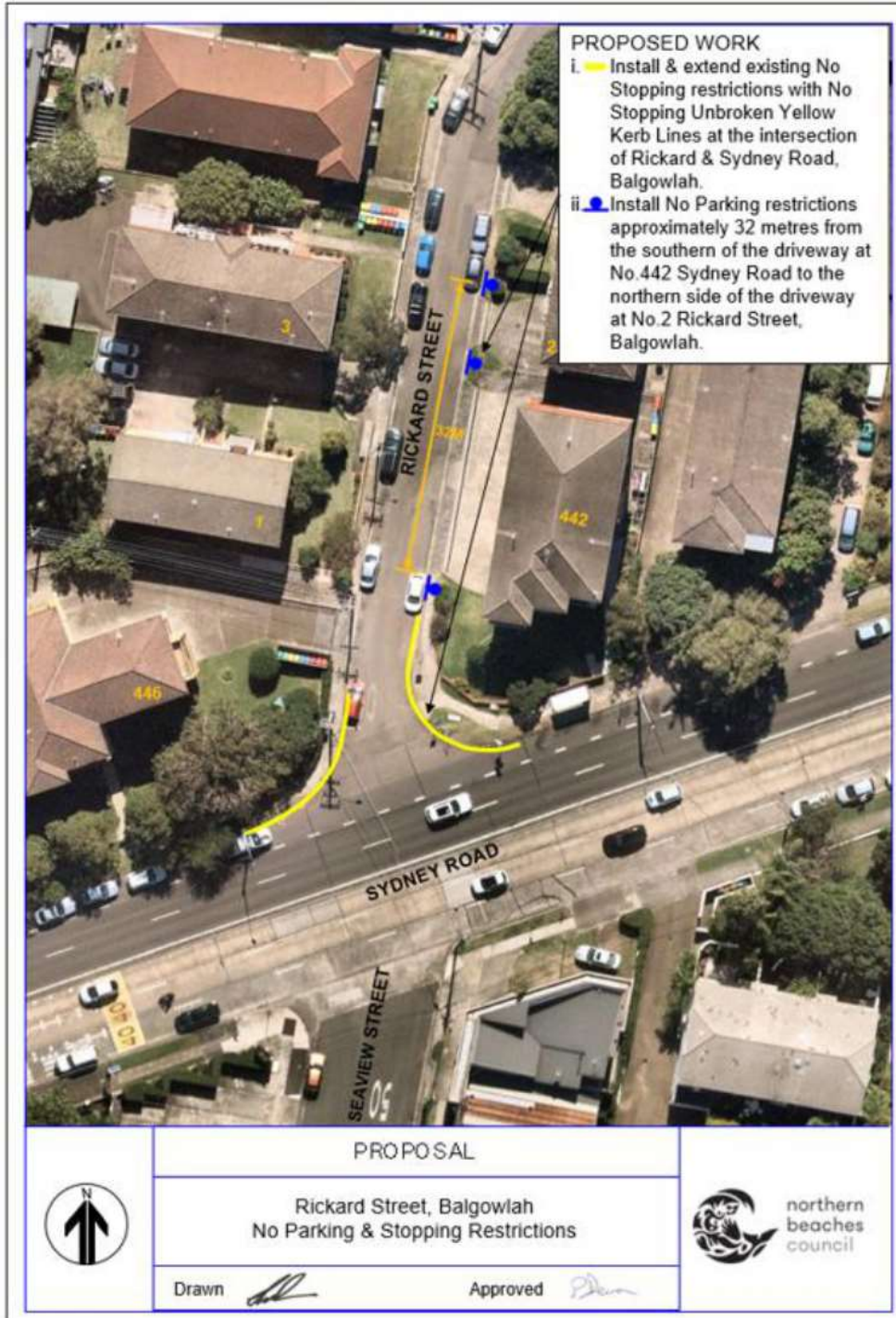


Table of Consultation

Address	<u>Rickard Street, Balgowlah</u>
Proposal	<u>No Stopping Restrictions</u>

Properties Consulted	79
Responses Received	8
Support	5
Do Not Support	3

Issue	Resident Comment	Council Response
Effects residents	I have been living in this area for 2 years, I have noticed the area the council has proposed is a very high demographic area along with many apartments. If the council proceeds the proposal plan it will impact significantly to the local residents unless the council manages an alternative car park.	The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking. Unrestricted parking is available in areas of Rickard Street, Balgowlah.
Loss of Parking	I am living this unit last 13 years and never feel any inconvenience to other people of traffic. Not many traffic flows in this street. because it's ONLY left turn permitted. The whole building area (approx 100 meter) is a driveway. No one can park in front of this building. so, if you put " NO PARKING" sign here, it will be injustice for us.	The intention of the proposal is to improve traffic flow and road safety. Rickard Street is a public road and its primary intention is for the use of all public vehicles. Council understands resident concerns and attempts to provide on street parking for residential (privately owned) vehicles, however, that is not the roads primary function, which is to allow safe access (traffic flow) entering and exiting Rickard Street.
Additional Comment	Lady of unit no. is a trouble maker. She has lot of complaint against every family. She always write a letter to council, strata and real estate. I feel disturbed, insulted, dragged and discriminated.	Council suggests residents seek mediation through Community Justice Centres in cases of neighbourhood disputes, for any illegal activity contact NSW Police.

ITEM 4.32	VIEW STREET, FORESTVILLE - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/559385
ATTACHMENTS	1 ↓ View Street, Forestville - Plan
	2 ↓ View Street, Forestville - Table Of Consultation

GEOCODES: -33.761726, 151.219751

REPORT

BACKGROUND

Council has received concerns from local residents given the narrow width of View Street, when vehicles are parked on both sides in sections of the road there is insufficient room for two cars to pass. This is creating hazardous conditions, particularly for vehicles seeking to enter and exit from Cook or Landscape Avenue, Forestville.

LOCATION

- View Street, Forestville is a local road that caters for two-way traffic, with a speed limit of 50km/h.
- View Street is located between Cook Street and Landscape Avenue, Forestville.
- View Street provides access to the rear of Our Lady of Good Counsel Catholic School.
- Adjacent land uses consist of low to medium density housing.
- On-street parking is unrestricted.

ISSUES

- Illegal Parking on nature strips
- Vehicles parking close to driveways restricting visibility and affecting access to vehicles entering and exiting driveways
- Narrow road width of the road due to vehicle parking, restricts visibility and causes vehicles to proceed into oncoming traffic.
- Pedestrian and road safety concerns.

PROPOSAL

Council has undertaken a review of the location and proposes to install statutory No Stopping Unbroken Yellow Kerb Lines on the intersections of Landscape Avenue, Cook and View Street, Forestville.

Further lines are to be installed on the southern side, beginning from the intersection of Landscape Avenue & View Street approximately 88 metres to the intersection of Cook Street & View Street, Forestville.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the 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. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

The installation of statutory No Stopping Unbroken Yellow Kerb Lines on the intersections of Landscape Avenue, Cook and View Street, Forestville.

Additional lines to be installed on the southern side beginning from the intersection of Landscape Avenue & View Street approximately 88 metres to the intersection of Cook Street & View Street, Forestville.

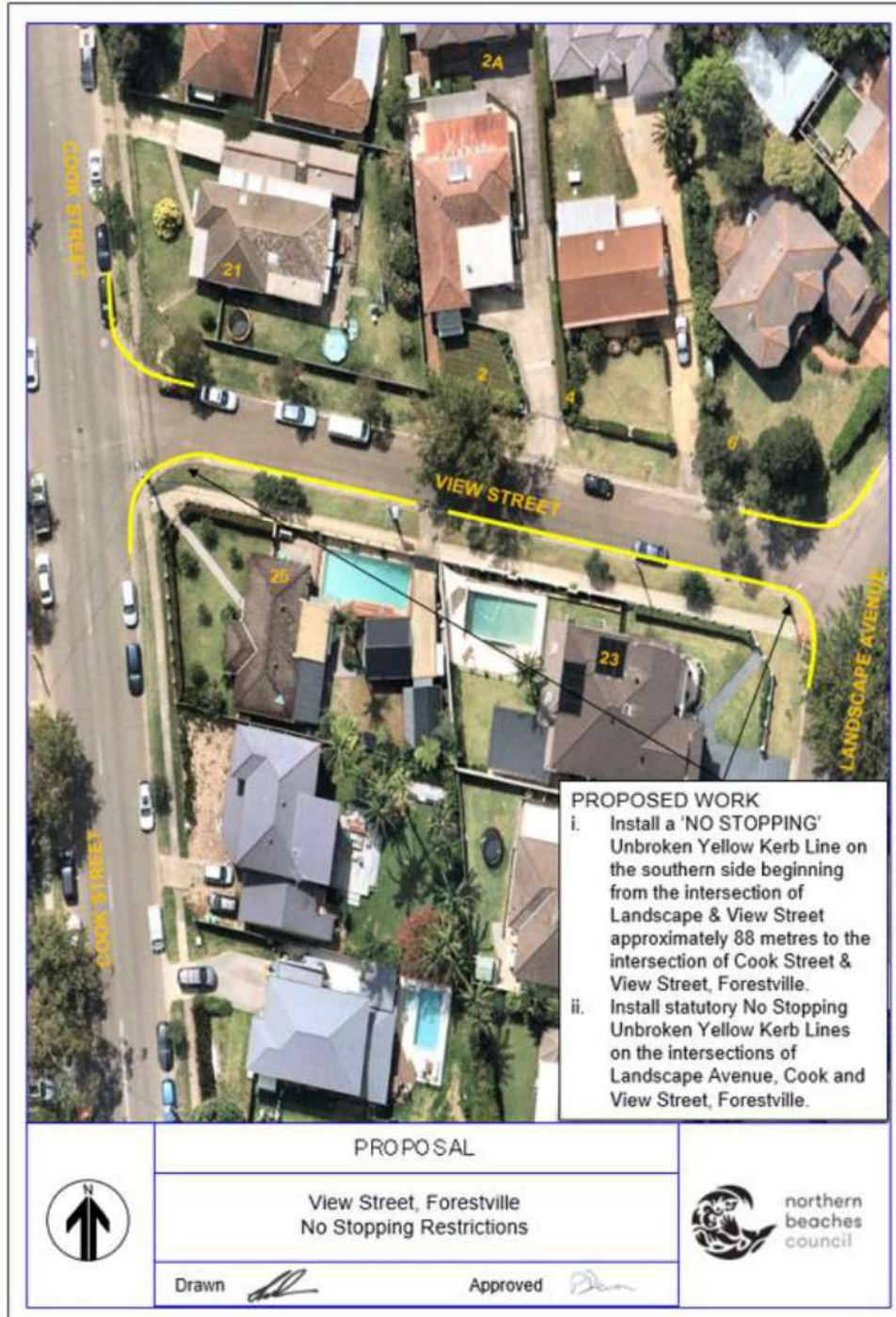


Table of Consultation

Address	View Street, Forestville
Proposal	No Stopping Restrictions

Properties Consulted	12
Responses Received	5
Support	4
Do Not Support	1

Issue	Resident Comment	Council Response
Effects residents	Over the last year we have struggled to park in our street, regardless of whether it is View or Cook Streets or even Landscape Ave! There are people who park here for days and or weeks with their trailers, boats, caravans or trucks. People also parking all day to catch public transport. The street has become more and more congested and especially now with building sites all over the place with trucks double parking and blocking us in.	The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking. Council Rangers will monitor any illegal parking and if further issues arise Council will action resident requests.
Additional concern	It is time to review the parking as you are doing but I think it is only fair to introduce authorised resident parking signposts in our street. Once the no stopping takes effect, parking will become more difficult especially as school parents tend to arrive an hour before pick up and just sit in their cars waiting. Please consider the Authorised Resident Parking to resolve this issue.	View Street is a public road and its primary intention is for the use of all public vehicles. Council understands resident concerns and attempts to provide on street parking for residential (privately owned) vehicles, however, that is not the road's primary function, which is to allow safe access (traffic flow) entering and exiting View Street. Given the off street parking available and unrestricted parking in the area it appears View street would fail to meet RMS Parking Permit Guidelines.

ITEM 4.33	HOGARTH AVENUE & LEWIS STREET DEE WHY - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/559834
ATTACHMENTS	1 ↓ Hogarth Avenue & Lewis Street, Dee Why - Plan 2 ↓ Hogarth Avenue & Lewis Street, Dee Why - Table Of Consultation

GEOCODES: -33.751768, 151.284212

REPORT

BACKGROUND

Council has received concerns from local residents regarding illegal parking across driveways and the parking of vehicles narrowing the road, effecting traffic flow and sight distances entering and exiting Hogarth Avenue and Lewis Street, Dee Why.

LOCATION

- Lewis Street, Dee Why is a local road that caters for two-way traffic, with a speed limit of 50km/h.
- Fire and Rescue NSW, Dee Why Fire Station is located within 30 metres of the proposal.
- The section of Lewis Street in relation to the proposal is located between Hogarth Avenue and Francis Street, Dee Why.
- View Street provides access to Dee Why from Narraweena.
- Adjacent land uses consist of low to medium density housing.
- On-street parking is unrestricted.

ISSUES

- Lewis Street terminates at Francis Street, forming a T-intersection. However, a sharp bend exists in Lewis Street, just west of this intersection. Parking was unrestricted on both sides of the bend. Cars were parking on both sides of the bend, forcing moving vehicles to drive over the double barrier line. No Stopping restrictions were approved for the western side, however, the eastern side has no signposted restrictions.
- Illegal Parking across driveways, on nature strips and too close to the intersections.
- Vehicles parking close to driveways restricting visibility and affecting access to vehicles entering and exiting driveways
- Pedestrian and road safety concerns.

PROPOSAL

Council has undertaken a review of the location and proposes to install statutory No Stopping Unbroken Yellow Kerb Lines on the intersection of Lewis Street, Dee Why.

An additional line is proposed approximately 25m from the western side of the driveway at No.5 Hogarth Avenue to the southern side of the driveway at No.50 Lewis Street, Dee Why.

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 198 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 statutory No Stopping Unbroken Yellow Kerb Lines on the intersection of Lewis Street, Dee Why.

Additional line is proposed approximately 25m from the western side of the driveway at No.5 Hogarth Avenue to the southern side of the driveway at No.50 Lewis Street, Dee Why

PROPOSED WORK

- i. Install statutory 'NO STOPPING' Unbroken Yellow Kerb Line on the northern intersection of Lewis Street, Dee Why
- ii. Install a No Stopping Unbroken Yellow Kerb Line approximately 25m from the western side of the driveway at No.5 Hogarth Avenue to the southern side of the driveway at No.50 Lewis Street, Dee Why.





	PROPOSAL		 northern beaches council
	Lewis Street, Dee Why No Stopping Restrictions		
	Drawn 	Approved 	

Table of Consultation

Address	Hogarth Avenue & Lewis Street, Dee Why
Proposal	No Stopping Restrictions

Properties Consulted	198
Responses Received	3
Support	1
Do Not Support	2

Issue	Resident Comment	Council Response
Effects residents	Our unit building has no visitor parking onsite and finding alternative parking can be pretty challenging as it stands, along this busy part of Dee Why.	The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking. Unrestricted parking is available in areas of Lewis, Francis Street & Hogarth Street, Dee Why
Loss of Parking	Removing all the parking along our side of the street will make it much harder for both visitors and tradespeople to access our building. I'm also concerned about visitors having to park in our driveway as a result, which blocks the resident parking area at the back of the building.	Lewis Street is a public road and its primary intention is for the use of all public vehicles. Council understands resident concerns and attempts to provide on street parking for residential (privately owned) vehicles, however, that is not the roads primary function, which is to allow safe access (traffic flow) entering and exiting Lewis Street, Dee Why.
Additional Comment	The main issue with visibility is that people will often illegally park right on the corner of Hogarth/Lewis and at the left hand turn opposite KFC, making it hard to see. Could smaller no stopping areas be implemented at these pinch points, or only at the very steep and narrow point, instead of getting rid of all the parking?	The intention of the proposal is to improve traffic flow and road safety.

ITEM 4.34	AQUATIC DRIVE & FITZPATRICK AVENUE EAST, FRENCHS FOREST - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/561391
ATTACHMENTS	1 ↓ Aquatic Drive & Fitzpatrick Avenue East, Frenchs Forest - Plan

GEOCODES: -33.754762, 151.234939

REPORT

BACKGROUND

Council has received concerns from local residents regarding the long-term parking of trucks, campervans, box and boat trailers along the Fitzpatrick Avenue East and Aquatic Drive, between Madison Way and Wakehurst Parkway, Frenchs Forest.

LOCATION

- Aquatic Drive covers a section of the road through a vertical curve and is approximately 150m long extending some 60m east and 90m west of Madison Way. Aquatic Drive is marked to provide 5.0m wide travelling lanes in each direction with a 3.2m wide centre turning lane.
- Bus Stops are positioned on the southern side of Aquatic Drive immediately west of Madison Way 'T' junction and on the northern side opposite Madison Way.
- Existing regulatory and warning signposting in Aquatic Drive in the subject the area comprises:
-North side: - "T" intersection warning sign facing westbound traffic west of Madison Way
"Turning Traffic" warning sign + "150m" plate east of Madison Way facing eastbound traffic
- South side: - "50" speed limit (facing east) on back of "40 km/h School Zone" facing eastbound traffic "Vehicles Entering" warning sign + "100m On Left" plate facing westbound traffic and a section of No Parking.
- Warringah Aquatic Centre and Aquatic Reserve are located adjacent to this section of Aquatic Drive, Allambie Heights.
- Council Traffic Committee recently approved timed parking restrictions on the northern and southern side of Aquatic Drive between Allambie Road and Madison Way.
- Fitzpatrick Avenue East is a Local road in the Sydney Road Hierarchy Plan and has recently opened to intersect with Wakehurst Parkway as a part of the Northern Beaches Hospital Road Connectivity and network Enhancement Project.

ISSUES

- Boat trailers, trailers and caravans parked long term, affecting available parking for businesses, and the community.
- Trailers are left with the draw bar in and the tail section projecting out facing traffic creating risks to cyclists and motorists.
- A number of trailers chained to stems/poles creating possible trip hazards.
- Number of abandoned items in the area are an eyesore.

- Enforcement of legislation appears ineffective; many trailers relocate adjacent to previous positions.

PROPOSAL

Council has undertaken a review of the location and issues and proposes Council proposes to install Timed Parking 8P 7:00am – 7:00pm Everyday restrictions along sections of the northern and southern side of Fitzpatrick Avenue East/ Aquatic Drive between Wakehurst Parkway and Madison Way.

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

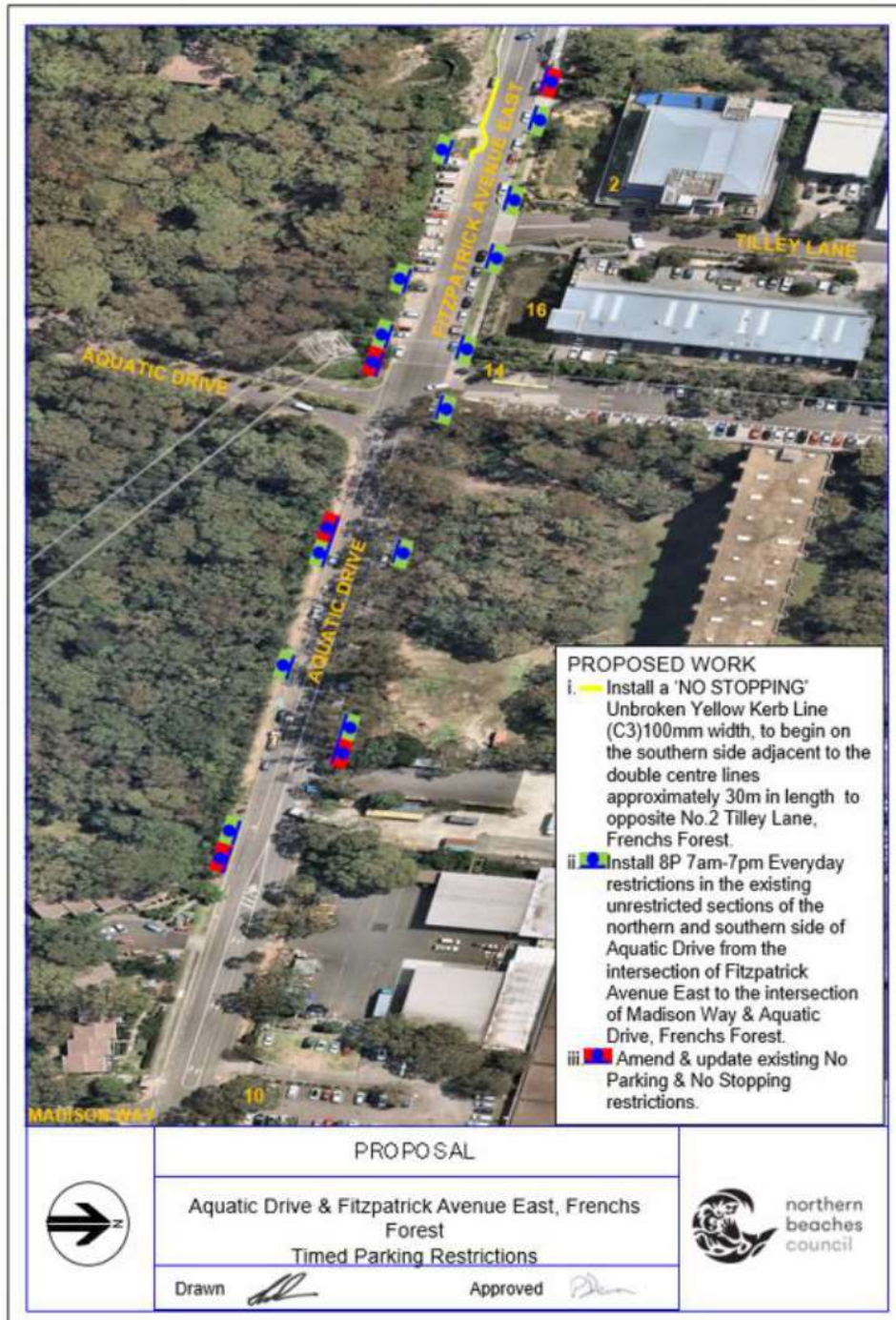
CONSULTATION

Consultation letters have been distributed to 182 properties within the immediate vicinity of the location providing notification of the proposed changes. Two responses were received in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of Timed Parking 8P 7:00am – 7:00pm Everyday restrictions along sections of the northern and southern side of Fitzpatrick Avenue East/ Aquatic Drive between Wakehurst Parkway and Madison Way.



ITEM 4.35	RYAN PLACE, BEACON HILL - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/562128
ATTACHMENTS	1 ↓ Ryan Place, Beacon Hill - Plan

GEOCODES: -33.761045, 151.267928

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles parking too close to the intersection Ryan Place. Given the topography and narrow road width of Ryan Place, when vehicles are parked on both sides in sections of the road there is insufficient room for two cars to pass. This is creating hazardous conditions, particularly for vehicles seeking to enter and exit from Ryan Place, Beacon Hill.

LOCATION

- Ryan Place is a two-way local road between Beacon Hill Road and Elliot Street
- The road carriageway is narrow, approximately 7m with a curvilinear and undulating alignment. horizontal and vertical alignment changes rapidly
- Ryan Place has existing No Parking restrictions between No's 50 -54 and No Stopping restrictions at the intersection of Ryan Place and Beacon Hill Road, Beacon Hill.
- Council Traffic Committee recently approved the installation of a No Stopping Unbroken Yellow Kerb Line from No.54 to No's 42-44 Ryan Place, Beacon Hill and No Stopping Unbroken Yellow Kerb Line from No's 75a - 91a Ryan Place, Beacon Hill.
- The speed limit of Ryan Place is 50 km/h

ISSUES

- Illegal parking across driveways, on nature strips and too close to the intersection
- Waste collection has been missed due to parked vehicles
- Due to the topography of the street, parked cars, caravans and boat trailers reducing road width and causing visibility issues
- Vehicles often need to drive into oncoming traffic to manoeuvre around the parked vehicles.

PROPOSAL

Council has undertaken a review of the location and proposes to extend the existing No Stopping Unbroken Yellow Line approximately 57 metres on the northern side outside No.17 to opposite No.3 Ryan Place, Beacon Hill.

Extension of the existing No Stopping Unbroken Yellow Line (C3) 100mm width approximately 10 metres on the southern side from the existing statutory restriction outside No.15 Ryan Place, Beacon Hill.

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

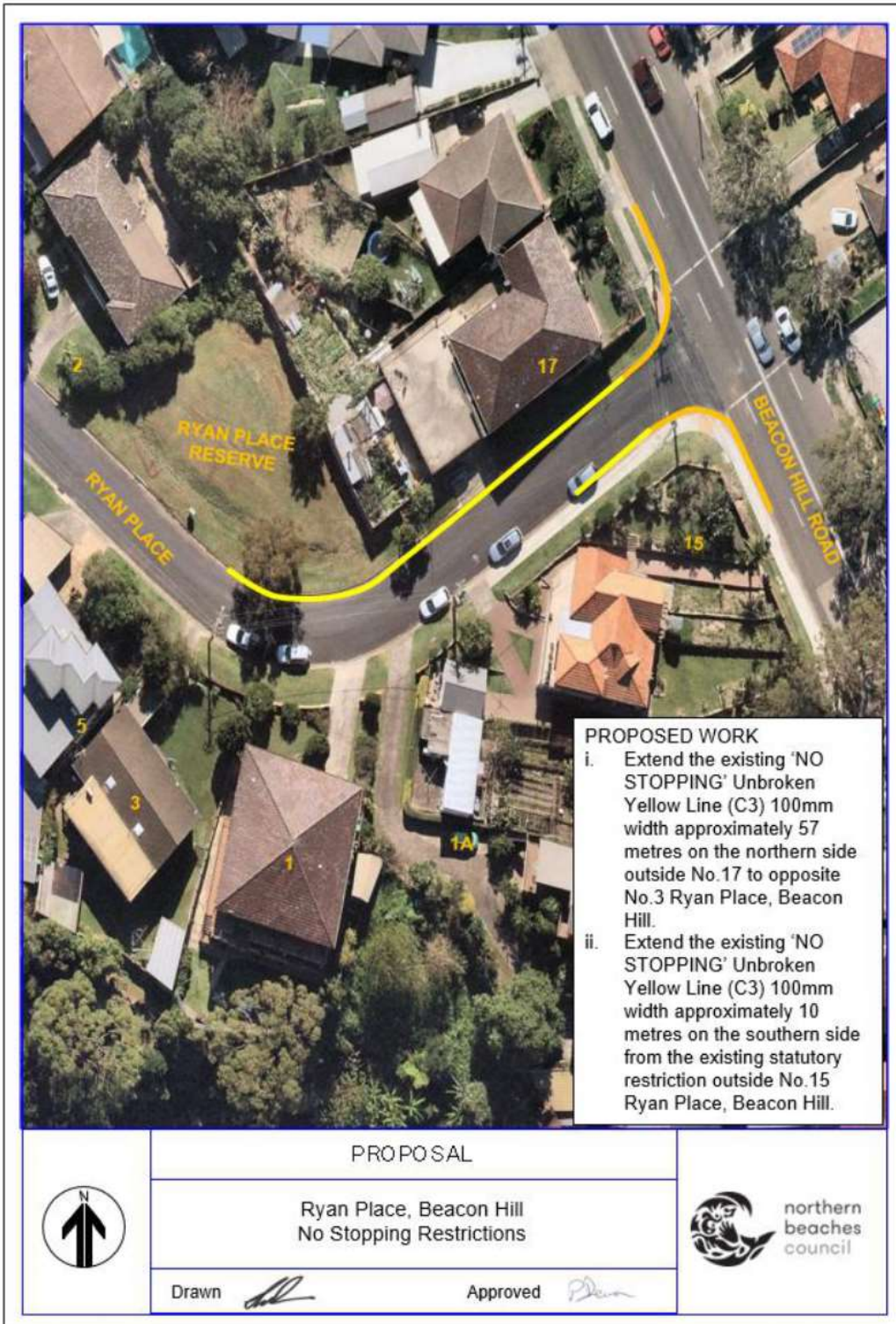
Consultation letters have been distributed to 17 properties within the immediate vicinity of the location providing notification of the proposed changes. The proposal received a mixed response and has been amended, however, should further road safety concerns be raised, a double barrier line will be considered in future.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

Extension of the existing No Stopping Unbroken Yellow Line approximately 57 metres on the northern side outside No.17 to opposite No.3 Ryan Place, Beacon Hill.

