

AGENDA

NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING

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

TUESDAY 5 FEBRUARY 2019

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



Ben Taylor
General Manager
Environment and Infrastructure

Voting Members

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

Non Voting Members

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

Officers

General Manager Environment and Infrastructure	Mr Ben Taylor
Executive Manager Transport and Civil Infrastructure