Extension of the existing No Stopping Unbroken Yellow Line (C3) 100mm width approximately 10 metres on the southern side from the existing statutory restriction outside No.15 Ryan Place, Beacon Hill.



ITEM 4.36	RODBOROUGH ROAD, FRENCHS FOREST - NO STOPPING RESTRICTION
REPORTING OFFICER	CONTRACTOR - TRAFFIC ENGINEER
TRIM FILE REF	2020/563748
ATTACHMENTS	1 ↓ Plan

GEOCODES: -33.754232, 151.247464

REPORT

BACKGROUND

Council has received concerns from the road users regarding vehicles parking very close to the median traffic island on the southern side of Rodborough Road, Frenchs Forest. As a result, larger vehicles have difficulty to negotiate and often have to drive over the median island to pass the parked cars.

LOCATION

- Rodborough Road is a local road running east-west off Warringah Road and has a cul-de-sac at the other end.
- This section of the road has a posted speed limit of 50km/h and the pavement width is around 12.5m between the kerbs.
- There is a No Parking restriction between 4:30PM-6:30PM (Mon-Fri)
- Adjacent land uses comprises of B7 Business Parks.
- A median island about 1m in width is present at this section, on approach to the cul-de-sac.

ISSUES

The presence of the median island has divided the carriageway in 6.5m on the northern inbound lane and 4.8m on the southern outbound lane. When vehicles are parked on the southern kerb side they are not able to leave 3m gap for the passing traffic. Sometimes larger vehicles have to mount the median kerbs to negotiate the parked vehicles. This would damage the vehicles, kerbs and lead to an accident.

PROPOSAL

Council has undertaken a review of the above location and proposes to extend the existing No Stopping restrictions by 15m to the eastern edge of driveway of property 17 Rodborough Road.

It should be noted that, according to NSW Road Rules, if there is a dividing line or a dividing strip, a driver must position the vehicle so there is at least 3m of the road alongside the vehicle that is clear for other vehicles to pass.

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

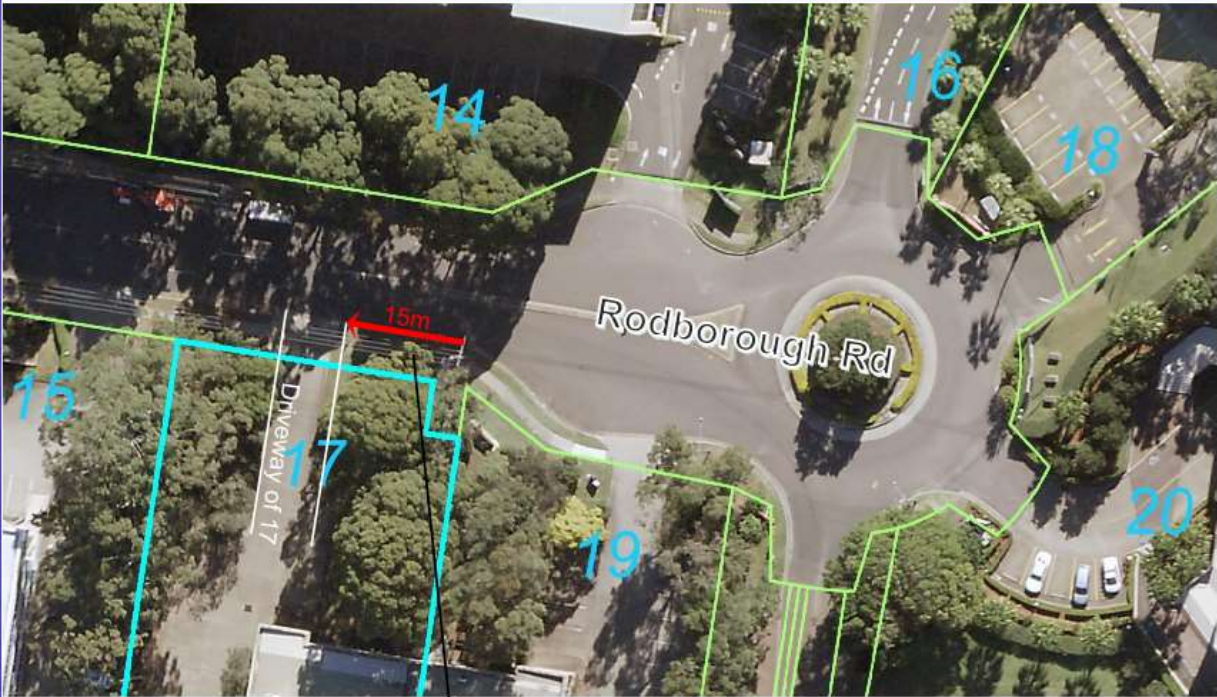
CONSULTATION

Consultation letters have been distributed to 42 properties within the immediate vicinity of the location providing notification of the proposed changes. No responses were received at the time of this report.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. The extension of the existing No Stopping restrictions by 15m to the eastern edge of driveway property 17 Rodborough Road.



Extend the existing No Stopping Restriction for about 15m, till the eastern edge of driveway of property 17 Rodborough Road.



	PROPOSAL	 northern beaches council
	Rodborough Road, Frenchs Forest No Stopping Restriction	
	Drawn AS Approved <i>P. Devo</i>	

ITEM 4.37	ARTHUR STREET, FORESTVILLE - TIMED PARKING RESTRICTION
REPORTING OFFICER	CONTRACTOR - TRAFFIC ENGINEER
TRIM FILE REF	2020/563805
ATTACHMENTS	1 ↓ Plan

GEOCODES: -33.760104, 151.208544

REPORT

BACKGROUND

As a consent condition of the development application (DA2020/0652) for the alterations and additions to an existing retail premises at 1 Arthur Street, Forestville, the applicant is required two short term parking spaces. The retail has online services whereby patrons are able to order on-line and collect their orders by visiting the shop.

LOCATION

- Arthur Street is a local road with a posted speed limit of 50km/h and this section runs in east-west direction between Warringah Road and Davidson Avenue.
- This section of the street has two way traffic flow with a pavement width of about 9m available for vehicular traffic.
- There is existing 90° angle parking with 1 hour restriction available fronting the retail shop.
- Surrounding land uses consist of R2 Low Residential properties.
- There is a footpath along the frontage to Arthur Street

ISSUES

The retail premises has no on-site parking area. There are 19 x 90° Angle kerb side Parking Spaces including 2 Accessible Parking spaces. These parking spaces are used predominantly by the patrons visiting the retail shop. On-line orders made by customers can be collected by visiting the shop. This service can be completed by visiting the shop for a very short time. In order to facilitate this service, there is a need for some short-term parking restriction spaces.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to convert the two '1 hour parking' spaces to '5 minute parking' spaces to cater for 'click and collect' services by the retail shop. The short time parking restriction of 5minutes will increase turnover and benefit the business.

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 of the proposal has been completed as part of the Development Proposal to the adjoining property owners and residents. A notification letter will be sent prior to the installation of the signs to the impacted properties.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. The conversion of '1 hour parking' to '5 minute parking' restriction for two spaces. (All signage work is to be installed after consent from the Traffic Committee and at no cost to Council.)

ITEM 4.38	ROBERTSON ROAD, NEWPORT - STREETS FOR SHARED SPACES PROGRAM
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/548754
ATTACHMENTS	1 ↓ ROBERTSON ROAD, NEWPORT - STREETS FOR SHARED SPACES PROGRAM

GEOCODES: -33.654731, 151.319936

REPORT

BACKGROUND

Northern Beaches Council has been successful in obtaining NSW Government grant funding under The Department of Planning, Industry and Environment (DPIE) Streets for Shared Spaces program. This program is to facilitate temporary activation projects to deliver short-term improvements to local streets, paths or public spaces.

Specific locations will be subject to full or part road closures to provide and deliver increased recreational space for the community and support physical exercise, health and wellbeing in a traffic-free environment.

The Streets as Shared Spaces program will allow Council to test the community's response to road closures in new environments before embedding longer-term changes to the road or future activations.

Reclaiming space for pedestrians aligns with the Northern Beaches Council's strategic vision for a green and connected city and the focus on creating walkable neighbourhoods with accessible local centres and village streets, and prioritising space for pedestrians to enable easy movement.

LOCATION

- The section of Robertson Road under consideration is located between Foamcrest Avenue and Barrenjoey Road, Newport
- Robertson Road is a local road that is both owned and operated under the jurisdiction of the Northern Beaches Council
- This section of Robertson Road has a speed limit of 50km/h
- Robertson Road has a measured width of 4.5-metres from kerb-to-kerb and caters for one-way traffic (from north to south)
- There is indented angled parking with '1P 8:30am-6:00pm EVERYDAY' restrictions on the western side of Robertson Road and 'No Stopping' restrictions on the eastern side
- There are footpaths on both side of Robertson Road
- The shared path forms part of the Road Cycling Network and is included in the Safe Cycling Network
- Adjacent land uses consist of mixed use and local centres (e.g. shops and offices, medical centres, shop top housing and food and drink premises)
- There are no bus services that operate on this section of road.

ISSUES

- The activation requires full road closures on Robertson Road from the intersection with Foamcrest Avenue and Barrenjoey Road, however local resident will be permitted to access only

- Access is to be provided around the closures with detours via Coles Parade and Foamcrest Avenue
- The road closures will be regulated using approved barriers and will have traffic controllers to manage these closures
- Robertson provides access to the car parking/loading area of Australia Post (situated at the corner of Robertson Road and Foamcrest Avenue) and the car park of Bakers Delight Newport (situated on Barrenjoey Road)
- It is considered that restricting parking on the street for the event will have a net safety improvement for the community at a cost of minor inconvenience in respect to additional walking distances to parking spaces.

PROPOSAL

Council seeks to improve and activate town centres in the Northern Beaches Council Local Government Area by implementing temporary road closures to vehicles to create a traffic-free environment for the community.

Council is proposing to remove the existing indented angled parking to facilitate business use. This arrangement will enable provision of additional outdoor seating areas for the existing restaurants/cafes.

Council is proposing a temporary road closure in Robertson Road (between intersection with Bungan Lane and Barrenjoey Road) between:

- 5pm Friday 13 November 2020 to 10am Monday 16 November 2020.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal road closure is designed to improve safety for pedestrians and people cycling attending or passing through
- The street as shared spaces locations connect to existing footpath and shared path networks and will support increased walking and people cycling.

CONSULTATION

To ensure the success of the Streets as Shared Spaces funding, Council has established an internal working group from across the organisation with representatives from Transport Network, Place & Economic Development, Arts and Culture, Media & Communications, Community Engagement and Events.

Council will establish a project page on our website that details all relevant information, concept plans and key dates and times for all Streets for Shared Spaces activations within the Northern Beaches.

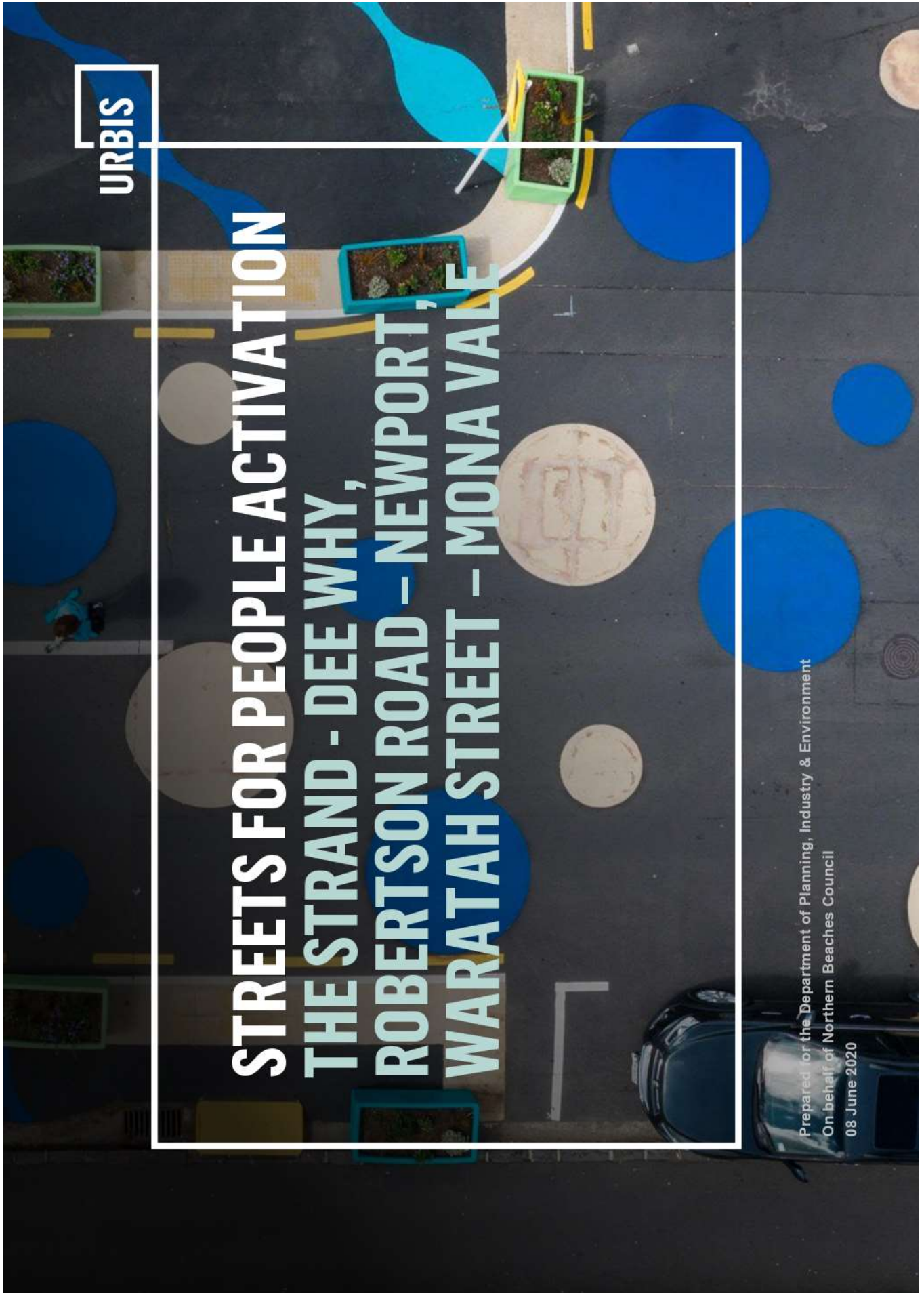
Letterbox drops will be carried out in the local area to inform residents of the road closure. Information will also be communicated through Council's social media pages and e-newsletters.

Council has engaged consultants, Placescore to undertake an Impact Maximiser & Impact Tracker that captures data before and after a planned streetscape upgrade project, and provides evidence-based advisory services to support decision making for future investment.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the activation of a temporary road closures to create a traffic-free environment for the community to use for recreational purposes such at the following location and dates:

- A. The activation of a temporary road closures to create a traffic-free environment for the community to use for recreational purposes such at the following location and dates:
 - (i) 5pm Friday 13 November 2020 to 10am Monday 16 November 2020.
- B. That it be noted that the proposed road closure is a Category 1 special event and requires the approval of Roads and Maritime Services (RMS) and the Transport Management Centre.
- C. That the Northern Beaches Council Local Traffic Committee support the event in principle, subject to the following conditions:
 - (i) That the TCP be prepared in accordance with the RMS Traffic Control at Work Sites Manual and Australian Standards
 - (ii) That any traffic control is to only be carried out by persons with appropriate Traffic Control qualifications acceptable to the RMS
 - (iii) That barriers and signs used in the road closures are to RMS standards
 - (iv) That the road closure be staffed at all times to allow access for emergency vehicles, and to ensure barriers are not moved
 - (v) That the necessary approvals with respect to use of any public reserves or use of the public roads are obtained
 - (vi) That the necessary RMS approvals to hold the event on or adjacent to main roads
 - (vii) That State Transit Authority and the emergency services be advised of the closure
 - (viii) That a minimum 4-metre wide access way be maintained in The Strand to allow for emergency vehicle access
 - (ix) That residents and businesses in the affected area be notified by a letterbox drop and through various forms of communication in advance of the road closures with details of access restrictions. The notification must also provide a contact number should residents have any enquiries
 - (x) That Variable Message Signs (VMS) be used in accordance with RMS guidelines to provide details of the road closure on the day of the event and also give information on upcoming changes to traffic conditions prior to the event.



Urbis staff responsible for this report were:

Director	Graham McCabe
Associate Director	Neill Miller
Senior Consultant	Supun Perera
Consultant	Paige Crowe
Project code	P0023811
Report number	P0023811.v2

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COVID-19 AND THE POTENTIAL IMPACT ON DATA INFORMATION

The recent international outbreak of the Novel Coronavirus (SARS-COV-2) and associated disease (COVID-19) was declared a pandemic on 11 March 2020 by the World Health Organisation.

The effects (both directly and indirectly) of the COVID-19 Outbreak on the Australian economy is currently unknown and it is difficult to predict the quantum of the impact it will and how long that impact will last. As at March 2020, the COVID-19 is materially impacting global travel, trade and near-term economic growth expectations. Some business sectors, such as the retail, hotel and tourism sectors, are already reporting material impacts on trading performance now and potentially into the future. For example, Shopping Centre operators are reporting material reductions in foot traffic numbers, particularly in centres that ordinarily experience a high proportion of international visitors.

The Report Content and the data and information that informs and supports it is current as at the date of this report and (unless otherwise specifically stated in the Report) necessarily assumes that, as at the date of this report, the COVID-19 Outbreak has not materially impacted the Australian economy, the asset(s) and any associated business operations to which the report relates and the Report Content. However, it is not possible to ascertain with certainty at this time how the market and the Australian economy more broadly will respond to this unprecedented event. It is possible that the market conditions applying to the asset(s) and any associated business operations to which the report relates and the business sector to which they belong could be (or has been) materially impacted by the COVID-19 Outbreak within a short space of time and that

it will have a lasting impact. Clearly, the COVID-19 Outbreak is an important risk factor you must carefully consider when relying on the report and the Report Content.

Any Report Content addressing the impact of the COVID-19 Outbreak on the asset(s) and any associated business operations to which the report relates or the Australian economy more broadly is (unless otherwise specifically stated in the Report) unsupported by specific and reliable data and information and must not be relied on.

To the maximum extent permitted by law, Urbis (its officers, employees and agents) expressly disclaim all liability and responsibility, whether direct or indirect, to any person (including the Instructing Party) in respect of any loss suffered or incurred as a result of the COVID-19 Outbreak materially impacting the Report Content, but only to the extent that such impact is not reflected in the data and information used to support the Report Content.



ROBERTSON ROAD, NEWPORT

PROPOSAL

Background

Newport is known for its iconic Norfolk Island pines running along the central strip of Barrenjoey Road and is home to a wonderful mix of cafes, restaurants and boutique shops.

Proposal

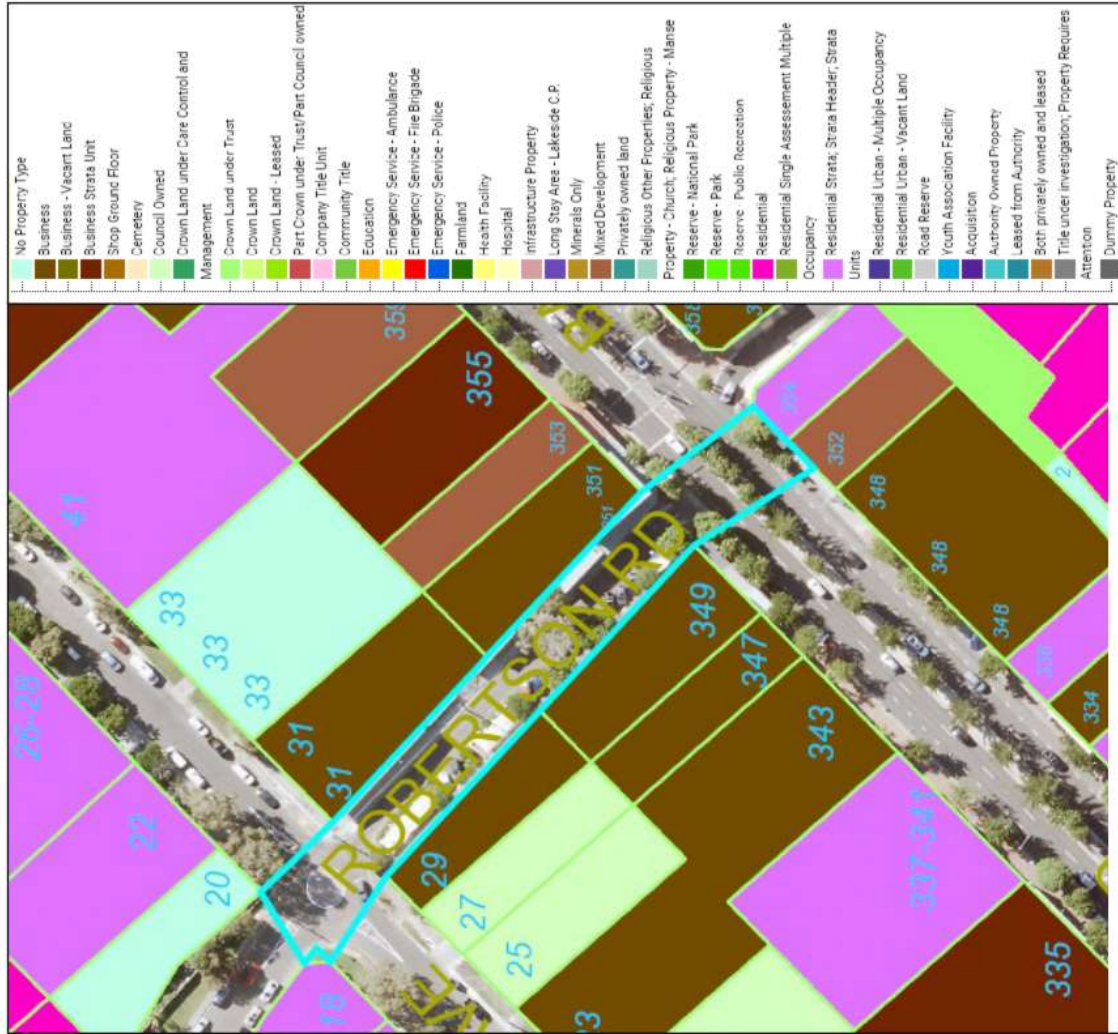
This proposal seeks to build on the local character and improve the attractiveness of Newport by activating the section of Robertson Road between Foamcrest Avenue and Barrenjoey Road.

This section of Robertson Road is currently one way (towards Foamcrest Avenue) and includes a strip of restaurants and cafes (mostly on the west side). It also provides access to the car parking/loading area of Australia Post (situated at the corner of Robertson Road and Foamcrest Avenue) and the car park of Bakers Delight Newport (situated on Barrenjoey Road).

By providing a better-quality public space, this proposal will:

- 1) Encourage walking and cycling to the commercial area and public spaces to support local business and to improve physical health of the residents.
- 2) Benefit the local restaurants and cafes through opportunities for increased outdoor seating to maintain social distancing*.

*without closing the roads to enable re-use of the street, restaurants and cafes will not be financially viable as they do not currently have enough seating area (either indoor or outdoors) to comply with the 4 square metres per person social distancing requirement.



ROBERTSON ROAD, NEWPORT

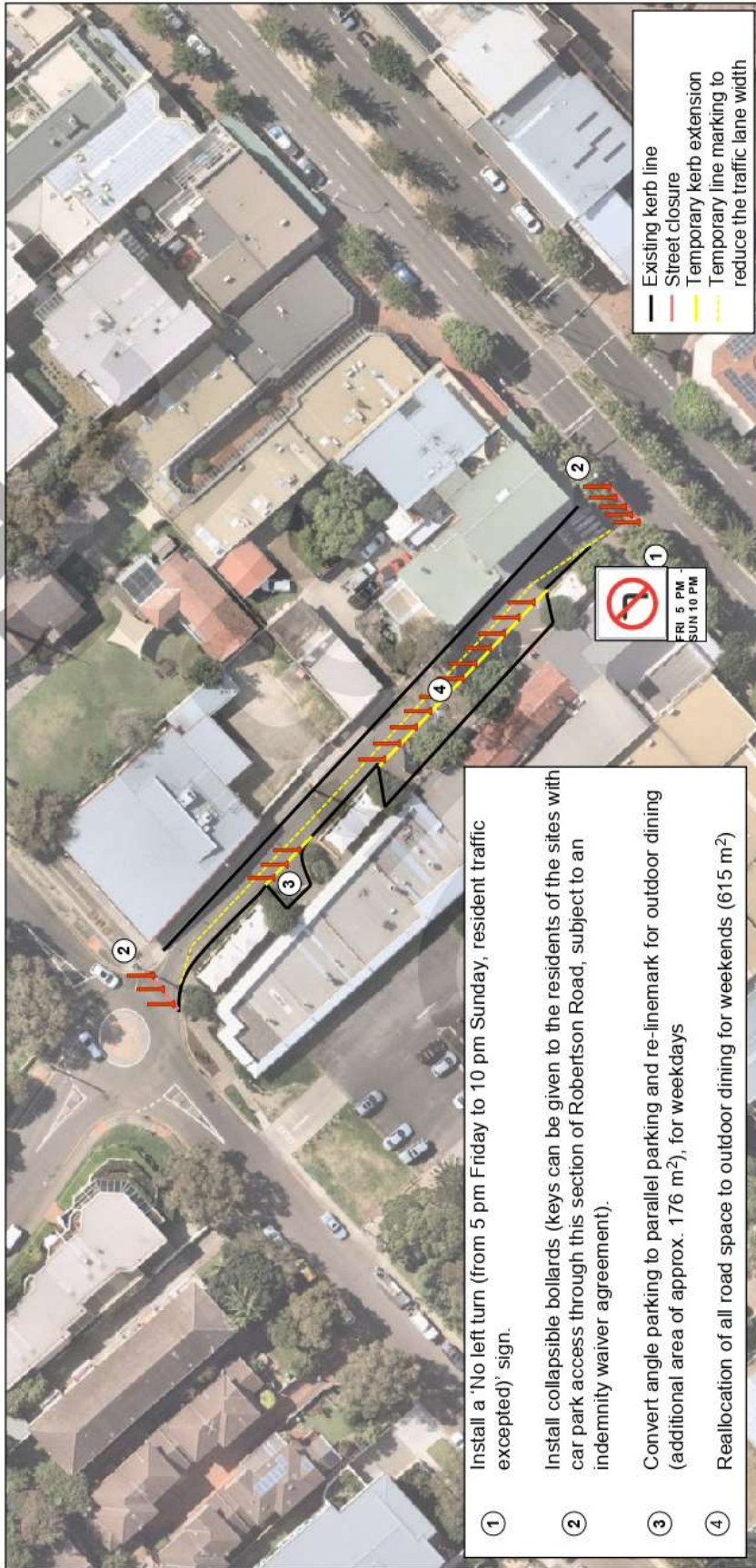
KEY CONSIDERATIONS

- The proposed activation strategy will be implemented as follows:
 - Temporary reallocation of angle parking to street dining and narrowing of travel lane until post-pandemic.
 - Close off this section of the road for one weekend every month for three months, between 5pm Friday to 10pm Sunday, to allow for consistent street dining
 - This arrangement will enable provision of additional outdoor seating areas for the existing restaurants/cafes.
 - Need to consider the liquor licence impacts for new on-street dining areas.
 - Loss of parking/loading and passing trade for the restaurants is a key consideration.
 - During this temporary activation period, human movement data can be collected and compared with the current situation to provide an indication of the change in trade (for the surrounding businesses) due to lack of passing trade and absence of the existing kerbside parking spaces.
 - Provision of bicycle parking is to be considered in the proposal to encourage cycling to and from the area.
 - Installation of collapsible bollards at either end of the street - the keys can be given to the residents of the sites with car park access through this section of Robertson Road (subject to an indemnity waiver agreement).



ROBERTSON ROAD, NEWPORT

SCHEMATIC DRAWING OF PROPOSED INTERVENTIONS



ROBERTSON ROAD, NEWPORT

KEY STATISTICS

	Existing	Proposed (weekdays)	Proposed (weekends)
Kerbside parking spaces	Along the western side of this section of Robertson Road: <ul style="list-style-type: none"> • 1x Loading Zone • 10x 1P Parking Space • 1x Accessible Parking Space 	0	0
No. of outdoor seats	94	Additional outdoor area of approx. 176 m ² – equates to a patron capacity of 44 (based on 4 m ² per person rule)	Additional outdoor area of approx. 615 m ² – equates to a patron capacity of 154 (based on 4 m ² per person rule)
Traffic lanes	A single one-way traffic lane from Barrenjoey Road to Foamcrest Avenue.	Reduce the current width and retain the existing single one-way traffic lane from Barrenjoey Road to Foamcrest Avenue.	Full closure of the section of Robertson Road between Barrenjoey Road to Foamcrest Avenue (residents of the sites with car park access through this section of Robertson Road can be given keys to the collapsible bollards).

ITEM 4.39	WARATAH STREET, MONA VALE - STREETS FOR SHARED SPACES PROGRAM
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/548764
ATTACHMENTS	1 ↓ WARATAH STREET, MONA VALE - STREETS FOR SHARED SPACES PROGRAM

GEOCODES: -33.677982, 151.303372

REPORT

BACKGROUND

Northern Beaches Council has been successful in obtaining NSW Government grant funding under The Department of Planning, Industry and Environment (DPIE) Streets for Shared Spaces program. This program is to facilitate temporary activation projects to deliver short-term improvements to local streets, paths or public spaces.

Specific locations will be subject to full or part road closures to provide and deliver increased recreational space for the community and support physical exercise, health and wellbeing in a traffic-free environment.

The Streets as Shared Spaces program will allow Council to test the community's response to road closures in new environments before embedding longer-term changes to the road or future activations.

Reclaiming space for pedestrians aligns with the Northern Beaches Council's strategic vision for a green and connected city and the focus on creating walkable neighbourhoods with accessible local centres and village streets, and prioritising space for pedestrians to enable easy movement.

LOCATION

- The section of Waratah Street under consideration is on the south side of the road, located between Bungan Lane and Pittwater Road, Mona Vale
- Waratah Street is a local road with a reduced 40km/h speed limit and is situated within a designated High Pedestrian Activity Area
- Waratah Street has a measured width of 12.5-metres from kerb-to-kerb and caters for two-way traffic
- There is '1/2P 8:30am-6:00pm MON-FRI and 8:30am-12:30pm SAT' and 'Loading Zone' restrictions along the frontage of Property No. 1 Waratah Street and No. 1755 Pittwater Road, correspondingly
- There is indented angled parking with '1P 8:30am-6:00pm MON-FRI and 8:30am-12:30pm SAT' restrictions on the western and eastern side of Waratah Street
- There are footpaths on both side of Waratah Street
- The section of road does not form a part of the Road and Safe Cycling Network
- Adjacent land uses consist of mixed use (e.g. shops and offices, medical centres, shop-top housing and food and drink premises)
- There are no bus services that operate on this section of road.

ISSUES

- The activation requires the closure of the eastbound lane on Waratah Street at the intersection with Bungan Lane and Barrenjoey Road

- Access is to be provided around the closures with detours via Pittwater Road and Bungan Street
- The road closures will be regulated using approved barriers and will have traffic controllers to manage these closures
- Waratah Street provides access to the off-street car parking/loading area for businesses on western side.

PROPOSAL

Council seeks to improve and activate town centres in the Northern Beaches Council Local Government Area by implementing temporary road closures to vehicles to create a traffic-free environment for the community.

Council is proposing a temporary lane closure in Waratah Street (between intersection with Bungan Lane and Barrenjoey Road) between:

- 10pm Thursday 19 November 2020 to 10am Monday 23 November 2020.

Council is proposing to remove the existing indented angled parking to facilitate business use. This arrangement will enable provision of additional outdoor seating areas for the existing restaurants/cafes.

If the lane closure is deemed successful, Council will assess whether to make the closure of this section of Waratah Street permanent in the future.

With a secondary option, in which the indented angled parking spaces (along the westbound traffic lane of Waratah Street can be allocated as additional footpath space, while only reducing the width of the westbound traffic lane by 1-metre and retaining the eastbound traffic lane as is.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposed road closure is designed to improve safety for pedestrians and people cycling, attending or passing through
- The street as shared spaces locations, connect to existing footpath and shared path networks and will support increased walking and people cycling.

CONSULTATION

To ensure the success of the Streets as Shared Spaces funding, Council has established an internal working group from across the organisation with representatives from Transport Network, Place & Economic Development, Arts and Culture, Media & Communications, Community Engagement and Events.

Council will establish a project page on our website that details all relevant information, concept plans and key dates and times for all Streets for Shared Spaces activations within the Northern Beaches.

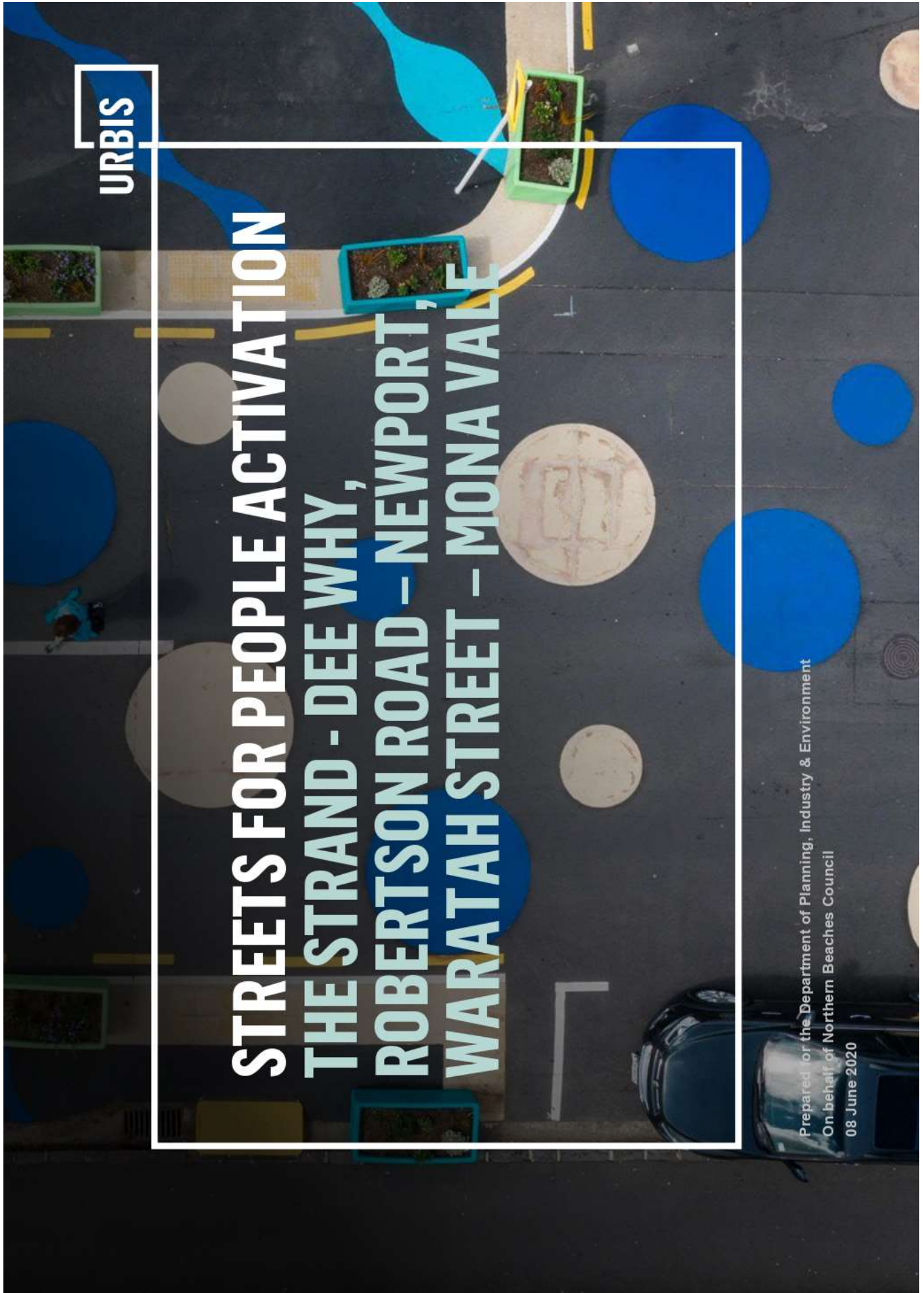
Letterbox drops will be carried out in the local area to inform residents of the road closure. Information will also be communicated through Council's social media pages and e-newsletters.

Council has engaged consultants, Placescore to undertake an Impact Maximiser & Impact Tracker that captures data before and after a planned streetscape upgrade project, and provides evidence-based advisory services to support decision making for future investment.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the activation of a temporary road closures to create a traffic-free environment for the community to use for recreational purposes such at the following location and dates:

- A. The activation of a temporary road closures to create a traffic-free environment for the community to use for recreational purposes such at the following location and dates:
 - (i) 10pm Thursday 19 November 2020 to 10am Monday 23 November 2020
- B. That it be noted that the proposed road closure is a Category 1 special event and requires the approval of Roads and Maritime Services (RMS) and the Transport Management Centre.
- C. That the Northern Beaches Council Local Traffic Committee support the event in principle, subject to the following conditions:
 - (i) That the TCP be prepared in accordance with the RMS Traffic Control at Work Sites Manual and Australian Standards
 - (ii) That any traffic control is to only be carried out by persons with appropriate Traffic Control qualifications acceptable to the RMS
 - (iii) That barriers and signs used in the road closures are to RMS standards
 - (iv) That the road closure be staffed at all times to allow access for emergency vehicles, and to ensure barriers are not moved.
 - (v) That the necessary approvals with respect to use of any public reserves or use of the public roads are obtained
 - (vi) That the necessary RMS approvals to hold the event on or adjacent to main roads.
 - (vii) That State Transit Authority and the emergency services be advised of the closure
 - (viii) That a minimum 4-metre wide access way be maintained in Waratah Street to allow for emergency vehicle access
 - (ix) That residents and businesses in the affected area be notified by a letterbox drop and through various forms of communication in advance of the road closures with details of access restrictions. The notification must also provide a contact number should residents have any enquiries
 - (x) That Variable Message Signs (VMS) be used in accordance with RMS guidelines to provide details of the road closure on the day of the event and also give information on upcoming changes to traffic conditions prior to the event



URBIS

**STREETS FOR PEOPLE ACTIVATION
THE STRAND - DEE WHY,
ROBERTSON ROAD - NEWPORT,
WARATAH STREET - MONA VALE**

Prepared for the Department of Planning, Industry & Environment
On behalf of Northern Beaches Council
08 June 2020

Urbis staff responsible for this report were:

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Project code	P0023811
Report number	P0023811.v2

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COVID-19 AND THE POTENTIAL IMPACT ON DATA INFORMATION

The recent international outbreak of the Novel Coronavirus (SARS-COV-2) and associated disease (COVID-19) was declared a pandemic on 11 March 2020 by the World Health Organisation.

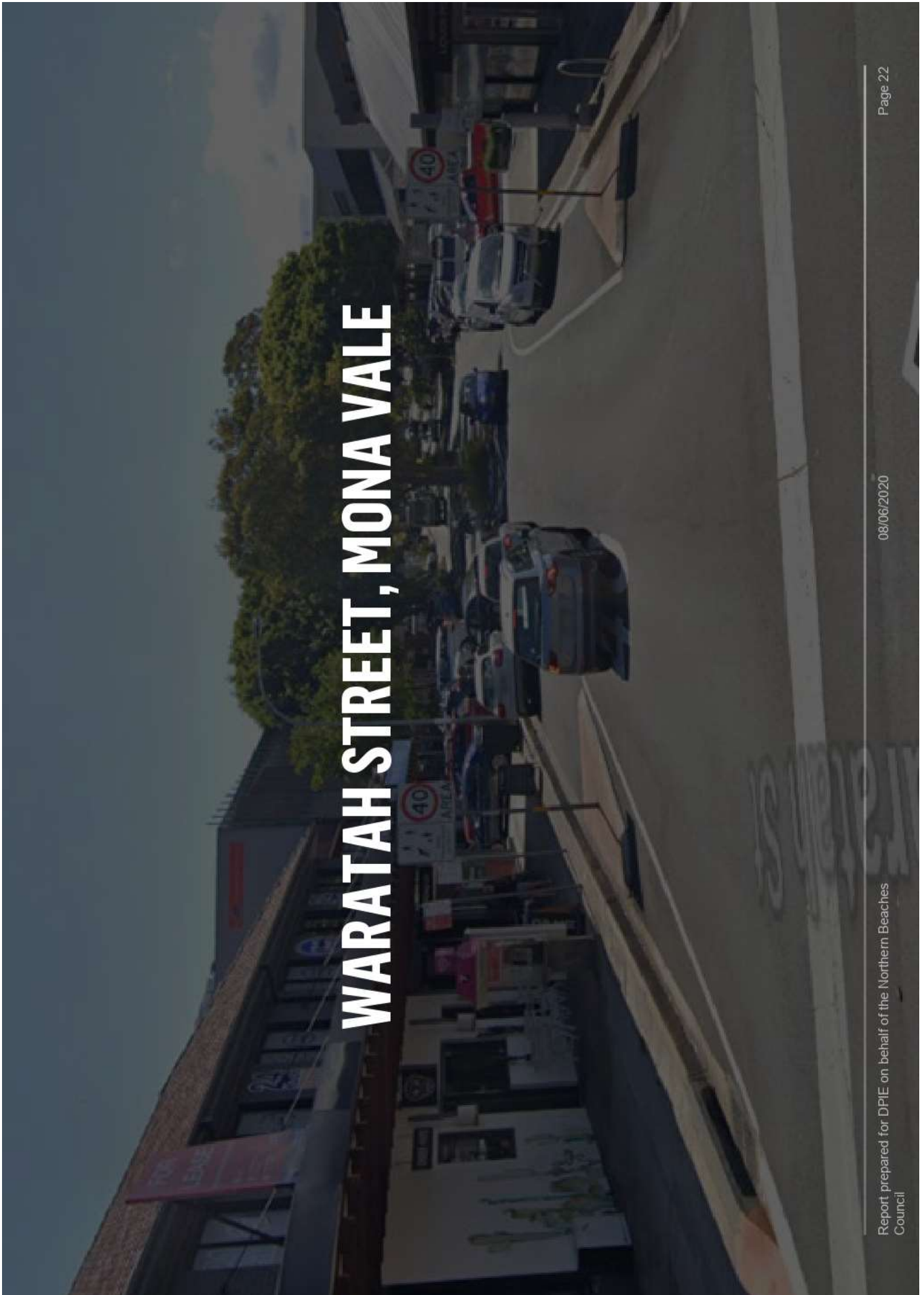
The effects (both directly and indirectly) of the COVID-19 Outbreak on the Australian economy is currently unknown and it is difficult to predict the quantum of the impact it will and how long that impact will last. As at March 2020, the COVID-19 is materially impacting global travel, trade and near-term economic growth expectations. Some business sectors, such as the retail, hotel and tourism sectors, are already reporting material impacts on trading performance now and potentially into the future. For example, Shopping Centre operators are reporting material reductions in foot traffic numbers, particularly in centres that ordinarily experience a high proportion of international visitors.

The Report Content and the data and information that informs and supports it is current as at the date of this report and (unless otherwise specifically stated in the Report) necessarily assumes that, as at the date of this report, the COVID-19 Outbreak has not materially impacted the Australian economy, the asset(s) and any associated business operations to which the report relates and the Report Content. However, it is not possible to ascertain with certainty at this time how the market and the Australian economy more broadly will respond to this unprecedented event. It is possible that the market conditions applying to the asset(s) and any associated business operations to which the report relates and the business sector to which they belong could be (or has been) materially impacted by the COVID-19 Outbreak within a short space of time and that

it will have a lasting impact. Clearly, the COVID-19 Outbreak is an important risk factor you must carefully consider when relying on the report and the Report Content.

Any Report Content addressing the impact of the COVID-19 Outbreak on the asset(s) and any associated business operations to which the report relates or the Australian economy more broadly is (unless otherwise specifically stated in the Report) unsupported by specific and reliable data and information and must not be relied on.

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WARATAH STREET, MONA VALE

PROPOSAL

Background

Mona Vale is the urban heart of the northern peninsula's natural and coastal areas, with a local village atmosphere. Waratah Street is the spine of the village centre, providing local access to Mona Vale Public School, supermarkets, restaurants, cafes and local services. The street has high pedestrian activity, with outdoor dining at the western end near Pittwater Road.

Proposal

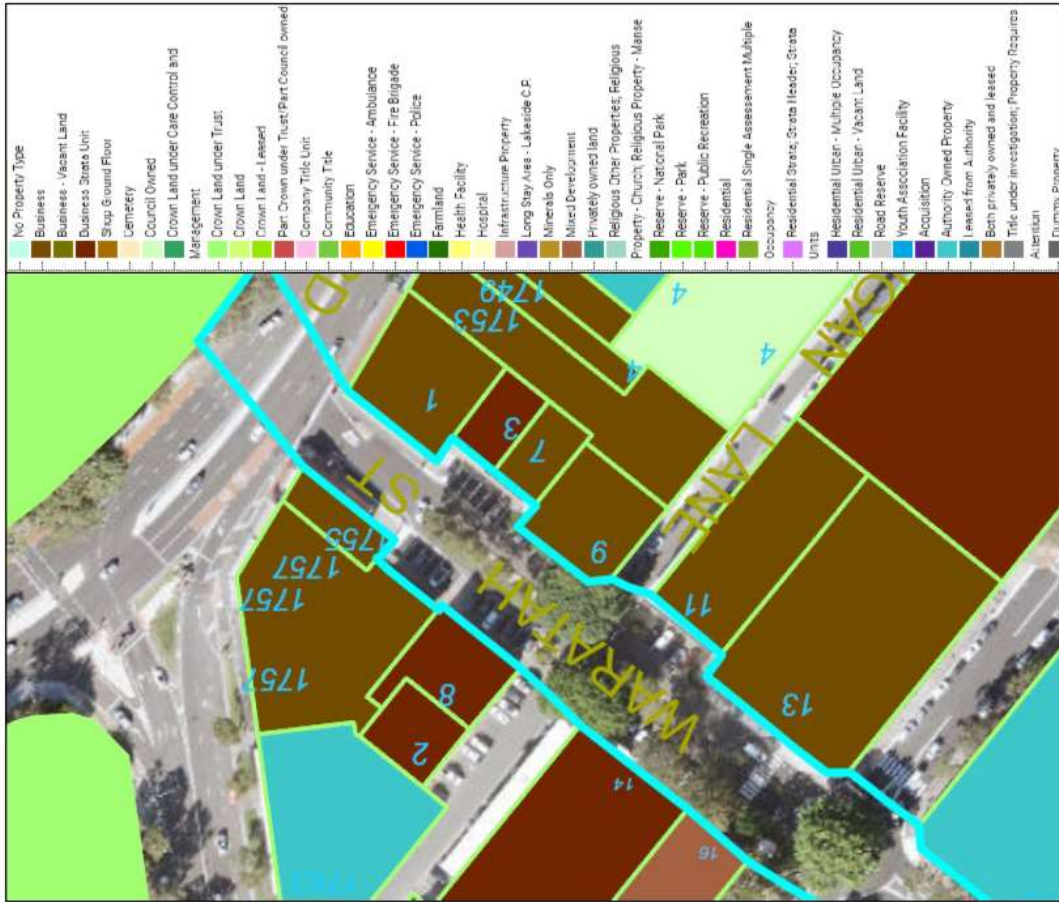
This proposal seeks to activate the southern end of Waratah Street, between Pittwater Road and Bungan Lane. Allocating additional space for outdoor dining will allow increased activity from food and beverage tenancies as well as provide more room for increased pedestrian activity at the entrance to this village spine.

The additional footpath space can be achieved by closing the westbound traffic lane on Waratah Street.

The objectives of the proposed activation of Waratah Street are:

- 1) To deliver improved walking and cycling access to Waratah Street; and
- 2) To support local restaurants and cafes located along Waratah Street by providing opportunities for increased outdoor seating to maintain the social distancing requirements*.

*without closing the roads to enable re-use of the street, restaurants and cafes will not be financially viable as they do not currently have enough seating area (either indoor or outdoors) to comply with the 4 square metres per person social distancing requirement.



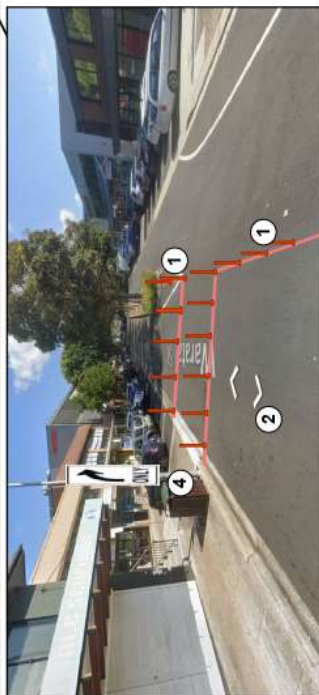
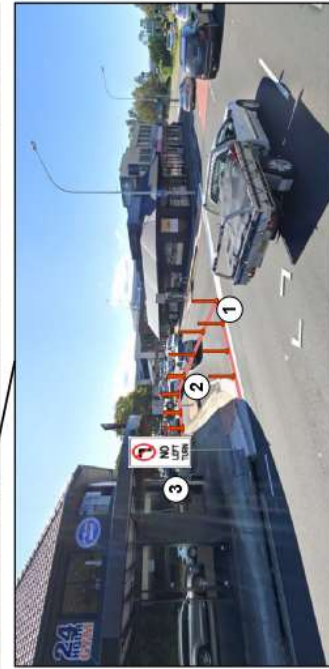
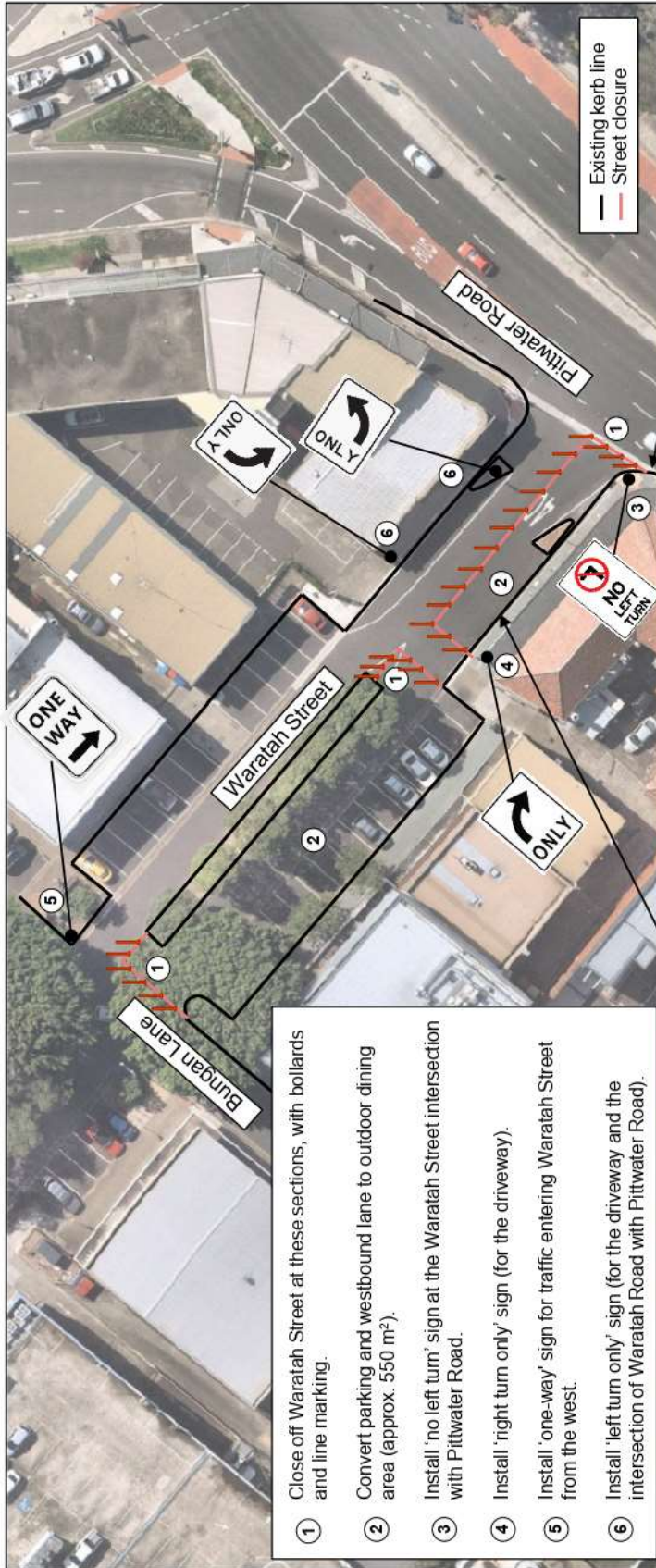
WARATAH STREET, MONA VALE

KEY CONSIDERATIONS

- Loss of parking/loading and passing trade for the restaurants must be considered.
- Loading for businesses at the eastern end of the block will not be impacted as loading occurs off-street with access before the street closure location.
- During this temporary activation period, human movement data can be collected and compared with the current situation to provide an indication of the change in trade (for the surrounding businesses) without passing trade.
- The street closure would allow for the creation of a dining precinct area by enabling provision of additional outdoor seating areas for the existing restaurants/cafes.
- Liquor licence impacts for new on-street dining areas.
- More bicycle parking should be provided to encourage cycling to and from the area.

WARATAH STREET, MONA VALE

SCHEMATIC DRAWING OF PROPOSED INTERVENTIONS



WARATAH STREET, MONA VALE

SUMMARY OF KEY STATISTICS

	Existing	Proposed
On-street parking spaces	13 x (1P) spaces (from Pittwater Road to Bungan Lane)	0 spaces
No. of outdoor seats	20	Additional outdoor area of approx. 550 m ² – equates to a patron capacity of 138 (based on 4 m ² per person rule)

ITEM 4.40	STREETS AS SHARED SPACES - ACTIVATE MANLY
REPORTING OFFICER	MANAGER, TRANSPORT NETWORK
TRIM FILE REF	2020/584689
ATTACHMENTS	1 ↓ Manly Traffic Management Plan 2 ↓ Manly Overall Plan

GEOCODES: -33.798572, 151.285436

REPORT

BACKGROUND

Northern Beaches Council has been successful in obtaining NSW Government grant funding under The Department of Planning, Industry and Environment (DPIE) Streets for Shared Spaces program. This program is to facilitate pilot activation projects to deliver “proof of concept style” improvements to local streets, paths or public spaces.

The Streets as Shared Spaces program will allow Council to test the community’s response to road closures and changes to the road environment before embedding longer-term changes or future activations. The program will benefit the community by encouraging physical activity and wellbeing.

Reclaiming space for pedestrians aligns with the Northern Beaches Council’s strategic vision for a green and connected city and the focus on creating walkable neighborhoods with accessible local centres and village streets and prioritising space for people on streets to enable easy movement.

The Activate Manly project will adopt the tactical urbanism approach in the implementation of proposed works.

Tactical urbanism is a community-led approach to neighbourhood building using short-term, low cost and scalable interventions intended to drive long-term change. These adaptations large and small can be both from top-down policy or bottom-up intervention and represents a significant opportunity to test new environments, enhance place making and improve equality and access to public space.

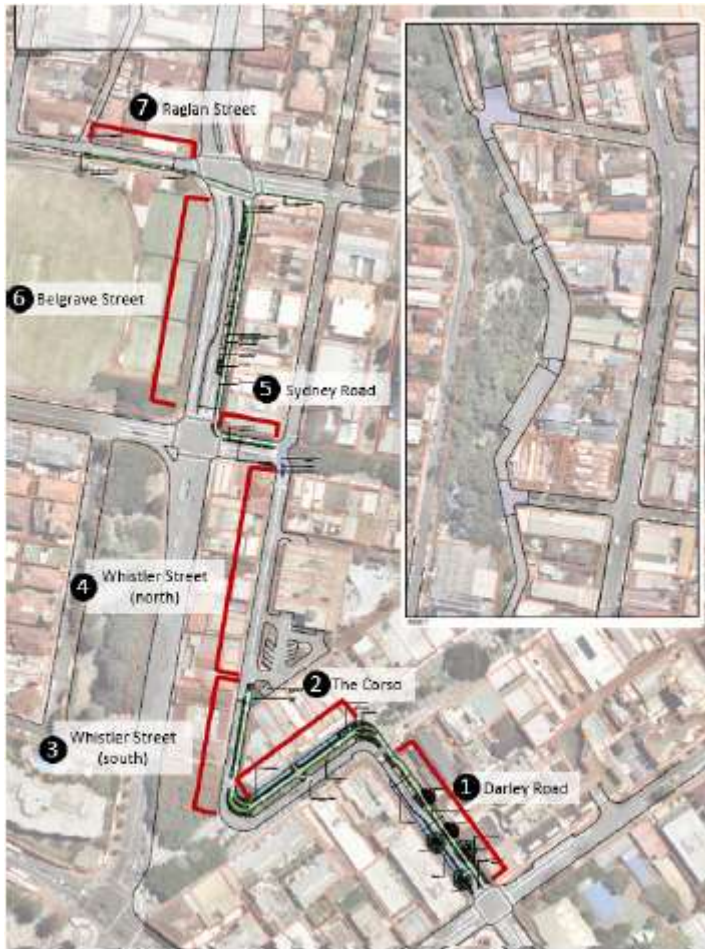
The detailed Traffic Management Plan for Activate Manly is attached to this report and provides all technical information requirements for the consideration of the Local Traffic Committee.

It is proposed that Council will implement the recommendations detailed in this report in December 2020 for a 12-month period, as per the established DPIE funding guidelines.

LOCATION

The project area can be considered in the following seven sections:

1. Darley Road – Wentworth Street to The Corso
2. The Corso – Darley Road to Whistler Street
3. Whistler Street (south) – The Corso to the carpark
4. Whistler Street (north) – Carpark to Sydney Road
5. Sydney Road – Whistler Street to Belgrave Street
6. Belgrave Street – Sydney Road to Raglan Street
7. Raglan Street – Belgrave Street to Kangaroo Lane



1. Darley Road – Wentworth Street to The Corso

Currently, most of Darley Road is dedicated to motorised vehicle access and parking, comprising of one traffic lane in each direction and kerbside parking on each side of the road, as shown by this cross-section.

The western side of this section of Darley Road has a dining strip with several restaurants and cafes with limited or no outdoor seating space. The eastern side is mostly occupied by St Matthews Anglican Church and a post box.

2. The Corso – Darley Road to Whistler Street

Within the heart of The Corso, the current road environment facilitates low speed travel and an attractive pedestrian destination, with planting in the median strip that provides shade for visitors to the street. However, two-way traffic and the existing provision of short stay on-street parking along each side of the road encourages the use of vehicles to travel into the area for short errands and limits the space available for pedestrian movement.

3. Whistler Street (south) – The Corso to the carpark

The Corso connects to Whistler Street, which is one lane in each direction until the intersection with Sydney Road, after which it converts to a one-way northbound street with kerbside parking.

4. Whistler Street (north) – Car park to Sydney Road

The current layout of Whistler Street from the carpark to Sydney Road will not be changed significantly by the proposed work, maintaining two-way traffic with a narrow footpath. The proposal includes changing the posted speed limit to 10 km/h and converting the road to a share zone, along with the implementation of any traffic calming that can be allowed by the limited space.

5. Sydney Road – Whistler Street to Belgrave Street

Sydney Road connects Whistler Street with Belgrave Street, a major north-south movement corridor in Manly. The intersection between Sydney Road and Whistler Street will function as a gateway to communicate the transition into a low speed area, which will be communicated to drivers through stamped pavement features, landscaping and the installation of planter boxes on the road.

A new bi-directional cycleway protected by a buffer will replace one of the existing eastbound lanes on Sydney Road, with lane narrowing and landscaping on the southern side of the street to facilitate slower speeds for westbound vehicles from Whistler Street. The cycleway will connect to the shared zone on Whistler Street to the south.

6. Belgrave Street – Sydney Road to Raglan Street

Belgrave Street is the major north-south movement corridor in Manly, with two lanes of traffic running in each direction. The street services numerous bus routes and connects to Raglan Street in the north.

The new protected bi-directional cycleway will continue onto Belgrave Street, where bicycle parking will be provided.

No kerbside parking is proposed to be removed. However, with the installation of the new cycleway, one southbound traffic lane on Belgrave Street will be converted to parking. Continuity for through traffic lanes on Belgrave Street north of Raglan Street and south of Sydney Road will be maintained through merge lanes.

7. Raglan Street – Belgrave Street to Kangaroo Lane

The new cycleway on Belgrave Street to the north will connect with the existing painted cycle lane on Raglan Street to the east. An advanced stop line will be provided for left turning cyclists travelling northbound from Belgrave Street into Raglan Street, and stamped feature pavements be provided at the entrance to Raglan Street and Kangaroo Lane to indicate vehicles are entering a lower speed zone.

ISSUES

The Active Manly project proposes to close the eastbound lane along The Corso and Darley Road to make space for a dedicated cycleway and café zones with seating to support nearby businesses. Vehicular movements north of the Wentworth Street intersection will be limited to northbound travel on Darley Road, The Corso and Whistler Street south of the Market Lane carpark entrance.

The following issues have been identified and addressed in the Activate Manly: Streets as Shared Spaces Traffic Management Plan:

1. Traffic circulation
2. Intersection operation / phasing arrangements
3. Buses
4. Taxi zone
5. Parking impact
 - a. Nine P30 spaces 8am – 10pm everyday parking spaces removed on the north side of The Corso
 - b. Eight P30 8am – 6pm everyday parking spaces removed on the west side of Darley Road
 - c. No parking spaces removed in Whistler Street
 - d. Dedicated motorcycle parking in The Corso to be relocated to the Council off-street carpark in the location of the existing two P5 parking spaces.
 - e. Remaining 17 car parking spaces in The Corso and Darley Road to be converted from P30 to P15 to provide high turnover parking.

PROPOSAL

The Activate Manly project is part of a package of works that seeks to improve and activate the connections around town centres and beaches in the Northern Beaches Council Local Government Area. The Activate Manly project creates a walking and cycling-friendly link from the intersection of Darley Road with Wentworth Street all the way to Kangaroo Lane to the north via Sydney Road and Belgrave Street.

The Activate Manly project seeks to:

- Test the impact on cycling levels, pedestrian amenity, and retail attraction and activity, by reducing the space dedicated to vehicle traffic and parking, as well as lowering the posted speed limit
- Increase space for safe cycling
- Improve access to the Manly centre by bicycle and on foot from the north of Manly
- Activate Darley Road and The Corso by extending outdoor seating zones for food businesses
- Ensure the safety of the travelling public by reducing posted speed limits and providing dedicated protected space for cycling
- Leverage the tools and materials of tactical urbanism to roll out the project in the upcoming months.

The Activate Manly project area runs through the Manly town centre, through Darley Road and The Corso to Whistler Street, Sydney Road, Belgrave Street and Raglan Road, ending at the intersection with Kangaroo Lane. Within the study area, all roads are classified local roads, with the exception of Raglan Street, which is a classified Regional Road.

The project creates a walking and cycling-friendly link from the intersection of Darley Road with Wentworth Street all the way to Kangaroo Lane to the north via Sydney Road and Belgrave Street. The project would provide a safe cycling route as well as to set up 10 km/h shared zones along the route for safer and more attractive walking to and from the Manly town centre. Additionally, around half of the on-street parking on The Corso and Darley Road would be converted to outdoor dining to support local businesses in their recovery from the COVID-19 crisis.



PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- This proposal seeks to improve access in Manly for walking and 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 as walking space will be reallocated to the road environment
- Disability ramps will be installed in locations to provide a transition from the existing footpath to the pedestrian access way on the road environment, where necessary

CONSULTATION

It is critical to effectively and regularly inform the community and local businesses impacted by the construction work prior to commencement to manage the public's expectations. Advance notice should be provided to all road users (including bus operators) as well as property and business owners in The Corso.

This will be done by:

- Installing notice signs for all road users
- Pamphlet distribution

- Project Have Your Say website
- Project newsletters
- Websites for relevant road authorities
- Public noticeboards
- Letterbox drops and mailouts
- Engagement with resident groups and business chamber
- Council will prepare community engagement with the residential and business community following the approval of Traffic Committee. This will also include resident groups and the business chamber.

A dedicated Have Your Say page will be created with visual designs and concept plans detailing the Active Manly proposal. On-site signage will be displayed in key areas in Manly detailing the proposal, timeline and how to make a submission.

Council has engaged consultants, Placescore to undertake an Impact Maximiser & Impact Tracker that captures data before and after a planned streetscape upgrade project, and provides evidence-based advisory services to support decision making for future investment.

Advanced notice of planned work and potential network disruptions through construction period would be provided. This may involve consultation with business owners, the preparation of information packs detailing the proposed construction activities and temporary arrangements for the following groups:

- Emergency vehicles
- Emergency evacuation plans
- Pedestrians and cyclists (including access to properties)
- Disability access
- Event management
- Waste collection and other service vehicles
- Deliveries
- Noise management.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Implementation of the Active Manly Streets as Shared Spaces project in identified seven locations detailed in this report:
1. Darley Road – Wentworth Street to The Corso
 2. The Corso – Darley Road to Whistler Street
 3. Whistler Street (south) – The Corso to the carpark

4. Whistler Street (north) – Carpark to Sydney Road
 5. Sydney Road – Whistler Street to Belgrave Street
 6. Belgrave Street – Sydney Road to Raglan Street
 7. Raglan Street – Belgrave Street to Kangaroo Lane.
- B. Request Transport for NSW expedite the approval of the works on the state road corridor and provide the approval for the extended 10km/h shared zone speed limit change as defined in the attached Traffic Management Plan.
- C. Acknowledge the Department of Planning, Industry and Environment for funding to deliver the Streets as Shared Spaces Activate Manly project.
- D. Supports all information contained in the Activate Manly: Streets as Shared Spaces Transport Management Plan.
- E. Supports the commencement of community engagement relating to the Streets as Shared Spaces Activate Manly project.



ACTIVATE MANLY: STREETS AS SHARED SPACES

Transport Management Plan

29 SEPTEMBER 2020



CONTACT



NICOLE VUKIC
Project Manger


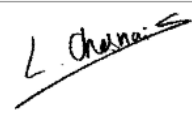
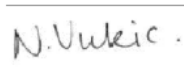
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NORTHERN BEACHES COUNCIL ACTIVATE MANLY: STREETS AS SHARED SPACES


Transport Management Plan

Final report

Author	Wendy Hu	
Checker	Lise Chesnais	
Approver	Nicole Vukic	
Report No	30054436_001	
Date	29/09/2020	
Revision Text	B	

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REVISIONS

Revision	Date	Description	Prepared by	Approved by
A	23/09/2020	Draft for client review	Lise Chesnais	Nicole Vukic
B	29/09/2020		Lise Chesnais	Nicole Vukic

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Activate Manly: streets as shared spaces

1 INTRODUCTION

1.1 Background

The Activate Manly project is part of a package of works that seeks to improve and activate the connections around town centres and beaches in the Northern Beaches Council Local Government Area. The Activate Manly project creates a walking and cycling-friendly link from the intersection of Darley Road with Wentworth Street all the way to Kangaroo Lane to the north via Sydney Road and Belgrave Street, as shown in Figure 1.

The town centre of Manly is already a high pedestrian activity area, with significant sections fully pedestrianised. Access to the centre and its proximity to the ferry wharf attracts cyclists for functional purposes. However, the area surrounding The Corso between Darley Road and Whistler Street, as well as these two streets provides a very constrained environment with conflicting uses, limited space for businesses and no dedicated space for cycling.

The Activate Manly project seeks to:

- Test the impact on cycling levels, pedestrian amenity, and retail attraction and activity, by reducing the space dedicated to vehicle traffic and parking as well as lowering the posted speed limit
- Increase space for safe cycling
- Improve access to the Manly centre by bicycle and on foot from the north of Manly
- Activate Darley Road and The Corso by extending outdoor seating zones for food businesses
- Ensure the safety of the travelling public by reducing posted speed limits and providing dedicated protected space for cycling
- Leverage the tools and materials of tactical urbanism to roll out the project in the upcoming months.

This project has been awarded a grant through the Streets as Shared Spaces Grant Program as a medium-term pilot project to improve or activate streets as shared public spaces.

Activate Manly: streets as shared spaces



Figure 1 Activate Manly project

Activate Manly: streets as shared spaces

1.2 Approach

The Activate Manly project will adopt the tactical urbanism approach in the implementation of proposed works.

Tactical urbanism is a community-led approach to neighbourhood building using short-term, low cost and scalable interventions intended to drive long term change. These adaptations large and small can be both from top-down policy or bottom-up intervention and represents a significant opportunity to:

- **Implement projects quicker, cheaper** – Identify opportunities to repurpose spaces in an imaginative and cost-effective manner. Tactical urbanism solutions use temporary, inexpensive materials and rapid planning and design
- **Foster community and political support** – Tactical urbanism can be used as a tool for public engagement due to the location and visibility of local projects. Through demonstrating that a solution is possible 'on the ground', project teams can build community, stakeholder, and political support for a project
- **Reduces risk** – Successful interventions clearly demonstrate real, verified, community endorsement of concept, which moreover instils a sense of community 'ownership' of the project
- **Address safety needs and infrastructure gaps** – Opportunity to address the immediate safety and infrastructure needs within the Manly town centre
- **Enhance placemaking** – Tactical urbanism projects can provide the opportunity to take spaces and make them into places by quickly transforming environments to encourage people to interact
- **Improve equity and access to public spaces** – Repurposing public spaces can address social barriers by creating community facilities and amenity, that all community members can access
- **Reallocate road space** – Tactical urbanism projects have been used to reallocate road space to better serve the needs of road users. For example, road space during the COVID-19 pandemic has been reallocated to provide more space for cycling to meet physical distancing recommendations. This provides physical distancing while encouraging greater mode share to active transport for commuting to work, school and for other trips.

There are a variety of tactical urbanism solutions currently being implemented around the world. These include pop-up bicycle lanes, temporary parklets and street closures. These projects can be delivered rapidly, from a few hours to days or weeks, and can often be transitioned into permanent projects.

The tactical urbanism approach can help address the Manly town centre's current challenges including limited space for businesses and lack of dedicated space for cycling through prototyping exemplary urban change rapidly and at low cost.

This would enable changing of behaviours and attitudes to accelerate urban transformation rather than through slower gradual step changes.

Activate Manly: streets as shared spaces

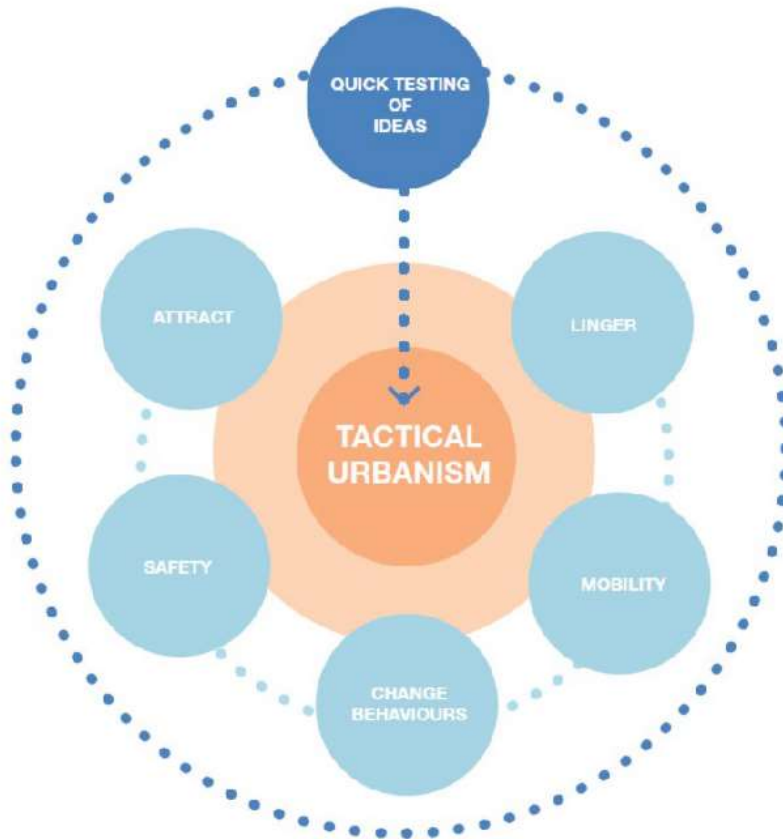


Figure 2 Tactical urbanism benefits

1.3 Purpose of this report

This Traffic Management Plan outlines the works and changes proposed under the Activate Manly project to facilitate a safer and more attractive environment, including management measures such as threshold treatments and traffic calming measures.

This report will be used for the Traffic Committee meeting in October 2020 to seek approval for the implementation of arrangements proposed under Activate Manly.

1.4 Structure of this report

The remainder of this report is structured as follows:

- **Section 2** The proposal, outlines the access arrangements and changes proposed by the project across all modes
- **Section 3** Management measures, outlines the traffic management measures proposed to enable the implementation of the project
- **Section 4** Summary of actions, provides a summary of the actions required to implement the scheme.

Activate Manly: streets as shared spaces

2 THE PROPOSAL

2.1 Overview

The Activate Manly project area runs through the Manly town centre, through Darley Road and The Corso to Whistler Street, Sydney Road, Belgrave Street and Raglan Road, ending at the intersection with Kangaroo Lane. Within the study area, all roads are classified local roads, with the exception of Raglan Street, which is a classified Regional Road.

The project creates a walking and cycling-friendly link from the intersection of Darley Road with Wentworth Street all the way to Kangaroo Lane to the north via Sydney Road and Belgrave Street. The project would provide a safe cycling route as well as to set up 10 km/h shared zones along the route for safer and more attractive walking to and from the Manly town centre. Additionally, around half of the on-street parking on The Corso and Darley Road would be converted to outdoor dining to support local businesses in their recovery from the COVID-19 crisis.

The project area can be considered in the following seven sections:

1. Darley Road – Wentworth Street to The Corso
2. The Corso – Darley Road to Whistler Street
3. Whistler Street (south) – The Corso to the car park
4. Whistler Street (north) – Car park to Sydney Road
5. Sydney Road – Whistler Street to Belgrave Street
6. Belgrave Street – Sydney Road to Raglan Street
7. Raglan Street – Belgrave Street to Kangaroo Lane.

Figure 3 shows the extent of the road sections defined for the purpose of this project.

Activate Manly: streets as shared spaces

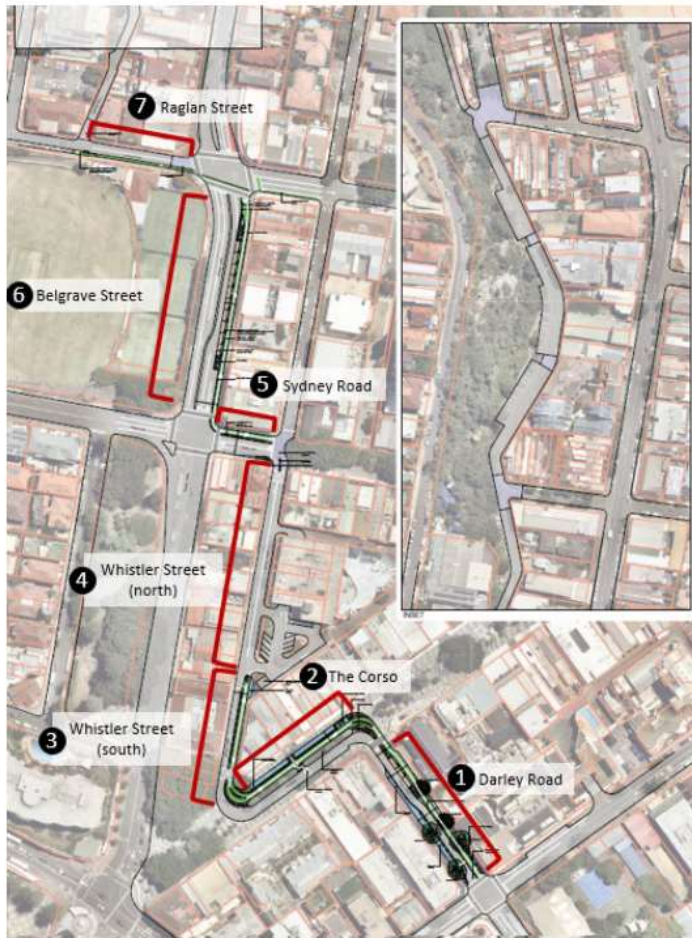


Figure 3 Road sections within the project area

Activate Manly: streets as shared spaces

2.1.1 Darley Road – Wentworth Street to The Corso

Currently, most of Darley Road is dedicated to motorised vehicle access and parking, comprising of one traffic lane in each direction and kerbside parking on each side of the road, as shown by this cross-section.

The western side of this section of Darley Road has a dining strip with several restaurants and cafes with limited or no outdoor seating space. The eastern side is mostly occupied by St Matthews Anglican Church and a post box.

The proposed activation work includes closing the southbound traffic lane and kerbside parking lane to make space for:

- Outdoor seating on the western side, which will provide more space for businesses as well as for pedestrians by freeing up the existing 4.3 metres of footpath
- A bi-directional cycleway protected by a buffer between the parking lane and cycleway.

Some kerbside parallel parking on the eastern side of Darley Road would be maintained to provide space for deliveries, post box access as well as the special needs of church functions (weddings and funerals in particular).

The cycleway then connects continuously with the eastern side of The Corso. The provision of a bi-directional cycleway allows for safe access for bicycles, minimising potential conflicts with motorised vehicles.

Figure 4 shows the proposed cross-section of Darley Road, facing north.

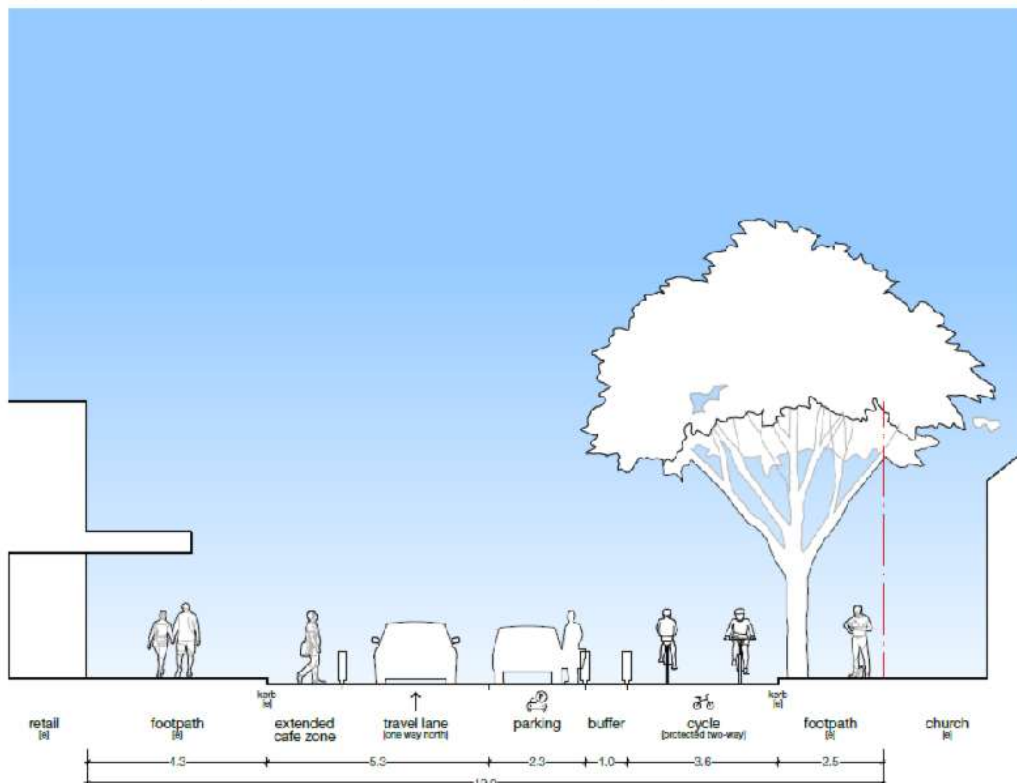


Figure 4 Proposed cross-section for Darley Road

Activate Manly: streets as shared spaces

2.1.2 The Corso – Darley Road to Whistler Street

Within the heart of The Corso, the current road environment facilitates low speed travel and an attractive pedestrian destination, with planting in the median strip that provides shade for visitors to the street. However, two-way traffic and the existing provision of short stay on-street parking along each side of the road encourages the use of vehicles to travel into the area for short errands and limits the space available for pedestrian movement.

The proposed arrangement includes:

- Closing the kerbside parking lane along the north-western side of The Corso to support local businesses by making space for seating (dine-in and takeaway)
- Closing the north-eastbound travel lane to provide a protected bi-directional cycleway
- Implement a formal pedestrian crossing across The Corso
- Installation of bicycle parking adjacent to the new outdoor seating.

This proposed layout provides continuity for the traffic coming from Darley Road and for the cycleway between Darley Road and Whistler Street.

Figure 5 shows the proposed cross-section for The Corso, facing north-east.

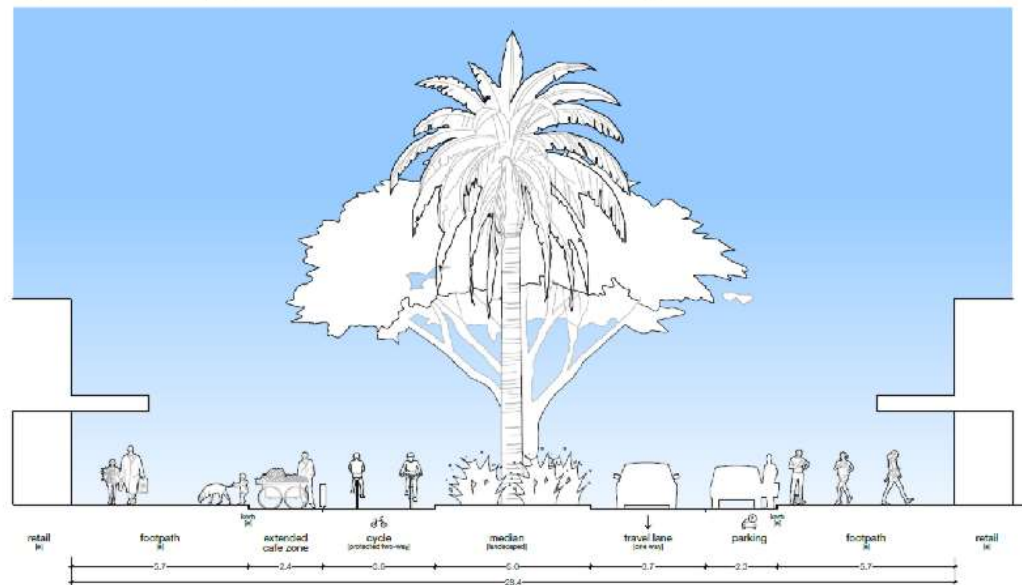


Figure 5 Proposed cross-section for The Corso

By keeping one kerbside parking lane, kiss and ride and deliveries to the area will still be accommodated. Delivery riders will safely access the restaurants and cafes on the north-western side of The Corso using the proposed bi-directional cycleway. Figure 6 shows an artist's impression of The Corso after the implementation of the cycleway on the eastbound lane. No changes are proposed to existing configuration on the southern side of The Corso, which will continue to serve westbound traffic and provide short-term on-street parking spaces.

Activate Manly: streets as shared spaces

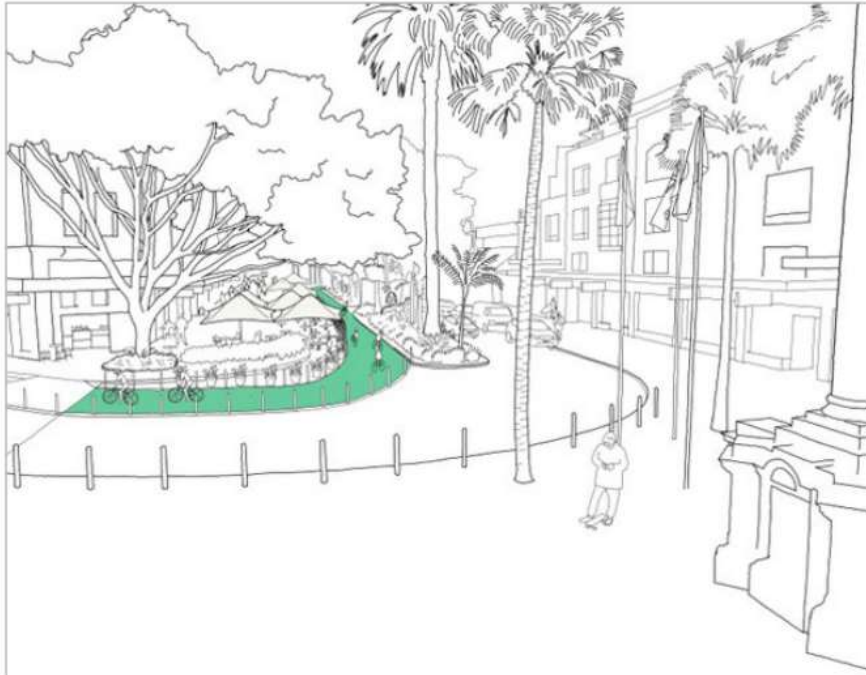


Figure 6 Proposed connection between the Corso and Whistler Street

2.1.3 Whistler Street (south) – The Corso to the car park

The Corso connects to Whistler Street which is one lane in each direction until the intersection with Sydney Road, after which it converts to a one-way northbound street with kerbside parking.

The proposed arrangement includes:

- Closing the north-eastbound travel lane to provide a protected bi-directional cycleway
- Conversion of two parking spaces on the eastern side of Whistler Street south of Market Lane to a new café parklet
- Relocation of the motorcycle parking from The Corso to the outdoor car park on Whistler Street.

From The Corso to the Whistler Street car park (313 spaces) entrance, it is proposed to convert the southbound traffic lane to a protected bi-directional cycleway and to only keep the northbound traffic lane, in continuity with the proposed layout for The Corso. The proposed arrangement allows for additional space for seating and pedestrians near the café on the eastern side of Whistler Street.

Constraints regarding access to the back of the police station requires the section of Whistler Street, north of the Whistler Street car park to be two-way. Traffic calming will be provided to create a lower speed environment and encourage vehicles to stay within the proposed 10 km/h posted speed limit. This will support the transition between the dedicated cycleway and the low speed shared traffic lanes safe and coherent for cyclists and drivers.

Activate Manly: streets as shared spaces

Figure 7 shows the proposed cross-section for Whistler Street south of the car park, looking north.

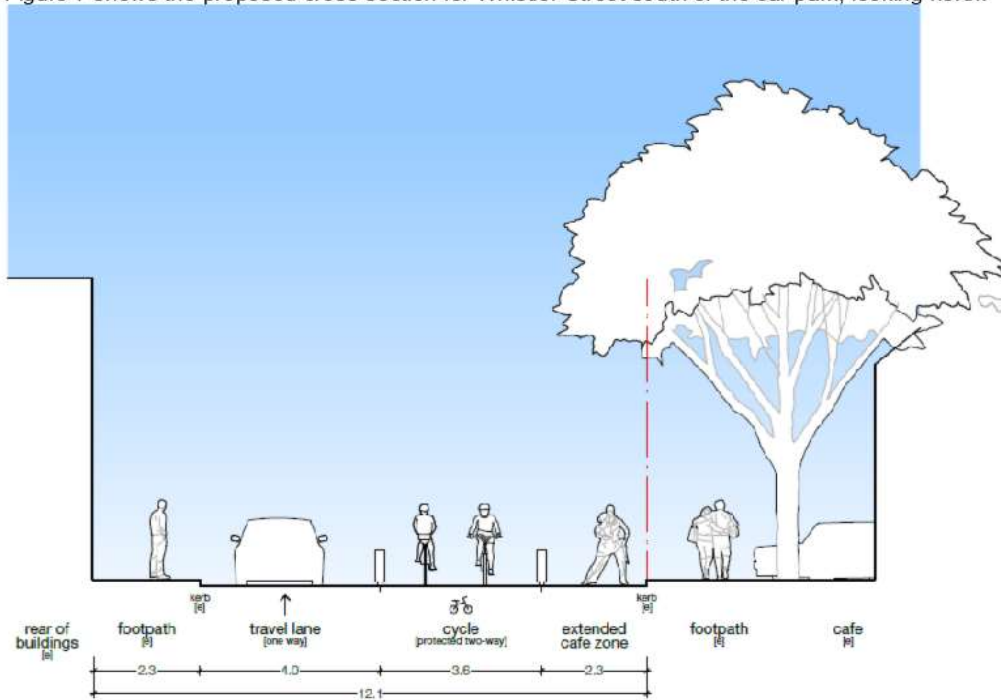


Figure 7 Proposed cross-section for Whistler Street (south)

The new proposed arrangement along Darley Road, The Corso and Whistler Street south of the car park are shown in Figure 8.

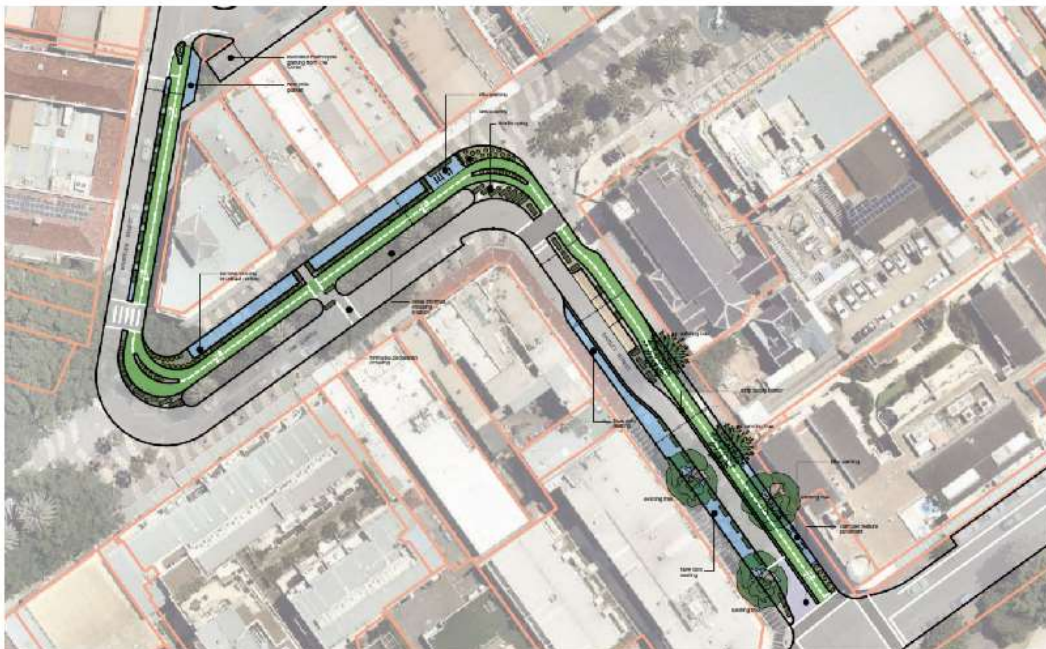


Figure 8 Darley Road, Whistler Street and The Corso proposed configuration

Activate Manly: streets as shared spaces

2.1.4 Whistler Street (north) – Car park to Sydney Road

The current layout of Whistler street from the car park to Sydney Road will not be changed significantly by the proposed work, maintaining two-way traffic with a narrow footpath. The proposal includes changing the posted speed limit to 10 km/h and converting the road to a share zone, along with the implementation of any traffic calming that can be allowed by the limited space.

2.1.5 Sydney Road – Whistler Street to Belgrave Street

Sydney Road connects Whistler Street with Belgrave Street, a major north-south movement corridor in Manly. The intersection between Sydney Road and Whistler Street will function as a gateway to communicate the transition into a low speed area, which will be communicated to drivers through stamped pavement features, landscaping and the installation of planter boxes on the road.

A new bi-directional cycleway protected by a buffer will replace one of the existing eastbound lanes on Sydney Road, with lane narrowing and landscaping on the southern side of the street to facilitate slower speeds for westbound vehicles from Whistler Street. The cycleway will connect to the shared zone on Whistler Street to the south.

2.1.6 Belgrave Street – Sydney Road to Raglan Street

Belgrave Street is the major north-south movement corridor in Manly, with two lanes of traffic running in each direction. The street services numerous bus routes and connects to Raglan Street in the north.

The new protected bi-directional cycleway will continue onto Belgrave Street, where bicycle parking will be provided.

No kerbside parking is proposed to be removed. However, with the installation of the new cycleway, one southbound traffic lane on Belgrave Street will be converted to parking. Continuity for through traffic lanes on Belgrave Street north of Raglan Street and south of Sydney Road will be maintained through merge lanes.

Activate Manly: streets as shared spaces



Figure 9 Belgrave Street and Sydney Road proposed configuration

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2.1.7 Raglan Street – Belgrave Street to Kangaroo Lane

The new cycleway on Belgrave Street to the north will connect with the existing painted cycle lane on Raglan Street to the east. An advanced stop line will be provided for left turning cyclists travelling northbound from Belgrave Street into Raglan Street, and stamped feature pavements will be provided at the entrance to Raglan Street and Kangaroo Lane to indicate vehicles are entering a lower speed zone.

Figure 10 shows the proposed configuration along Raglan Street.



Figure 10 Raglan Street proposed configuration

2.2 Pedestrian access arrangement

The project proposes significant improvements to the existing pedestrian environment within the study area. Along The Corso and Darley Road, the provision of extended café zones onto the road will allow for the existing footpaths to service pedestrian movements exclusively, with the additional road space supporting the local businesses and providing visitors to the Manly town centre with areas to linger.

On Whistler Street north of the car park, the road will be converted to a 10 km/h shared zone, which will prioritise the safety of pedestrians and cyclists amongst two-way vehicle movements. The shared zone will continue until Sydney Road, at which point it will connect to the plaza and pedestrian footpaths on Whistler Street and Sydney Road.

A formal pedestrian crossing will be provided across The Corso, and the existing informal crossing will be closed. No changes are proposed to the marked pedestrian crossing at the intersection of Whistler Street and The Corso, and minor changes will be implemented to the pedestrian crossing at the intersection of The Corso and Darley Street as the southbound lane is closed.

The new proposed pedestrian access arrangements along The Corso are shown in Figure 8.

Activate Manly: streets as shared spaces

2.3 Cyclist access arrangements

Activate Manly proposes the provision of a safe cycling route between Darley Road to the south and Kangaroo Lane to the north.

The Darley Road cycleway is proposed along the eastern side of the street and will provide a dedicated link between Wentworth Street and the Whistler Street car park.

Along the southern section, the cycleway will connect directly to the existing cycleway on Darley Road south of Wentworth Street, as well as along Wentworth Street. An advanced stop line will be provided for cyclists at the Darley Road/ Wentworth Street signalised intersection, which will allow for safer movements at the intersection, particularly for right turning cyclists travelling west on Wentworth Street.

North of the Whistler Street car park, the cycleway will connect to a new 10 km/h shared zone, which will facilitate the safe movement of cyclists amongst pedestrian and two-way vehicle movements. The shared zone will continue until Sydney Road, with cyclists continuing onto the new protected bi-directional cycleway until the Belgrave Street/ Raglan Street intersection. At the intersection, the cycleway connects directly to the existing cycleway to Raglan Street to the east, and an advanced stop line will be provided for cyclists heading turning left onto Raglan Street to the west.

2.4 Vehicular access

The Active Manly project proposes to close the eastbound lane along The Corso and Darley Road to make space for a dedicated cycleway and café zones with seating to support nearby businesses. Vehicular movements north of the Wentworth Street intersection will be limited to northbound travel on Darley Road, The Corso and Whistler Street south of the Market Lane car park entrance.

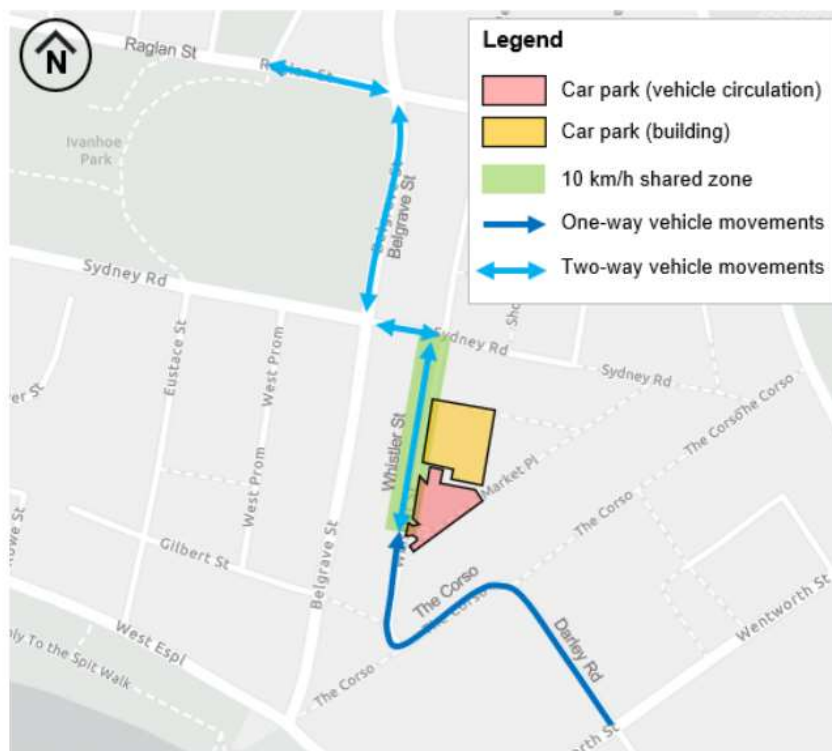


Figure 11 Vehicular movements in Manly

Activate Manly: streets as shared spaces

North of Market Lane, Whistler Street will be converted to a 10 km/h shared zone that will allow two-way vehicle movements into the car park, which will be used by visitors, employees and service and delivery vehicles.

2.4.1 Traffic circulation

An understanding of the existing traffic circulation around the Manly town centre was gathered through analysis of vehicle counts collected at traffic control signals. SCATS data was provided by Council for the purpose of this assessment for the following intersections:

- Sydney Road/ Belgrave Street
- Esplanade/ Belgrave Street
- Raglan Street/ Belgrave Street
- Wentworth Street/ Darley Road
- Wentworth Street/ East Esplanade.

SCATS data collected during the one-week period between Monday 10 February 2020 and Sunday 16 February 2020 was analysed. Saturday was found to be the critical day for the network, with the greatest volumes of daily traffic recorded.

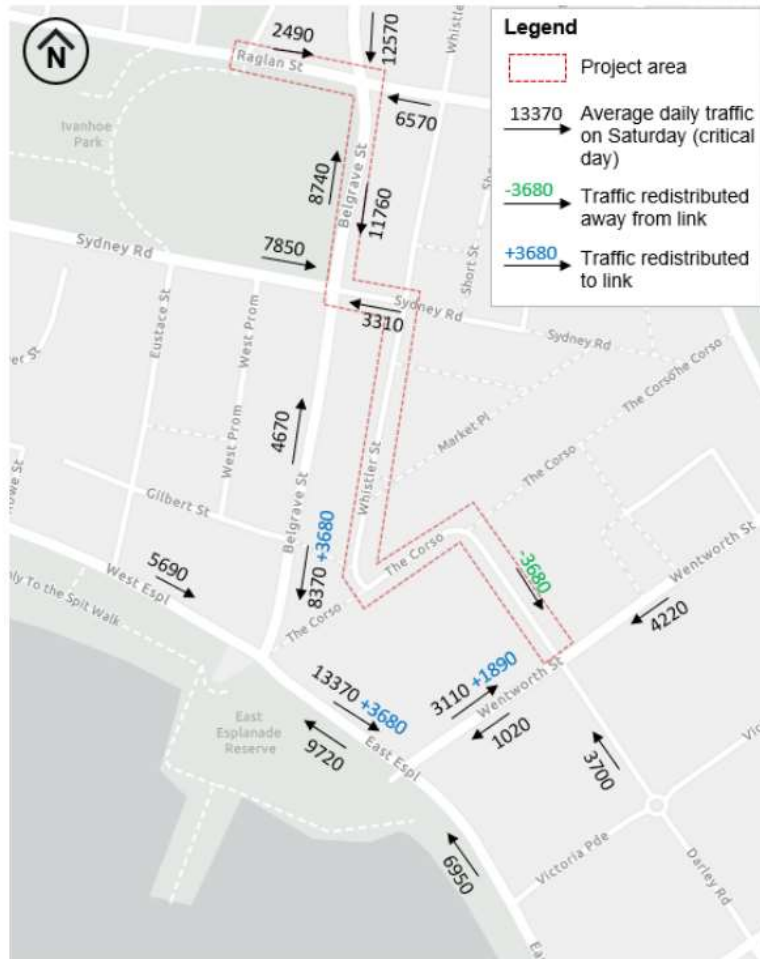
The proposal to close the eastbound lane on The Corso is estimated to result in the redistribution of about 3680 vehicles over a 24-hour period on the critical day of the week. These vehicles would be redirected to main roads, passing through Belgrave Street and East Esplanade.

The following is assumed of southbound vehicles on Darley Road, approaching from The Corso:

- About 35 per cent turn left onto Wentworth Street
- About 65 per cent continue south on Darley Road or turn right onto Wentworth Street.

75 per cent of all through and right turning traffic from the Darley Road north approach are assumed to continue travelling along East Esplanade under post-activation conditions, with 25 per cent turning into Wentworth Street to continue south on Darley Road. Figure 12 shows the distribution of vehicular traffic across the network on a typical Saturday, alongside the redistribution expected on key roads.

Activate Manly: streets as shared spaces



Note: Vehicles have been rounded to the nearest 10.

Figure 12 Daily traffic circulation around Manly town centre

A capacity assessment was undertaken of the intersections expected to be impacted by the rerouting of traffic. The peak hour volumes expected at the intersections were assessed, under the assumption that peak hour volumes account for about 9 per cent of total daily traffic.

- The typical mid-block capacity for urban roads with interrupted flow was adopted from the *Austrroads Guide to Traffic Management Part 3* for the purpose of this assessment. In assessing the capacity available at an approach to an intersection, a volume to capacity ratio is considered, which reflects the ratio of demand flows to the theoretical capacity available for throughout of vehicles. A volume to capacity ratio of one indicates a mid-block section is at theoretical capacity. Esplanade/ Belgrave Street
- Wentworth Street/ East Esplanade
- Wentworth Street/ Darley Road.

Table 1 shows the volume to capacity ratio expected the following intersections as a result of the traffic redistribution from The Corso:

- Esplanade/ Belgrave Street
- Wentworth Street/ East Esplanade
- Wentworth Street/ Darley Road.

Activate Manly: streets as shared spaces

Table 1 Capacity assessment of intersections with redistributed traffic

Intersection	Approach	Lane	Midblock capacity (pc/h)	Forecast demand (pc/h)	Volume/capacity ratio
Belgrave Road/ Esplanade	Belgrave Road (north)	1	900	1080	0.39
		2	1000		
		3	900		
		Total approach	2800		
East Esplanade/ Wentworth Street	East Esplanade (west)	1	900	1530	0.85
		2	900		
		Total approach	1800		
Wentworth Street/ Darley Road	Wentworth Street (west)	1	900	450	0.25
		2	900		
		Total approach	1800		

Note: Vehicles have been rounded to the nearest 10.

The capacity assessment shows that traffic redistribution resulting from the closure of the eastbound traffic lane on The Corso can be accommodated adequately by the surrounding road network.

2.4.2 Intersection operation/ phasing arrangements

The proposed scheme will require temporary modifications to some of the existing traffic control signals (TCS) to restrict certain movements which will not be permitted at the following TCS locations:

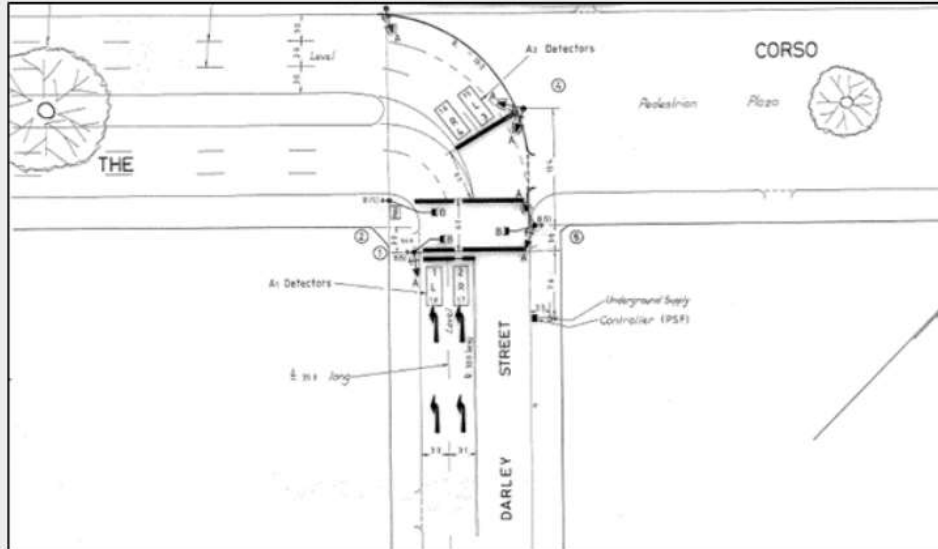
- Wentworth Street/ Darley Road intersection
- The pedestrian crossing at The Corso/ Darley Road.

Table 2 summarises the proposed modifications to these two TCS locations that are required to support the proposed scheme.

Activate Manly: streets as shared spaces

Table 2 Proposed temporary modifications to TCS and intersection layouts

Existing arrangement (extract from TCS) – The Corso/ Darley Street

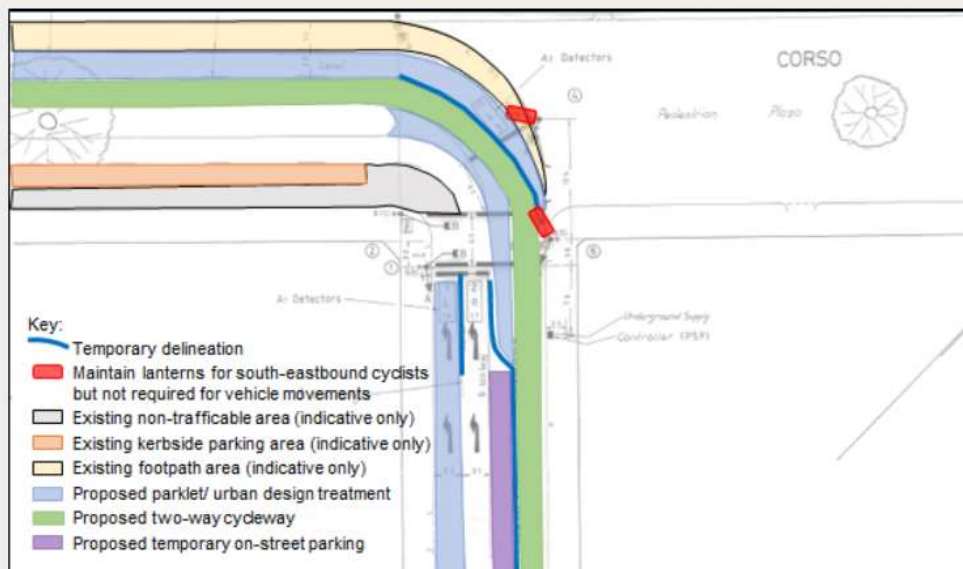


Source: Transport for NSW, 7000.279.VV.0822, date copy taken 23 October 2001

Notes:

The arrangement included in this version of the TCS plan has been modified to widen footpaths, provide kerbside parking on Darley Street and The Corso and provide one traffic lane in each direction on The Corso. The current layout is indicatively illustrated in the proposed modifications in the following sketch.

Proposed modifications to TCS – The Corso/ Darley Street

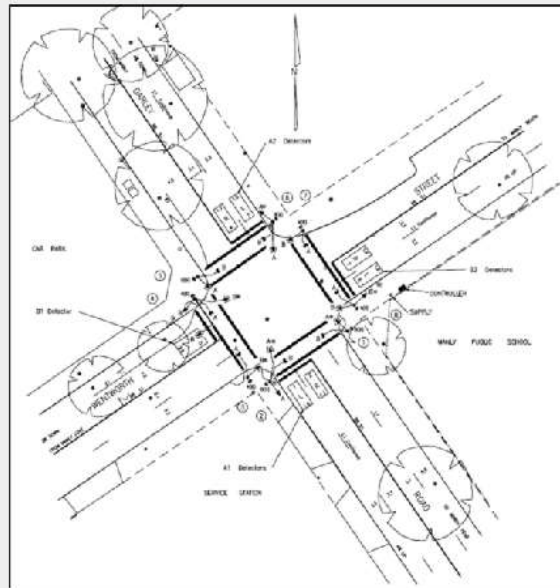


Notes:

- All redundant pavement markings and delineation are to be removed
- The lanterns indicated will be maintained for south-eastbound cyclist movements only and are not required for vehicles under the proposed one-way arrangement on The Corso and Darley Street.

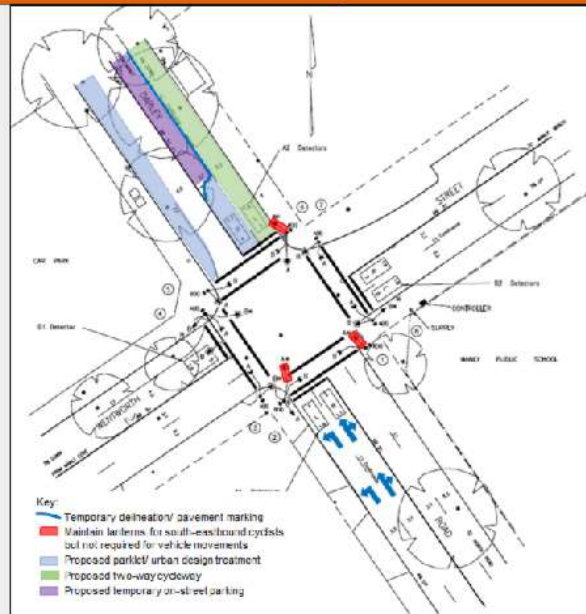
Activate Manly: streets as shared spaces

Existing arrangement (extract from TCS) – Wentworth Street/ Darley Road



Source: Transport for NSW, 7000.279.VV.0622, date copy taken 23 October 2001

Proposed modification to TCS – Wentworth Street/ Darley Road



Notes:

- All redundant pavement markings and delineation are to be removed
- The lanterns indicated will be maintained for south-eastbound cyclist movements only and are not required for vehicles under the proposed one-way arrangement on Darley Road.

Activate Manly: streets as shared spaces

2.4.3 Market Lane

Market Lane provides access for visitors to the Whistler Street car park, as well as for delivery vehicles that service various businesses in the town centre. The loading zone on Market Lane services numerous deliveries throughout the day, with delivery vehicles often causing congestion issues, blocking pedestrian access and causing bottleneck issues. At peak hours, delivery vehicles have been observed to stop and unload on the road, which exacerbates any existing issues.

Potential solutions for addressing the congestion caused by delivery vehicles include the provision of clear signage showing safe unloading areas. The existing off-street car parking layout outside the multi-storey Whistler Street car park is being investigated in consultation with Council to improve the loading arrangements within Market Lane.

2.5 Public transport

2.5.1 Ferry

Manly Wharf is located about 200 metres from the intersection of Whistler Street and The Corso, about a two-minute walk from the shopping strip. The Corso west of Whistler Street features wide footpaths, and the route between the wharf and shopping strip is direct, passing through one signalised intersection at Esplanade.

The project proposes changes to The Corso and Whistler Street that would reduce traffic movements and create greater pedestrian amenity along the shopping strip. While the pedestrian connection to the wharf will remain unchanged, the extension of road space allocated to active transport modes will improve the connectivity of The Corso across Whistler Street.

Figure 13 shows the location of Manly Wharf with proximity to the project area.



Figure 13 Manly public transport – ferry

Activate Manly: streets as shared spaces

2.5.2 Buses

Buses in Manly run through Raglan Street and Belgrave Street, connecting to Esplanade in the south. No routes currently pass through Darley Road, The Corso or Whistler Street.

The following two active bus stops are located within the project area:

- Raglan Street before Pittwater Road
- Manly Tennis Club, Belgrave Street.

An additional bus stop is located on the southbound side of Belgrave Street, north of Sydney Road. This bus stop is currently disused, and it is proposed to replace this bus stop and adjacent bus lane and jump start with the new cycleway.

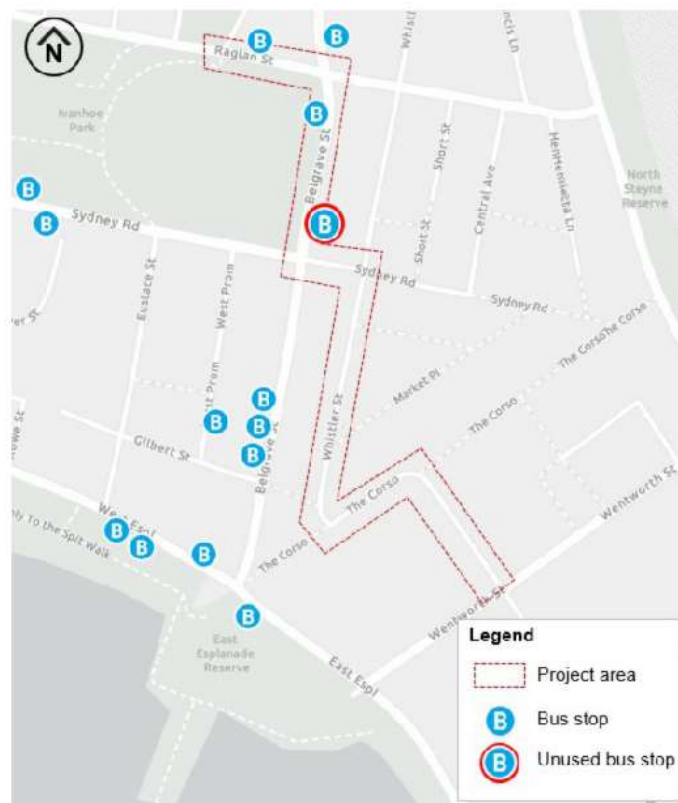


Figure 14 Manly public transport – Bus

Activate Manly: streets as shared spaces

2.6 Taxis

There are currently no taxi zones directly within the project area that could expect to be impacted by any changes proposed. The nearest taxi zone is located on Belgrave Street, north of Gilbert Street on the southbound side of the road. The taxi zone is easily accessible by pedestrians crossing through the square that is located between Whistler Street and Belgrave Street. Figure 15 shows the location of the taxi zone with respect to the project area.

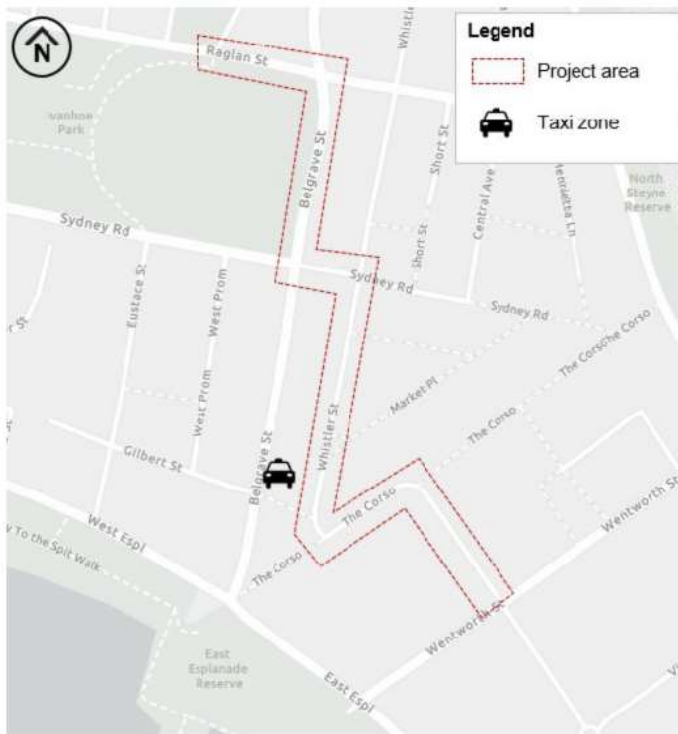


Figure 15 Manly taxi zones

2.7 Parking impact

The activation of Darley Road and The Corso requires the displacement of 21 parking spaces to make room for outdoor seating zones to support the food businesses. The project additionally proposes to reduce the remaining car parking on The Corso and Darley Road from a time limit of 30 minutes to 15 minutes to provide high turnover of vehicles. The existing motorcycle parking on the west side of The Corso is proposed to be relocated to the existing 5-minute parking bays located in the open car park on Whistler Street.

All parking spaces proposed to be displaced are short-term parking, allowing vehicles to dwell for 30 minutes or fewer. The vehicles displaced from the street parking spaces would be relocated to the Whistler Street car park, which has capacity for approximately 313 vehicles. While the car park is a paid car park, the first two hours of parking are free, allowing it to serve a similar function to visitors to The Corso who would have otherwise utilised the free street parking.

Table 3 provides an overview of the location and duration of street parking proposed to be displaced.

Activate Manly: streets as shared spaces

Table 3 Proposed displacement of parking spaces

Road name	Location	Duration	Road space reallocation	Number of displaced parking spaces
Darley Road	Western side of the street	30-minute parking	Outdoor seating	7
	Eastern side of the street	8am to 6pm every day	Cycleway	2
The Corso	North side of the street	30-minute parking 8am to 10pm every day	Outdoor seating	8
		2-hour motorcycle parking only		4 motorcycle parking
Whistler Street	South of car park	5-minute parking	Outdoor seating	2
Whistler Street car park	Outdoor, south of car park	30-minute parking 8am to 6pm every day	4 motorcycle parking	2
Total				21 car spaces

No changes are proposed to any of the loading zones currently serving the businesses in town centre, located on the southern side of The Corso and the western side of Darley Road. The short-term 30-minute parking on the southern side of The Corso are to be retained in the existing configuration and will continue to provide eight parking spaces for visitors.

2.8 Implementation of proposal

The Activate Manly project adopts the tactical urbanism approach to the implementation of proposed works, with a focus on using short-term, low cost and scalable interventions intended to drive long term change. The changes proposed are a temporary arrangement and will be treated as standard temporary traffic work.

Upgrade works would be planned and staged to minimise disruption to the network and pedestrian and cyclist environment. In the implementation of the proposal, the impact of the project should be clearly communicated to road users such as vehicles, pedestrians and cyclists as well as the community and business owners.

2.8.1 Network optimisation

Network optimisation strategies offset traffic impacts in the network surrounding the project area. This may include changes to facilitate effective use of available network capacity, such as:

- Planning traffic management measures, including modification to SCATS to ensure traffic signals adequately manage the new distribution of vehicles and minimise delay
- Promoting alternative routes that bypass the Manly town centre and the project area
- When performing works necessary to convert Whistler Street into a 10 km/h shared zone, the works should be undertaken during off-peak hours to minimise impacts on vehicles accessing the car park and loading docks via Market Lane
- Access through work sites would be managed by traffic controllers

Activate Manly: streets as shared spaces

2.8.2 Pedestrians and cyclists

As the Activate Manly project aims to provide active transport users within the town centre with improved safety and accessibility, it is important to ensure the implementation phase does not detract from the pedestrian and cyclist environment. Strategies to maintain pedestrian and cyclist amenity include:

- Minimise disruption to pedestrians and cyclists along existing routes and crossings
- Provide safe and amenable access for pedestrians for all stages of project implementation during day and night-time periods, including appropriate design of routes with suitable surfaces, lighting, and visibility
- Maintain pedestrian access to businesses during all stages of project implementation
- Manage potential conflicts between pedestrians and construction vehicles through appropriate traffic control.

2.8.3 Stakeholder and community engagement

It is critical to effectively and regularly inform the community and local businesses impacted by the construction work prior to commencement to manage the public's expectations. Advance notice should be provided to all road users (including bus operators) as well as property and business owners in The Corso.

This could be done by:

- Installing notice signs for all road users
- Local newspapers and pamphlet distribution
- Project information website
- Project newsletters
- Public notifications in local publications
- Websites for relevant road authorities
- Public notice boards and notices at public transport stops and stations.

Advanced notice of planned work and potential network disruptions through construction period would be provided. This may involve consultation with business owners, the preparation of information packs detailing the proposed construction activities and temporary arrangements for the following groups:

- Emergency vehicles
- Emergency evacuation plans
- Pedestrians and cyclists (including access to properties)
- Disability access
- Event management
- Waste collection and other service vehicles
- Deliveries
- Noise management.

Activate Manly: streets as shared spaces

3 MANAGEMENT MEASURES

A package of management measures is proposed to support the proposed Activate Manly scheme. The work required to implement the proposed scheme includes:

- Removal of existing redundant delineation and pavement markings
- Covering or temporarily removing existing redundant signage, including parking signs
- Installation of temporary traffic barriers and delineation
- Installation of threshold treatments
- Installation of regulatory signage
- Implementation of urban design elements, such as planter boxes and pavement artwork
- Pre-opening Road Safety Audit
- Regular inspections of the elements installed as part of the scheme.

The following subsections describe the management measures proposed for the Activate Manly scheme to prioritise pedestrians and cyclists and create more high-quality spaces for people.

3.1 Urban design elements

Urban design elements will be installed to add safe spaces in the public realm to provide community and commercial amenity and neighbourhood services to support the proposed scheme for Activate Manly. The following subsections describe the proposed urban design elements proposed.

Activate Manly: streets as shared spaces

Parklet – Temporary kerb extension

Parklets will be installed on the western side of Darley Road, replacing seven parking spots and the north-western side of the Corso. The parklets will provide additional sitting and waiting space for the half-dozen cafes and dining businesses on this side of the street. The parklet option being considered in Manly include temporary kerb extensions, which aim to provide more space for café patrons outside of the movement areas on existing footpaths.

In a tactical urbanism context, they can be quickly installed and defined with modular elements: planter boxes, pavement markings, platform, and street furniture. Alternatively, some parklets can be built offsite and then delivered to the site and maintained by the provider.

Universal access from the kerb can be provided with temporary ramps or with a modular platform built at kerb-level.

Examples of available parklets from Australian providers are shown at Figure 16 and Figure 17.



Figure 16 Movable parklet (on wheels) from People Parkers (Source: <https://www.peopleparkers.com>)



Figure 17 Modular parklet from Urban Commons (Source: <https://www.urbancommons.com.au/>)

Safety from moving traffic needs to be considered as well as accessibility from the existing footpath network. Implementation will be coordinated with dining/ café businesses on Darley Road.

Activate Manly: streets as shared spaces

3.2 Speed limits and control

Under the existing configuration, the Manly town centre is classified a high pedestrian activity area with a posted speed limit of 30 km/h along Darley Road, The Corso, Whistler Street, and the southern extent of Belgrave Street. Towards the northern extent of the project area, Belgrave Street and Raglan Street have posted speed limits of 50 and 60 km/h.

Activate Manly proposes to convert Whistler Street south of Sydney Road to a shared zone with a posted speed limit of 10 km/h, as shown in Figure 18.



Figure 18 Posted and proposed speed limits in Manly

Threshold treatments and traffic calming measures will be instated to signal to vehicles upon entry into the shared zone. The following measures will also be undertaken to facilitate a low speed environment:

- Prominent features such as signs and urban design features will be used to indicate a change in the street environment and highlight the start and end of the proposed shared zone
- Installation of pavement artwork will be used to highlight the changed traffic conditions, including tactile or coloured pavement, or stencilling of artwork
- Continuous footpath treatments will be considered at the entry and exit of the Whistler Street car park
- Shared zone entry signs will be provided on both sides of the road, for both the one-way approach from The Corso and the two-way approach from Whistler Street to further enhance the changes in environment and priority.

Activate Manly: streets as shared spaces

3.3 Delineation

Delineation of the proposed cycle lanes will be through a combination of:

- Lane separators between traffic lanes and the cycleway (refer to Figure 19 and the example of a temporary cycleway arrangement in Figure 20)
- Urban design elements such as planter boxes as shown in Figure 22
- Standard line marking (particularly lane separators on two-way cycleway)
- Green paint in locations of potential conflicts (driveways, intersections) as show at Figure 21, the paint used will have adequate skid resistance.



Figure 19 Lane separation treatment



Figure 20 Example of temporary cycleway delineation, City of Sydney. Source: TfNSW



Figure 21 Pitt Street pop-up cycleway, August 2020, source: Lise Chesnais



Figure 22 Planter boxes used to separate cycleway, source: NZ Ministry of Transport

3.4 Traffic control signals

All changes to signalised intersections require approval from Transport for NSW (TfNSW) through the development of TCS plans in accordance with TfNSW *Traffic Signal Design*. Changes to existing signalised intersections are temporary and are unlikely to include modifications to the infrastructure. Section 2.4.2 illustrates the proposed modifications to the intersection layouts superimposed on the exiting TCS plans.

Activate Manly: streets as shared spaces

Intersection works would be planned and staged to minimise disruption to the network. The following principles are recommended for any intersection works that are required:

- Partial or full closures would not be carried out during peak periods, limiting work to weekends or nights
- Closures would be staged in consultation with TfNSW and would aim to minimise the impact on the road network
- Coordination of major closures would be programmed during periods of reduced traffic such as during school holidays
- The community and stakeholders would be informed of intersection works in advance of closures and appropriate alternative routes would be identified and advertised prior to closures
- Pedestrian crossings would be managed appropriately maintaining safe and sufficient crossing opportunities at all stages of the works.

3.5 Construction hours

Construction times during the implementation of the scheme are proposed to occur between 7am to 6pm from Monday to Friday, in compliance with *NSW Interim Construction Noise Guideline* (Department of Environment and Climate Change, 2009). Some construction work, particularly around intersections, may be required at night-time to minimise disruption to the road network.

As Saturday is the critical day of the week experiencing the highest traffic demand and expected visitors, it is not recommended to undertake construction work during the standard Saturday hours of work. No construction work is proposed to occur on Sundays or public holidays.

As the construction noise guidelines are not mandatory and aim to inform the selection and application of work practices to minimise noise impacts, the construction period may be informed by consultation with local businesses to minimise the impacts within the Manly town centre.

3.6 Road safety audits

Road safety auditing is a formalised procedure, which can be applied to all phases of a road project or to an existing road. The auditor and audit team must be independent of the designer, so that the design is viewed with 'fresh eyes'. The purpose of the audit is not to rate the design, but rather identify any road safety concerns from the perspective of road users.

The objectives of a road safety audit are to:

- Review the operational site, design and background information and form conclusions about the safety performance and crash potential for the road
- Evaluate the operational site in terms of interaction with its surrounds and nearby roads and to visualise potential impediments and conflicts for road users
- Identify and report on aspects of the design that may result in unnecessary or unreasonable hazards for all road users.

Road Safety Audits are structured around standard checklists provided in the *Austrroads Part 6: Road Safety Audit* and Roads and Maritime Service's *Guide to Road Safety Audit Practices* 2011.

Activate Manly: streets as shared spaces

For the proposal, Road Safety Audits would be undertaken at the following stages:

- **Design:** This audit stage involves the review of the design drawings, reports and supporting information and an inspection of the site, its approaches and connections. Standard issues such as sight distance, speed zones, safety barriers, alignment, delineation pedestrian facilities and signage (amongst others) are assessed with respect to safety
- **Pre-opening:** Prior to the opening of the completed work a Road Safety Audit is carried out during both day and night time periods to ensure that the work has been constructed to consider all previous Road Safety Audit findings, addresses site constraints appropriately and provides safe facilities for all road users.

3.7 Program of inspections

In addition to the Road Safety Audits detailed in Section 3.6, regular inspections are required to ensure that the traffic control measures and urban design elements implemented are safe for all road users, properly installed and undamaged.

It is anticipated that the scheme will be implemented for a period of 12 months. It is recommended that the arrangement is inspected monthly as a minimum.

3.8 Monitoring and evaluation approach

The process to deliver tactical urbanism projects generally follows a four-phase process as outlined in this section for consideration. This report covers planning and design and aims to plan for the implementation timing.



During the design and implementation phases it is essential to plan for the monitoring and evaluation of the project. The *Handbook for Tactical Urbanism in Aotearoa* (NZ Transport Agency, August 2020) recommends developing a Monitoring and Evaluation Plan and nominating a Monitoring and Evaluation Lead person, it defines monitoring and evaluation as follows:

- “Monitoring is the collection of information about a project’s activities and outputs. It is a critical piece of the Learn–Adjust–Improve feedback loop. It shows whether things are going to plan, highlights issues, and informs immediate modifications to the design.
- Evaluation involves determining whether a project is achieving what it set out to do. It uses the qualitative and quantitative data collected before and during the trial to judge success, improve effectiveness, and inform decisions.

Activate Manly: streets as shared spaces

In the case of Activate Manly monitoring and evaluation are focused on identifying whether the project is achieving its goals, answering questions such as:

Question / Goal	Indicator	Collection method	Collection timeline
Is the project making it safer to walk and ride in the area?	Number of near misses involving walkers / riders Feeling of safety Number of children riding without adult supervision	Visual survey counts of near misses during peak times (weekend, AM, PM) On site survey of people walking and cycling	Before and after implementation
Has the project increased the number of people walking and cycling?	Number of people walking and cycling	Counts	Before construction and then one month, three months and six months after completion.
Has the project increased retail /dining revenue?	Revenue of dining/café businesses Revenue of retail	Survey of businesses (with identification of whether they directly benefit from a new parklet or not)	Before and after implementation
How can the project be improved to better achieve its goal?	Community and visitors' satisfaction and feedback	Online survey In person survey, if possible, at community events or via a local "survey" stall. Questions framed more around "how can the project be improved?" rather than "do you support or oppose the project?"	After implementation

The "after" timeframe will be identified by the project team, it can be beneficial to leave some time for the street users to adapt their behaviour to the change after construction, a three months period could be a good basis.

Lastly, analyse collected data and evaluate effectiveness and whether goals were achieved, whether adjustments should be made to the project as needed. Potentially, adjust the project and start a new round of evaluation to refine design and implementation before transitioning it to permanent.

Activate Manly: streets as shared spaces

4 SUMMARY OF ACTIONS

This Traffic Management Plan highlights a wide range of actions to be implemented before, during and after construction. They are summarised in Table 4.

Table 4 Summary of actions

Theme	Before construction	During construction	After construction
Community/ stakeholder engagement (to be confirmed in consultation with Council)	Notice signs Advance notice provided to all road users Engagement on proposed scheme and construction times	Complaints management	Opening event Engagement stall for locals and visitors
Road Safety Audit	Carryout a Road Safety Audit of the design and modify arrangement to respond to audit findings		Carry out a pre-opening Road Safety Audit to confirm the installation of management measures is safe prior to opening
Urban design elements	Confirm type of parklet (for example, built on site or off site, modular or freestanding) Select provider and order parklets/ parklet modular elements Engage businesses on usage of parklets	Implementation of urban design elements, such as planter boxes, parklets and pavement artwork	Handover of planter maintenance and watering to relevant Council team
Traffic signal modifications	Temporary TCS designs for modifications to be submitted for approval by TfNSW (if required)	Implementation of TCS modifications by an accredited traffic signal controller (if required)	
Monitor and evaluate	Create monitoring and evaluation plan. Select monitoring and evaluation lead "Before" counts and surveys: plan and implement		"After" counts and surveys. Adjustments to arrangement following surveys (as required)
Construction management	Prepare Traffic Guidance Scheme to manage traffic during construction and ensure safe construction zones for the proposed work	Implement approved Traffic Guidance Scheme Provide safe and amenable access for pedestrians	
Other management measures		Removal of existing redundant delineation and pavement markings Covering or temporarily removing existing redundant signage, including parking signs Installation of temporary traffic barriers and delineation associated with the arrangement Installation of threshold treatments Installation of regulatory signage	



Manly Connection
 Northern Beaches Council

Project No: AU 0034 Date: 23/9/20
 Revision: A Scale 1:2000
 Prepared By: VK
 Checked By: DB

WestonWilliamson+Partners


ITEM 4.41	STREET AS SHARED SPACES - ACTIVATE BILGOLA
REPORTING OFFICER	MANAGER, TRANSPORT NETWORK
TRIM FILE REF	2020/584695
ATTACHMENTS	1 ↓ Bilgola TMP
	2 ↓ Serpentine Connection - Detail Plans

GEOCODES: -33.644796, 151.324963

REPORT

BACKGROUND

Northern Beaches Council has been successful in obtaining NSW Government grant funding under The Department of Planning, Industry and Environment (DPIE) Streets for Shared Spaces program. This program is to facilitate pilot activation projects to deliver “proof of concept style” improvements to local streets, paths or public spaces.

The Streets as Shared Spaces program will allow Council to test the community’s response to road closures and changes to the road environment before embedding longer term changes or future activations. The program will benefit the community by encouraging physical activity and wellbeing.

Reclaiming space for pedestrians aligns with the Northern Beaches Council’s strategic vision for a green and connected city and the focus on creating walkable neighbourhoods with accessible local centres and village streets and prioritising space for people on streets to enable easy movement.

The Activate Bilgola project is part of a package of works that seeks to improve and activate the connections around town centres and beaches in the Northern Beaches Council Local Government Area. The Activate Bilgola project creates a walking and cycling-friendly link along The Serpentine, a scenic beachside path in Bilgola.

The Activate Bilgola project seeks to:

- Increase space for safe cycling
- Connect the connection between Newport and Avalon in as part of the Northern Beaches Coastal Walk
- Ensure the safety of the travelling public by reducing posted speed limits and implementing traffic calming measures along The Serpentine.

The Activate Bilgola project will adopt the tactical urbanism approach in the implementation of proposed works.

Tactical urbanism is a community-led approach to neighbourhood building using short-term, low cost and scalable interventions intended to drive long-term change. These adaptations large and small can be both from top-down policy or bottom-up intervention and represents a significant opportunity to enhance place making

The tactical urbanism approach can help complete the coastal walk connection between Avalon and Newport by addressing The Serpentine’s current challenges, which include the lack of safe and easily traversable space for pedestrians and cyclists.

The detailed Traffic Management Plan for Activate Bilgola is attached to this report and provides all technical information requirements for the consideration of the Local Traffic Committee.

It is proposed that Council will implemented the recommendations detailed in this report in December 2020 for a 12-month period, as per the established DPIE funding guidelines.

LOCATION

The Activate Bilgola project area runs along The Serpentine, which is classified a local road and under the existing arrangement comprises one lane in each direction, with a 40 km/h posted speed limit. The Serpentine is a residential street, and vehicles park on each side of the street.

The Serpentine is about 1.6 kilometres long, running alongside Bilgola Beach. In its existing configuration it provides one lane in each direction for vehicle access only but has the potential to serve as a scenic walking and cycling track that would take about 20 minutes to complete on foot.



ISSUES

The Active Bilgola project proposes to narrow the traffic lanes and to reduce the speed limit to 10 km/h to facilitate safe pedestrian and cyclist movements amongst vehicles in a shared zone.

The following issues have been identified and addressed in the Activate Bilgola: Streets as Shared Spaces Traffic Management Plan:

1. The Serpentine (used as a rat run by vehicles)
2. Parking impact
3. Implementation of proposal
4. Bus routes
5. Construction hours
6. Road safety audits

PROPOSAL

This project proposes to convert The Serpentine into a 10 km/h shared zone, with appropriate threshold treatments and traffic calming measures. The shared zone would connect into the Northern Beaches Coastal Walk, a major attraction within Sydney, and provide the missing connection between Newport to the south and Avalon to the north via Bilgola.

To support the conversion into a shared zone, The Serpentine will require threshold treatments at the road entries and localised narrowing with urban design elements to create slow points and sections of road with single lane, give-way controls. The slow points would be located on the straight sections of The Serpentine to allow for adequate sight distances for opposing traffic to safely stop and pass.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impacts on pedestrians and people cycling:

- This proposal seeks to improve access in Manly for walking and 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 as walking space will be reallocated to the road environment in a slow traffic environment.

CONSULTATION

It is critical to effectively and regularly inform the community and local residents impacted by the construction work prior to commencement to manage the public's expectations. Advance notice will be provided to all road users as well as residents of The Serpentine and impacted residents of Barrenjoey Road.

This will be done by:

- Installing notice signs for all road users
- Pamphlet distribution
- Project Have Your Say website
- Project newsletters
- Websites for relevant road authorities

- Public notice boards
- Letterbox drops and mailouts
- Engagement with resident groups, surf club, Bilgola Plateau school and business chamber.

Council will prepare community engagement with the residential and business community following the approval of Traffic Committee. This will also include resident groups and the business chamber.

Advanced notice of planned work and potential network disruptions through construction period will be provided. This may involve the preparation of information packs detailing the proposed construction activities and temporary arrangements for the following groups:

- Emergency vehicles
- Emergency evacuation plans
- Pedestrians and cyclists (including access to properties)
- Disability access
- Waste collection and other service vehicles
- Noise management.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Implementation of the Active Bilgola Streets as Shared Spaces project in The Serpentine, Bilgola as detailed in this report.
- B. Request Transport for NSW expedite the approval for the extended 10km/h shared zone speed limit change as defined in the attached Traffic Management Plan.
- C. Acknowledge the Department of Planning, Industry and Environment for funding to deliver the Streets as Shared Spaces Activate Bilgola project.
- D. Supports all information contained in the Activate Bilgola: Streets as Shared Spaces Transport Management Plan.
- E. Supports the commencement of community engagement relating to the Streets as Shared Spaces Activate Bilgola project.



ACTIVATE BILGOLA: STREETS AS SHARED SPACES

Transport Management Plan

29 SEPTEMBER 2020



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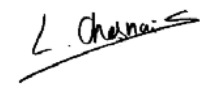

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NORTHERN BEACHES COUNCIL ACTIVATE MANLY: STREETS AS SHARED SPACES

Transport Management Plan

Draft report

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Approver	Nicole Vukic	
Report No	30054436_002	
Date	29/09/2020	
Revision Text	B	

This report has been prepared for Northern Beaches Council in accordance with the terms and conditions of appointment for Activate Manly dated 1 September 2020. Arcadis Australia Pacific Pty Limited (ABN 76 104 485 289) cannot accept any responsibility for any use of or reliance on the contents of this report by any third party.

REVISIONS

Revision	Date	Description	Prepared by	Approved by
A	23/09/2020	Draft for client review	Lise Chesnais	Nicole Vukic
B	29/09/2020	Final	Lise Chesnais	Nicole Vukic

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Activate Bilgola: streets as shared spaces

1 INTRODUCTION

1.1 Background

The Activate Bilgola project is part of a package of works that seeks to improve and activate the connections around town centres and beaches in the Northern Beaches Council Local Government Area. The Activate Bilgola project creates a walking and cycling-friendly link along The Serpentine, a scenic beachside path in Bilgola, as shown in Figure 1.

The Activate Bilgola project seeks to:

- Increase space for safe cycling
- Connect the connection between Newport and Avalon in as part of the Northern Beaches Coastal Walk
- Ensure the safety of the travelling public by reducing posted speed limits and implementing traffic calming measures along The Serpentine.

This project has been awarded a grant through the Streets as Shared Spaces Grant Program as a medium-term pilot project to improve or activate streets as shared public spaces.



Figure 1 Activate Bilgola project (placeholder before more refined concept plan)

Activate Bilgola: streets as shared spaces

1.2 Approach

The Activate Bilgola project will adopt the tactical urbanism approach in the implementation of proposed works.

Tactical urbanism is a community-led approach to neighbourhood building using short-term, low cost and scalable interventions intended to drive long term change. These adaptations large and small can be both from top-down policy or bottom-up intervention and represents a significant opportunity to:

- **Implement projects quicker, cheaper** – Identify opportunities to repurpose spaces in an imaginative and cost-effective manner. Tactical urbanism solutions use temporary, inexpensive materials and rapid planning and design
- **Foster community and political support** – Tactical urbanism can be used as a tool for public engagement due to the location and visibility of local projects. Through demonstrating that a solution is possible ‘on the ground’, project teams can build community, stakeholder, and political support for a project
- **Reduces risk** – Successful interventions clearly demonstrate real, verified, community endorsement of concept, which moreover instils a sense of community ‘ownership’ of the project
- **Address safety needs and infrastructure gaps** – Opportunity to address the immediate safety and infrastructure needs along The Serpentine
- **Enhance placemaking** – Tactical urbanism projects can provide the opportunity to take spaces and make them into places by quickly transforming environments to encourage people to interact
- **Improve equity and access to public spaces** – Repurposing public spaces can address social barriers by creating community facilities and amenity, that all community members can access
- **Reallocate road space** – Tactical urbanism projects have been used to reallocate road space to better serve the needs of road users. For example, road space during the COVID-19 pandemic has been reallocated to provide more space for cycling to meet physical distancing recommendations. This provides physical distancing while encouraging greater mode share to active transport for commuting to work, school, leisure and for other trips.

There are a variety of tactical urbanism solutions currently being implemented around the world. These include pop-up bicycle lanes, temporary parklets and street closures. These projects can be delivered rapidly, from a few hours to days or weeks, and can often be transitioned into permanent projects.

The tactical urbanism approach can help complete the coastal walk connection between Avalon and Newport by addressing The Serpentine’s current challenges, which include the lack of safe and easily traversable space for pedestrians and cyclists.

Activate Bilgola: streets as shared spaces

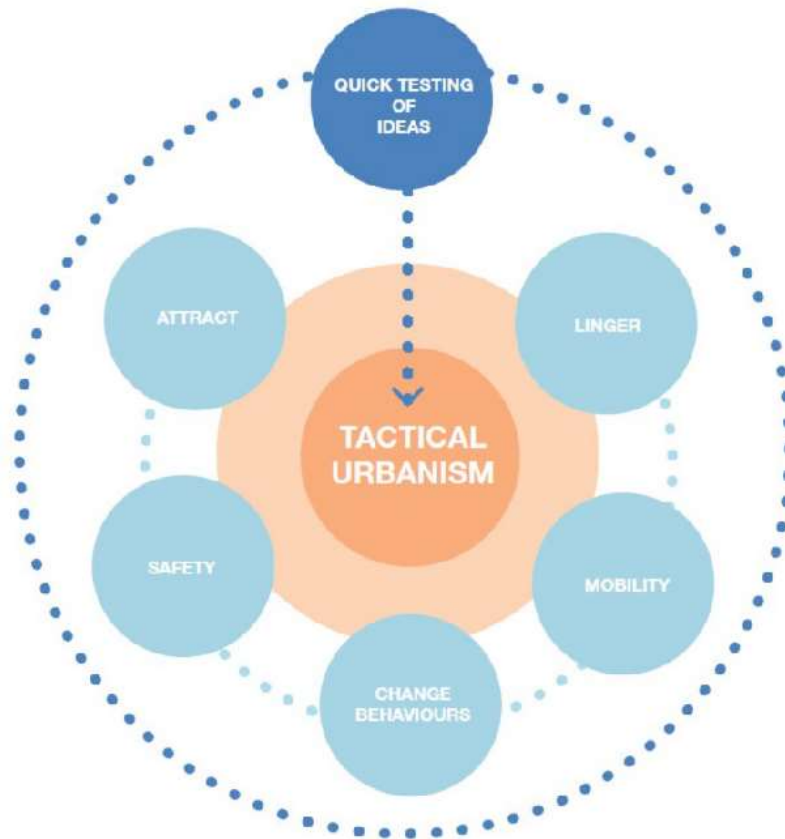


Figure 2 Tactical urbanism benefits

1.3 Purpose of this report

This Traffic Management Plan outlines the works and changes proposed under the Activate Bilgola project to facilitate a safer and more attractive environment, including management measures such as threshold treatments and traffic calming measures.

This report will be used for the Traffic Committee meeting in October 2020 to seek approval for the implementation of the proposed arrangement.

1.4 Structure of this report

The remainder of this report is structured as follows:

- **Section 2** The Proposal, outlines the access arrangements and changes proposed by the project across all modes
- **Section 3** Management measures, outlines the traffic management measures proposed to enable the implementation of the project
- **Section 4** Summary of actions, provides a summary of the actions required to implement the scheme.

Activate Bilgola: streets as shared spaces

2 THE PROPOSAL

2.1 Overview

The Activate Bilgola project area runs along The Serpentine, which is classified a local road and under the existing arrangement comprises one lane in each direction, with a 40 km/h posted speed limit. The Serpentine is a residential street, and vehicles park on each side of the street.

The Serpentine is about 1.6 kilometres long, running alongside Bilgola Beach. In its existing configuration it provides one lane in each direction for vehicle access only but has the potential to serve as a scenic walking and cycling track that would take about 20 minutes to complete on foot.

This project proposes to convert The Serpentine into a 10 km/h shared zone, with appropriate threshold treatments and traffic calming measures. The shared zone would connect into the Northern Beaches Coastal Walk, a major attraction within Sydney, and provide the missing connection between Newport to the south and Avalon to the north via Bilgola.

To support the conversion into a shared zone, The Serpentine will require threshold treatments at the road entries and localised narrowing with urban design elements to create slow points and sections of road with single lane, give-way controls. The slow points would be located on the straight sections of The Serpentine to allow for adequate sight distances for opposing traffic to safely stop and pass. Across the entirety of The Serpentine, two-way give way sections are proposed at 10 locations.

Figure 3 shows a proposed cross-section for the two-way give way sections of The Serpentine.

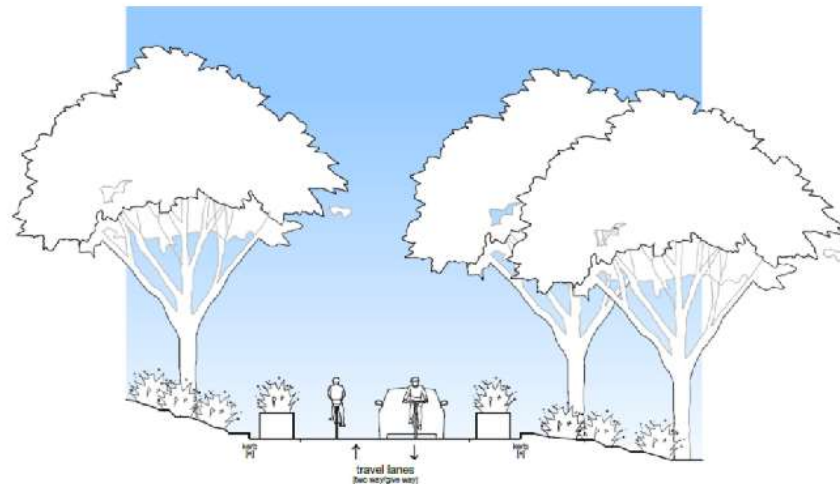


Figure 3 Proposed cross-section for The Serpentine (two-way give way)

The Serpentine can be considered in three sections, being:

1. Barrenjoey Road (north) to 27 The Serpentine
2. 27 The Serpentine to Bilgola Avenue
3. Bilgola Avenue to Barrenjoey Road (south).

Figure 4 shows the road sections within the study area.

Activate Bilgola: streets as shared spaces



Figure 4 Road sections within the project area

2.1.1 Barrenjoey Road (north) to 27 The Serpentine

At the northernmost section of The Serpentine, a stamped feature pavement is proposed at the intersection with Barrenjoey Road to function as a gateway and signal to drivers that they are entering a different road environment. Following the stamped feature pavement is an existing speed hump, which will reduce speeds of southbound vehicles entering The Serpentine.

An additional stamped feature pavement is proposed at the entry to the North Bilgola Lookout and car park.

5 locations of two-way give way road treatments are proposed along this section of The Serpentine to reduce the speed environment, located along areas with good sight distances. One such location is proposed at 39 The Serpentine, across an existing speed hump. No changes are proposed to the existing speed hump at 33A The Serpentine.

For cyclists on the new shared zone, bicycle parking is proposed to be provided at the two-way give way section about 35 metres north of the North Bilgola Lookout, as well as adjacent to the Lookout.

Figure 5 shows the locations of the changes proposed along Section 1 of The Serpentine, including future marked parking bays to meet current usage of the area.

Activate Bilgola: streets as shared spaces



Figure 5 Section 1 – proposed changes

2.1.2 27 The Serpentine to Bilgola Avenue

The middle section of The Serpentine is between 27 The Serpentine and Bilgola Avenue, which functions as an access road to additional residential properties as well as Bilgola Beach.

Stamped feature pavements are proposed at the intersection between The Serpentine and Bilgola Avenue, as well as at the sharp curve on the road near the Barrenjoey Road roundabout.

Two-way give way road treatments have been proposed at 3 locations along this section, leading to the stamped feature pavements. One of these locations will connect to the existing pedestrian access to Bilgola Beach.

A new dedicated cycle lane is proposed to run along the eastbound side of the road between Bilgola Avenue and the pedestrian access to provide safe cycling space in this uphill section.

Figure 6 shows the locations of the changes proposed along Section 2 of The Serpentine, including future marked parking bays to meet current usage of the area.

Activate Bilgola: streets as shared spaces



Figure 6 Section 2 – Proposed changes

2.1.3 Bilgola Avenue to Barrenjoey Road (south)

The southernmost section of The Serpentine runs from the south of Bilgola Avenue to Barrenjoey Road.

Stamped feature pavements are proposed as a gateway between Barrenjoey Road and The Serpentine, with an existing speed hump to the west to signalise to westbound drivers that they are entering a low speed environment. An additional stamped feature pavement is proposed at the intersection between The Serpentine and the Bilgola Beach car park access.

Two-way give way treatments have been proposed at two locations along this section of The Serpentine, east of the Bilgola Beach car park access and west of the existing speed hump. The eastern give way treatment connects to an existing pedestrian access that runs between the Bilgola Beach car park and Barrenjoey Road, which under the current configuration is disconnected across the roads with no official pedestrian crossings provided. However, with the conversion of The Serpentine into a shared zone, the pedestrian crossing issues are expected to be alleviated by the creation of a speed environment in which pedestrians have the priority.

A cycle lane is proposed along the eastbound side of The Serpentine, between the two-way give way treatments for cyclists travelling in the uphill direction.

Figure 7 shows the locations of the changes proposed along Section 3 of The Serpentine, including future marked parking bays to meet current usage of the area.

Activate Bilgola: streets as shared spaces



Figure 7 Section 3 – Proposed changes

2.2 Vehicular access

The Active Bilgola project proposes to narrow the traffic lanes and to reduce the speed limit to 10 km/h to facilitate safe pedestrian and cyclist movements amongst vehicles in a shared zone.

The route is currently used as a rat run by drivers avoiding peak hour congestion on Barrenjoey Road, a classified State road that functions as the major north-south movement corridor between Palm Beach and Mona Vale. However, with the reduction of speed limits these vehicles would be expected to remain on the Barrenjoey Road, which would provide faster trip times. As a result, The Serpentine would be used primarily by vehicles with a destination in Bilgola and see significantly reduced volumes of through traffic.

During the implementation of the project, the access points to the Bilgola Avenue residential street, the Bilgola Beach car park and North Bilgola Lookout are required to be maintained to ensure minimal impacts to visitors.

2.3 Public transport

The Serpentine is accessible via buses that run along Barrenjoey Road to the west. Route that service the area include:

- Route 188 – Mona Vale to City Wynyard
- Route 188X – North Avalon Beach to City Wynyard
- Route 189X – Avalon Beach to City Wynyard
- Route 190X – Palm Beach to City Wynyard
- Route 191 – Avalon Beach to Taylors Point
- Route 199 – Palm Beach to Manly.

No changes are proposed to any bus stops or routes as part of the Activate Bilgola project.

Figure 8 shows the location of bus stops near The Serpentine.

Activate Bilgola: streets as shared spaces

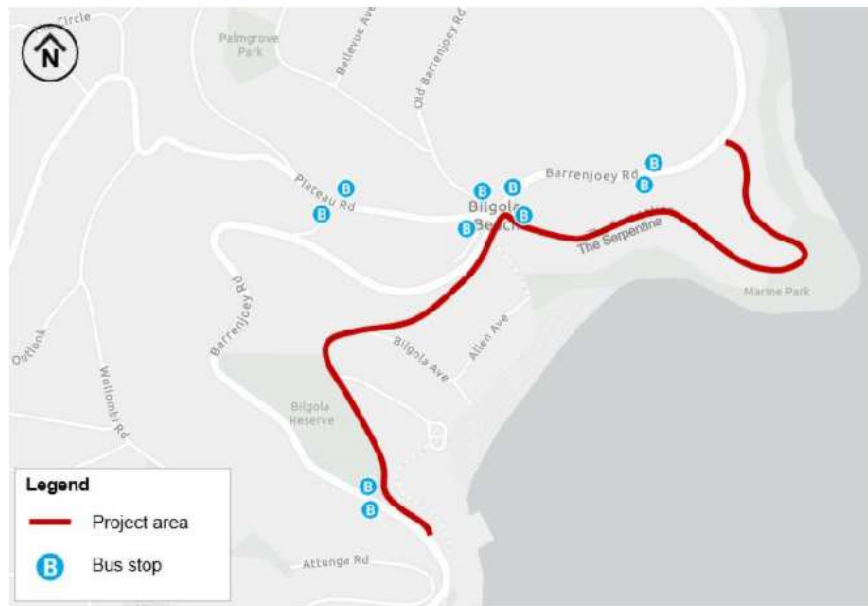


Figure 8 Bus stops around The Serpentine

Activate Bilgola: streets as shared spaces

2.4 Parking impact

The activation of The Serpentine proposes to narrow the road to create a shared zone. The road is currently one lane in each direction and 8 metres wide, with no official lanes for parking. However, vehicles have been observed to be parked on either side of the road at certain sections of The Serpentine, in front of residential dwellings. While the extension of the kerb would displace some of these parking spaces, satellite imagery indicates that all dwellings possess driveways that allow residents to park their vehicles on their own property.

Along the full extent of The Serpentine, marked parking bays will be provided to formalise the current practice.

No changes are proposed to the North Bilgola Lookout public car park or the Bilgola Beach public car park, which are expected to be utilised primarily by visitors to the area.

2.5 Implementation of proposal

The Activate Bilgola project adopts the tactical urbanism approach to the implementation of proposed works, with a focus on using short-term, low cost and scalable interventions intended to drive long term change. The changes proposed are a temporary arrangement and will be treated as standard temporary traffic work.

Upgrade works would be planned and staged to minimise disruption to the residents of The Serpentine and visitors to Bilgola Beach. In the implementation of the proposal, the road users including vehicles, pedestrians and cyclists, as well as the local residents should be informed on any impacts on normal operations that can be expected during the construction phase.

2.5.1 Network optimisation

The traffic impacts in the network surrounding the project area are considered to be minimal during operation. During construction of the proposed scheme, the network optimisation may include changes to facilitate effective use of available network capacity, such as:

- When performing works necessary to convert The Serpentine into a 10 km/h shared zone, the works should be undertaken during off-peak hours to minimise impacts on local residents and visitors to the beach
- Access through work sites would be managed by traffic controllers.

Activate Bilgola: streets as shared spaces

2.5.2 Pedestrians and cyclists

As the Activate Bilgola project aims to complete the link between Avalon and Newport as part of the Northern Beaches Coastal Walk, pedestrians and cyclists are expected to account for a significant proportion of road users. Provision of an amenable and safe link for active transport users is therefore a priority for the project. However, in the current configuration there is no footpath, and pedestrians on the road are relegated to the narrow road shoulder. It is important during the construction phase to ensure the upgrade works and presence of construction vehicles do not adversely impact the safety of active transport users on the link. Strategies to maintain pedestrian and cyclist amenity include:

- Minimise disruption to pedestrians and cyclists along existing routes and crossings, ensuring sufficient room for safe passage is available at all times
- Provide safe and amenable access for pedestrians for all stages of project implementation during day and night-time periods, including appropriate design of routes with suitable surfaces, lighting and visibility
- Maintain pedestrian access to residential dwellings, Bilgola Beach and the North Bilgola Lookout during all stages of project implementation
- Manage potential conflicts between pedestrians and construction vehicles through appropriate traffic control.

2.5.3 Stakeholder and community engagement

It is critical to effectively and regularly inform the community and local residents impacted by the construction work prior to commencement to manage the public's expectations. Advance notice should be provided to all road users as well as residents of The Serpentine.

This could be done by:

- Installing notice signs for all road users
- Local newspapers and pamphlet distribution
- Project information website
- Project newsletters
- Public notifications in local publications
- Websites for relevant road authorities
- Public notice boards and notices at public transport stops and stations.

Advanced notice of planned work and potential network disruptions through construction period will be provided. This may involve the preparation of information packs detailing the proposed construction activities and temporary arrangements for the following groups:

- Emergency vehicles
- Emergency evacuation plans
- Pedestrians and cyclists (including access to properties)
- Disability access
- Waste collection and other service vehicles
- Noise management.

Activate Bilgola: streets as shared spaces

3 MANAGEMENT MEASURES

3.1 Urban design elements

Threshold treatments will be installed at intersections along The Serpentine and at both ends. These treatments will signal that road users are entering a different speed environment where pedestrians and cyclists have the priority.

The threshold treatments will be designed as a mix of lane narrowing and asphalt art, the example at Figure 9 shows the polka dot design used in Auckland CBD (NZ).



Figure 9 Example of threshold treatments - Polka dots on Shortland Street, source: Auckland Council

In Bilgola, the asphalt paintings will link with the coastal walk theme of the local place, with potentially whales and sea creatures featured. Attention will have to be paid to providing adequate skid resistance for bicycles on these painted sections, particularly in curves and slowing down locations to avoid falls in wet conditions.

Other elements such as planters, painted concrete barriers, road paint and traffic delineators will be used for traffic calming purposes to create single lane sections.

3.2 Speed limits and control

Under the existing configuration, The Serpentine is a local road with a posted speed limit of 50 km/h. Activate Bilgola proposes to create a shared zone along the length of The Serpentine with a posted speed limit of 10 km/h.

Threshold treatments and traffic calming measures will be instated to signal to vehicles upon entry into the shared zone. The following measures will also be undertaken to facilitate a low speed environment:

- Prominent features such as signs and urban design features will be used to indicate a change in the street environment and highlight the start and end of the proposed shared zone
- Installation of pavement artwork will be used to highlight the changed traffic conditions, including tactile or coloured pavement and stenciling of artwork
- Shared zone entry signs will be provided on both sides of the road, for the road entry and exit points along The Serpentine to further enhance the changes in environment and priority.

3.3 Road safety audits

Road safety auditing is a formalised procedure, which can be applied to all phases of a road project or to an existing road. The auditor and audit team must be independent of the designer, so that the design is viewed with 'fresh eyes'. The purpose of the

Activate Bilgola: streets as shared spaces

audit is not to rate the design, but rather identify any road safety concerns from the perspective of road users.

The objectives of a road safety audit are to:

- Review the operational site, design and background information and form conclusions about the safety performance and crash potential for the road
- Evaluate the operational site in terms of interaction with its surrounds and nearby roads and to visualise potential impediments and conflicts for road users
- Identify and report on aspects of the design that may result in unnecessary or unreasonable hazards for all road users.

Road Safety Audits are structured around standard checklists provided in the *Austrroads Part 6: Road Safety Audit* and Roads and Maritime Service's *Guide to Road Safety Audit Practices* 2011.

For the proposal, Road Safety Audits would be undertaken at the following stages:

- **Design:** This audit stage involves the review of the design drawings, reports and supporting information and an inspection of the site, its approaches and connections. Standard issues such as sight distance, speed zones, safety barriers, alignment, delineation pedestrian facilities and signage (amongst others) are assessed with respect to safety
- **Pre-opening:** Prior to the opening of the completed work a Road Safety Audit is carried out during both day and night time periods to ensure that the work has been constructed to consider all previous Road Safety Audit findings, addresses site constraints appropriately and provides safe facilities for all road users.

3.4 Program of inspections

In addition to the Road Safety Audits detailed in Section 3.3, regular inspections are required to ensure that the traffic control measures and urban design elements implemented are safe for all road users, properly installed and undamaged.

It is anticipated that the scheme will be implemented for a period of 12 months. It is recommended that the arrangement is inspected every two months as a minimum.

3.5 Construction hours

Construction times during the construction period of the project are proposed to occur between 7am to 6pm from Monday to Friday, in compliance with *NSW Interim Construction Noise Guideline* (Department of Environment and Climate Change, 2009).

As the construction noise guidelines are not mandatory and aim to inform the selection and application of work practices to minimise noise impacts, the construction period may be informed by consultation with local residents and businesses.

Activate Bilgola: streets as shared spaces

3.6 Monitoring and evaluation approach

The process to deliver tactical urbanism projects generally follows a four-phase process as outlined in this section for consideration. This report covers planning and design and aims to plan for the implementation timing.



During the design and implementation phases it is essential to plan for the monitoring and evaluation of the project. The *Handbook for Tactical Urbanism in Aotearoa* (NZ Transport Agency, August 2020) recommends developing a Monitoring and Evaluation Plan and nominating a Monitoring and Evaluation Lead person, it defines monitoring and evaluation as follows:

- “Monitoring is the collection of information about a project’s activities and outputs. It is a critical piece of the Learn–Adjust–Improve feedback loop. It shows whether things are going to plan, highlights issues, and informs immediate modifications to the design.
- Evaluation involves determining whether a project is achieving what it set out to do. It uses the qualitative and quantitative data collected before and during the trial to judge success, improve effectiveness, and inform decisions.

In the case of Activate Bilgola monitoring and evaluation are focused on identifying whether the project is achieving its goals, answering questions such as:

Question / Goal	Indicator	Collection method	Collection timeline
Is the project making it safer to walk and ride in the area?	Number of near misses involving walkers / riders Feeling of safety Number of children riding without adult supervision	Visual survey counts of near misses during peak times (weekend, AM, PM) On site survey of people walking and cycling	Before and after implementation
Has the project increased the number of people walking and cycling?	Number of people walking and cycling	Counts	Before construction and then one month, three months and six months after completion.
How can the project be improved to better achieve its goals?	Community and visitors’ satisfaction and feedback	Online survey In person survey, if possible, at community events or via a local “survey” stall. Questions framed more around “how can the project be improved?” rather than “do you support or oppose the project?”	After implementation

The “after” timeframe will be identified by the project team, it can be beneficial to leave some time for the street users to adapt their behaviour to the change after construction, a three months period could be a good basis.

Lastly, analyse collected data and evaluate effectiveness and whether goals were achieved, whether adjustments should be made to the project as needed. Potentially, adjust the project and start a new round of evaluation to refine design and implementation before transitioning it to permanent.

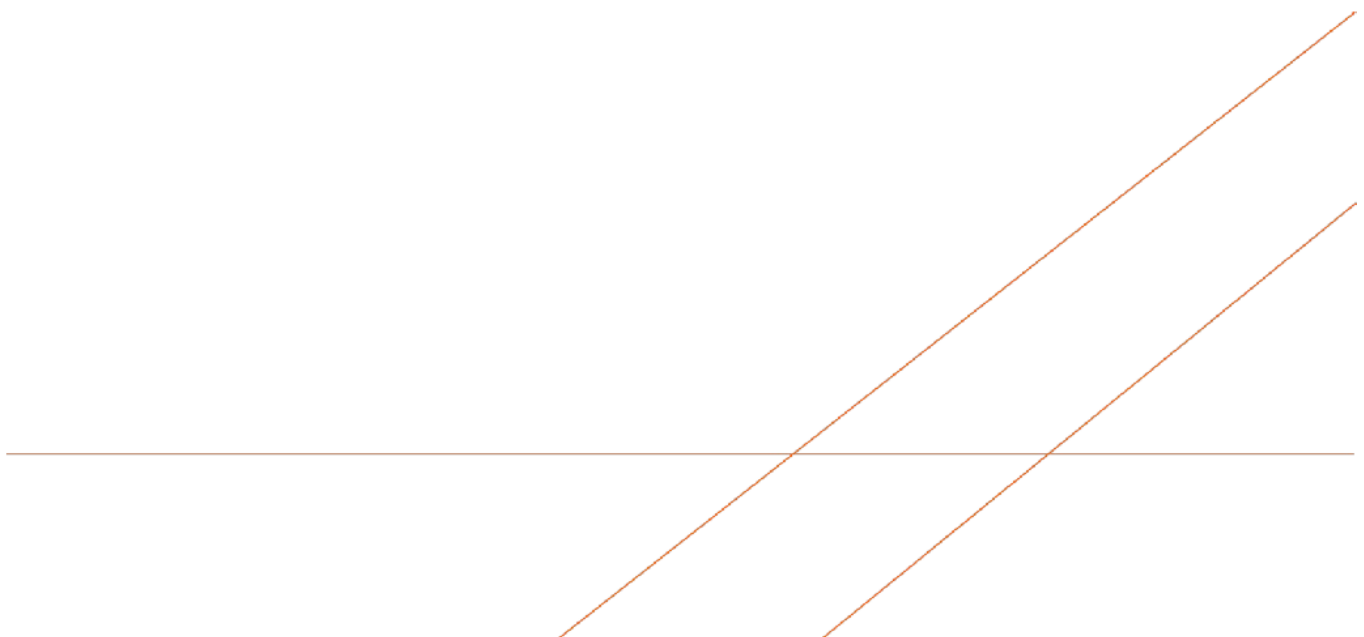
Activate Bilgola: streets as shared spaces

4 SUMMARY OF ACTIONS

This Traffic Management Plan highlights a wide range of actions to be implemented before, during and after construction. They are summarised in

Table 1 Summary of actions

Theme	Before construction	During construction	After construction
Community/ stakeholder engagement (to be confirmed in consultation with Council)	<p>Notice signs</p> <p>Advance notice provided to all road users</p> <p>Engagement on proposed scheme and construction times</p>	<p>Complaints management</p>	<p>Opening event</p> <p>Engagement stall for locals and visitors</p>
Road Safety Audit	<p>Carryout a Road Safety Audit of the design and modify arrangement to respond to audit findings</p>		<p>Carry out a pre-opening Road Safety Audit to confirm the installation of management measures is safe prior to opening</p>
Urban design elements	<p>Consultation with internal stakeholders for plant types and maintenance plan</p>	<p>Implementation of urban design elements, such as planter boxes and pavement artwork</p>	<p>Handover of planter maintenance and watering to relevant Council team</p>
Monitor and evaluate	<p>Create monitoring and evaluation plan.</p> <p>Select monitoring and evaluation lead</p> <p>"Before" counts and surveys: plan and implement</p>		<p>"After" counts and surveys.</p> <p>Adjustments to arrangement following surveys (as required)</p>
Construction management	<p>Prepare Traffic Guidance Scheme to manage traffic during construction and ensure safe construction zones for the proposed work</p>	<p>Implement approved Traffic Guidance Scheme</p> <p>Provide safe and amenable access for pedestrians</p>	
Other management measures		<p>Removal of existing redundant delineation and pavement markings</p> <p>Covering or temporarily removing existing redundant signage, including parking signs</p> <p>Installation of temporary traffic barriers and delineation associated with the arrangement</p> <p>Installation of threshold treatments</p> <p>Installation of regulatory signage</p>	






NOTE: All existing structures, chimneys, and other built-up structures are to be removed on completion of construction.

Prepared By: UK
 Checked By: DS
 Drawing No: AU 0034
 Date: 29/9/20
 Scale: 1:1000

Revision: B



Serpentine and Barrenjoey Rd
Northern Beaches Council

WestonWilliamson+Partners

 Arcadis
 Infrastructure & Community
 for natural and built assets



NOTE: All markings shown on this plan are for information only and do not constitute a contract. All works are to be carried out in accordance with the approved plans.

Serpentine South
 Northern Beaches Council

Revision: B



Prepared By: YK
 Checked By: DS
 AU 0034
 Date: 29/9/20
 Scale: 1:1000

WestonWilliamson+Partners



ITEM 4.42	EXTENSION OF DELEGATION FOR NO STOPPING YELLOW LINE MARKING ADJACENT TO DOUBLE BARRIER LINES ON NARROW ROADS
REPORTING OFFICER	MANAGER, TRANSPORT NETWORK
TRIM FILE REF	2020/584701
ATTACHMENTS	NIL

GEOCODES: Various Locations.

REPORT

BACKGROUND

Council receives numerous requests regarding vehicles parking adjacent to Dividing Barrier Lines, which then requires traffic to cross these lines when passing parked vehicles. The implementation of an extension of 9 metres in some locations will enhance the safety of the road network at locations where visibility is compromised by vehicle parking within 3 metres of the existing double barrier lines.

PROPOSAL

Council requests that under Manager Delegation, Traffic Committee approves the extension of the previously granted delegation from the Northern Beaches Council Local Traffic Committee on 4th 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 is proposed that by extending this to 9 metres, it will allow the free movement of two-way traffic through these pinch points, improving safety for all road users and removes confusion for both those wanting to park safely and those managing the parking restrictions in the area.

A safety assessment by two officers from the Transport Network team will be required prior to approval by the Manager. A 7-day notification will be undertaken prior to the work being completed and the individual locations will be reported to the next available meeting of the Northern Beaches Council Local Traffic Committee under the matter for notation section of the Agenda.

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Granting of delegation to Council to include up to 9m No Stopping Unbroken Yellow Line at Dividing Barrier Line (two-way) under delegation to the Manager – Transport Network.

ITEM 4.43	APPROVALS UNDER DELEGATION
REPORTING OFFICER	SPECIALIST ADMINISTRATION OFFICER - BUSINESS SUPPORT
TRIM FILE REF	2020/591720
ATTACHMENTS	1 ↓ Table of Approvals Under Delegation - 6 October 2020

GEOCODES: Various

REPORT

BACKGROUND

- 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.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. That the Traffic Committee notes the delegated approval of actions detailed in Attachment 1 - Table of Approvals Under Delegation.

Table of Approvals Under Delegation - 6 October 2020

Location	Action	Consultation	Referral Sent Date	Approval Date
Ocean Street, Narrabeen	- Formalise Bus Zone	Properties consulted: No Consultation conducted but Notification was provided to residents Support: n/a Object: n/a Reason for approval: Vehicles are parking within statutory Bus Zone and pedestrian walkway during the summer months. Proposal reinforces existing Road Rules	18 September 2020	25 September 2020
Hudson Parade, Clareville	- Formalise Bus Zone	Properties consulted: No Consultation conducted but Notification was provided to residents Support: n/a Object: n/a Reason for approval: Vehicles are parking within statutory Bus Zone and pedestrian walkway during the summer months. Proposal reinforces existing Road Rules	18 September 2020	25 September 2020
Cabbage Tree Road, Bayview	- Formalise Bus Zone - '8AM - 9AM, 2.30PM - 3.30PM MON FRI'	Properties consulted: No Consultation conducted but Notification was provided to residents Support: n/a Object: n/a Reason for approval: Vehicles are parking within statutory Bus Zone. Proposal reinforces existing Road Rules	18 September 2020	25 September 2020
McCarrs Creek, Church Point	- Change of 'No Parking Wharf Loading Vehicles Expected' restriction into 'Loading Zone' restriction	Properties consulted: No consultation conducted but Notification was provided to residents in the area Support: N/A Object: N/A Reason for approval: The change of restriction will include local residents and visitors to utilise the space or the purpose of loading, unloading, or stopping to pick up or set down passengers at the kerb.	18 September 2020	25 September 2020

Location	Action	Consultation	Referral Sent Date	Approval Date
Lincoln Avenue, Collaroy	<ul style="list-style-type: none"> - Amendments to initial Local Committee Agenda August 2020 Item 4.24 - Lincoln Avenue, Collaroy - Safety at the curve - The plan will reduce the installation of No Stopping Restrictions to 19-metres between driveway of Property No. 3 and 6 Lincoln Avenue. - The extension of No Stopping Restrictions along the frontage of No. 1 Lincoln Avenue and Dividing Barrier Lines will not be included 	<p>Properties consulted: No consultation conducted but Notification was provided to residents in the area Support: N/A Object: N/A Reason for approval: Reduction of restrictions to initial plan following onsite consultation with affected residents</p>	18 September 2020	25 September 2020
King Road, Ingleside	<ul style="list-style-type: none"> - Amendments to initial Local Committee Agenda August 2020 Item 4.22 - King Road, Ingleside - Formalisation of the Existing Angled Parking. - The plan will extend on the proposed 90-degree angled parking - The installation of 8P Timed Parking will not be included 	<p>Properties consulted: 1 Support: 1 Object: N/A Reason for approval: Ingleside Rural Fire Service requested for amendments to provide additional parking and remove time restrictions</p>	18 September 2020	25 September 2020
Wandeen Road, Clareville	Formalise Bus Zone	<p>Properties consulted: No consultation conducted but notification was provided to residents in the area Support: N/A Object: N/A Reason for approval: Vehicles are parking on departure side from the Bus Zone. Proposal reinforces statutory bus stop dimensions</p>	18 September 2020	25 September 2020
92 Lawrence Street, Queenscliff	Slightly extend Bus Zone	<p>Properties consulted: No consultation conducted but notification was provided to residents in the area Support: N/A Object: N/A Reason for approval: Vehicles are parking on approach to the Bus Zone and in a small gap between driveways impeding access to Bus Zone and egress from driveways</p>	18 September 2020	25 September 2020
10 Beatrice, Clontarf	Formalise Bus Zone	<p>Properties consulted: No consultation conducted but notification was provided to residents in the area Support: 1 Object: N/A Reason for approval: Vehicles are parking within the bus stop area on a regular basis. Proposal reinforces statutory bus stop dimensions</p>	18 September 2020	25 September 2020

Location	Action	Consultation	Referral Sent Date	Approval Date
Evans Street, Freshwater	Formalise Bus Zone & extend No Stopping	Properties consulted: No consultation conducted but notification was provided to residents in the area Support: N/A Object: N/A Reason for approval: Vehicles are parking within the bus stop area and within 3m of unbroken dividing barrier lines on a regular basis. Proposal reinforces statutory bus stop dimensions & the 3m rule adjacent to unbroken barrier lines	18 September 2020	25 September 2020
Arthur Street, Forestville	Pavement Arrows and Delineation Line	Properties consulted: No consultation needed as it will be reinstating existing Road Rules. Support: N/A Object: N/A Reason for approval: Extend the existing unbroken lane line (L3) by 30m and install additional pavement arrows to discourage lane changing and increase motorists awareness approaching the intersection.	18 September 2020	25 September 2020
Delmar Parade, Dee Why	Statutory No Stopping for about 10m at intersection	Properties consulted: No consultation conducted but notification will be provided prior to the installation of the signs Support: N/A Object: N/A Reason for approval: To remove discrepancy and reinstate statutory no stopping restriction	18 September 2020	25 September 2020

ITEM 4.44 FISHER ROAD NORTH AND SOUTH CREEK ROAD, CROMER – PEDESTRIAN SAFETY**REPORTING OFFICER TRAFFIC OFFICER****TRIM FILE REF 2020/574023****ATTACHMENTS**
1 [↓ Fisher Road North, Cromer - Plan](#)
2 [↓ South Creek Road, Cromer - Plan](#)
3 [↓ Fisher Road North, Cromer - Table of Consultation](#)
4 [↓ South Creek Road, Cromer - Table of Consultation](#)**GEOCODES:** -33.735992, 151.280016 & -33.733154, 151.278242**REPORT****BACKGROUND**

Council received requests from the community to improve pedestrian access and children safety on Fisher Road North and South Creek Road in the Cromer area.

LOCATION

- The areas under review are the existing pedestrian refuge that lies on Fisher Road North, between the intersection of Grover Avenue and South Creek Road and a section on South Creek Road, between the intersection of Penrith Avenue and Toronto Avenue, Cromer.
- Fisher Road North and South Creek Road is a local road with a speed limit of 50km/h.
- Fisher Road North and South Creek Road has a measured width of 8-metres and 10-metres correspondingly and caters for two-way traffic movements.
- Both roads have a shared path and a footpath on the western and eastern side, correspondingly.
- Adjacent land uses consist of a combination of Low-Density Residential housing, a Neighbourhood Centre, General Industrial area and a Public Recreational zone (St Matthews Farm Reserve).
- St Matthews Farm Reserve lies on the western side.
- St Matthews Farm Reserve serves as a regular sporting ground and events for children and the community throughout the week. The reserves includes four sports fields, a skate park, cricket nets and a half basketball court
- Nearest schools are Cromer Public School and Northern Beaches Secondary College Cromer Campus.
- The 146 and 179X bus routes service both Fisher Road North and South Creek Road. There are multiple school bus services that also operate i.e.600N, 601N, 602N, 657N, 676N, 680N, 694N, 695N, 696N, 697N, 706N, 732N and 781N.

ISSUES

- Fisher Road North and South Creek Road serves as primary collector and thoroughfare for residents of Wheeler Heights and Cromer and the industrial businesses to Pittwater Road (State Road)
- Typical 5-day Annual Average Daily Traffic on Fisher Road North is 11263 and of that 17.6% are Heavy Vehicles.
- Typical 5-day Annual Average Daily Traffic on South Creek Road is 9834 and of that 7% are Heavy Vehicles.

- The 85th percentile speed on Fisher Road North and South Creek Road is ranges between 50 to 52km/h.
- Marked pedestrian crossings may be considered if they meet the specified Transport for NSW (TfNSW) guidelines and warrant criteria for traffic and pedestrian volumes.
- At the existing pedestrian refuge on Fisher Road North, the Pedestrian (P) and Vehicle (V) volumes required are $P \geq 30$, and $V \geq 200$, in two counts of one-hour duration immediately before and after school hours. The total number of pedestrians would exceed the minimum requirements at this location when considering the origin and destination of all pedestrian movements, with vehicle volumes twice the minimum requirements.
- Pedestrian volumes currently do not meet TfNSW guidelines and warrants between Penrith Avenue and Toronto Avenue, however, consideration can be given to a potential pedestrian crossing site.
- Pedestrian volumes are expected to match similar volumes as the pedestrian refuge on Fisher Road North and are expected to meet warrants due the new neighbourhood centre and proximity to schools in the Cromer area. Current Vehicle (V) volumes meet the warrant of $V \geq 200$, however Pedestrian (P) ranges between 20 to 30 in one-hour duration before and after school hours.
- Five-year crash data shows there have been no crashes in the vicinity of the pedestrian refuge islands. However between 2005 to 2007, there were four crashes involving collisions from the multiple driveways and intersections.
- Five-year crash data shows there have been two crashes on the section between the intersection of Penrith Avenue and Toronto Avenue, involving collisions from opposing traffic. Between 2005 to 2014, there were seven crashes involving collisions from the opposing or adjacent direction.

PROPOSAL

Council has undertaken a review of the above location and proposes to upgrade the existing Pedestrian Refuge to a **Raised Pedestrian Crossing** on Fisher Road North, fronting 189 South Creek Road, Cromer. The crossing would have a traffic calming effect by narrowing the roadway and lowering the speed of vehicles on approach crossing.

Council also proposes to install a **Pedestrian Crossing** fronting Property No. 180 South Creek Road, Cromer. The crossing will provide a dedicated crossing facility for pedestrians in the area

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

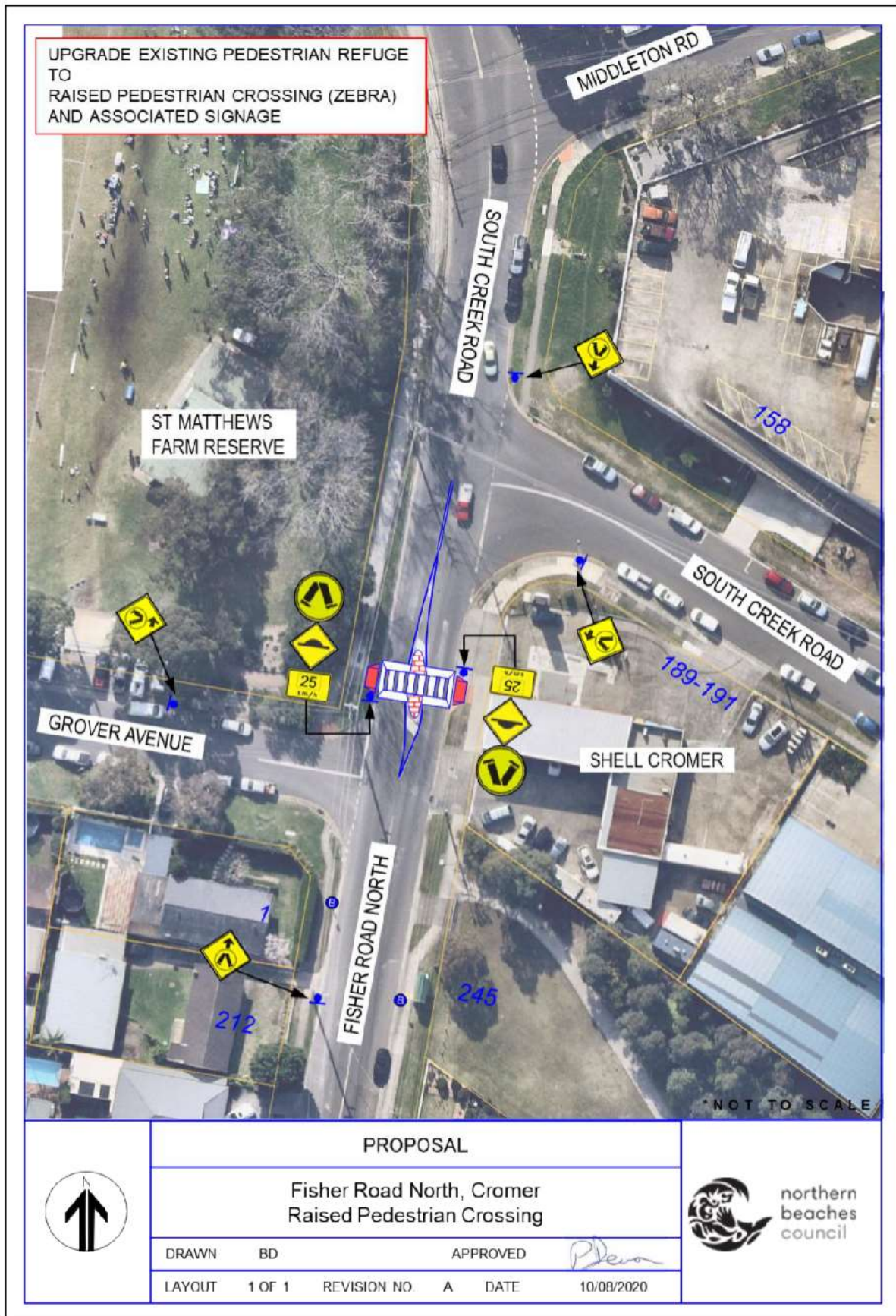
- South Creek Road forms a section of the Safe and Road Cycling Network Route.
- The proposal will impact people cycling on the road. Considerations will be given to people cycling and bus services to allow. The height of the raised crossing shall not exceed 75-mm with ramp grades no greater than 1 in 16 (6.25%).
- However, the proposal will improve pedestrian amenity and safety by providing a prioritised crossing facility for pedestrians, people cycling and children.



CONSULTATION

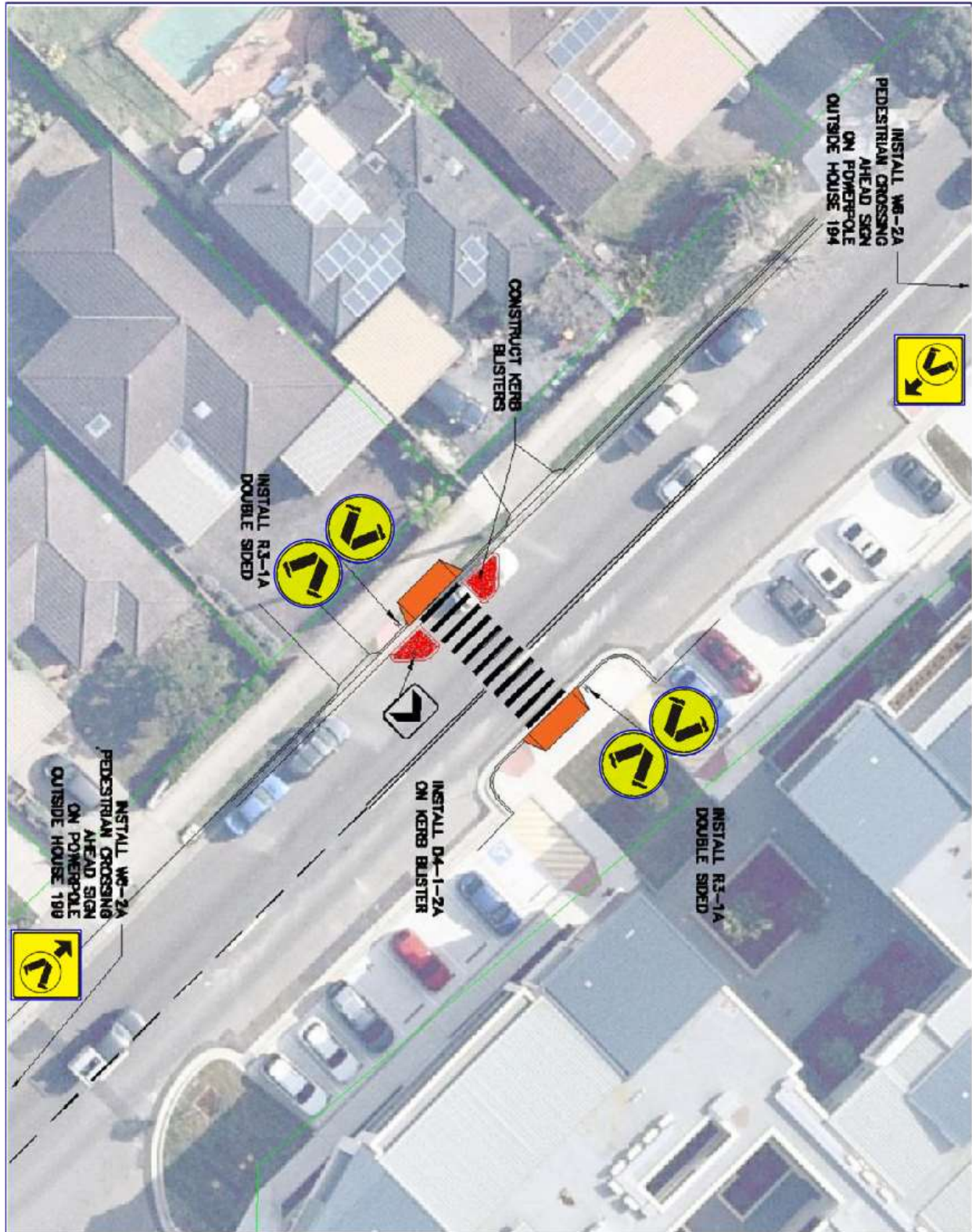
- Consultation letters have been distributed to 239 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 3 and 4 – Table of Consultation.
- For the raised pedestrian crossing on Fisher Road North, a total of 7 submissions were received during the time of consultation with 5 submissions supporting and 1 objecting the proposal. 1 submission was received with no answer.
- For the pedestrian crossing on South Creek Road, a total of 10 submissions were received during the time of consultation with 9 submissions supporting and 1 objecting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

- A. Upgrade of the existing Pedestrian Refuge to a **Raised Pedestrian Crossing** on Fisher Road North, fronting 189 South Creek Road, Cromer.
- B. Installation of a **Pedestrian Crossing** fronting Property No. 180 South Creek Road, Cromer.
- C. That detailed plans of the Pedestrian Refuge and Pedestrian Crossing are to be prepared and submitted to TfNSW for approval.



	PROPOSAL						 northern beaches council
	Fisher Road North, Cromer Raised Pedestrian Crossing						
	DRAWN	BD	APPROVED		<i>P. Dean</i>		
	LAYOUT	1 OF 1	REVISION NO	A	DATE	10/08/2020	



	<p>PROPOSAL</p>	 <p>northern beaches council</p>	
	<p>South Creek Road, Cromer Pedestrian Crossing</p>		
	<p>Drawn: JO</p>		<p>Approved <i>P. Deon</i></p>

Table of Consultation

Address	Fisher Road North, Cromer
Proposal	Pedestrian Safety

Properties Consulted	163
Responses Received	7
Support	5
Do Not Support	1
N/A	1

Issue	Resident Comment	Council Response
Noise Stop Sign and Line	<p><i>"[Comments] the noise created from a raised crossing in both peak and non-peak times would have a detrimental effects on families in this area, disturbing sleep and affecting the mental health of those residents. Pedestrian crossing would create traffic chaos as it would be detrimental to the traffic flows in the area during peak times where vehicles and trucks access the Cromer Industrial area and local suburbs"</i></p> <p><i>"An option of building a roundabout to "calm and narrow" the roadway and lower speeds which would certainly be welcomed, with the round about being the preferred option as traffic would continue to flow around the area and provide pedestrians with safer surrounding speeds to cross the roads with existing infrastructure ie existing pedestrian island."</i></p>	<p>The location of the raised pedestrian crossing is adjacent to a reserve, shared path and petrol station and would provide minimal noise to the residents of Grover Avenue and Fisher Road North. The nearest residential property is approximately 30-metres from proposed raised pedestrian crossing</p> <p>The raised pedestrian crossing will lower vehicles speeds and provide a crossing facility for pedestrians. Due to the Industrial area, the road is subject to higher volumes of heavy or large vehicles and a roundabout would affect the turning movements of these vehicles into and out of South Creek Road. These vehicles may need to mount the roundabout due to their size.</p>
Speed Humps	<i>"Suggest installing speed humps along Grover Avenue"</i>	Council has noted resident's comments. Council will investigate and monitor speed volumes on Grover Avenue.
Grover Avenue into Fisher Road North	<p><i>"[Comments] as a driver it's always been a nightmare turning right off Grover Avenue on to Fisher Road North going southbound and it takes some patience and trickery to often make this turn."</i></p> <p><i>"Recommend a CLEARWAY in front of Grover Avenue for cars turning right"</i></p>	<p>Council has noted resident's comments. The raised pedestrian crossing will lower vehicles speeds to provide greater assistance for vehicles exiting Grover Avenue. Council will investigate and monitor the effectiveness of the intersection of Grover Avenue and Fisher Road North.</p> <p>The type of linemarking requested is generally used for emergency service access e.g fronting Fire Stations and Ambulance Stations and/or near traffic signal, however Council will review following introduction of raised pedestrian crossing and monitor the traffic congestion on Grover Avenue.</p>
Fisher Road North into Grover Avenue	<i>"[Comments] the corner just south of the proposed crossing seems to be used by drivers as a test of how fast they can negotiate the corner. This needs to be addressed too"</i>	Council has noted resident's comments. Council will investigate and monitor speed volumes of vehicles entering Grover Avenue from Fisher Road North

Table of Consultation

Address	South Creek Road, Cromer
Proposal	Pedestrian Safety

Properties Consulted	76
Responses Received	10
Support	9
Do Not Support	1

Issue	Resident Comment	Council Response
Speed Restrictions	<i>"[Recommends] to consider making the strip from Grover Avenue to Toronto Avenue a 40 KPH speed limit. I regard this as MOST important as it would at least give a fighting chance to residents and pedestrians negotiating the traffic and hopefully reduce the probability of more serious accidents in the area"</i>	The speed zones are administered on NSW roads by the Roads and Maritime Services (RMS), however, Council has forwarded resident's request to the RMS for review.
Road Narrowing	<i>"[Comments] as you must be aware they have made the road narrower, this will make it narrower still. Try getting through there in peak times."</i>	Road narrowing is designed to narrow the width of the travel lane. Doing so reduces the usable surface of the roadway causing drivers to slow their vehicles to maintain an acceptable level of comfort. The narrowing of the travel lane will improve also pedestrian safety by reducing the width of the crossing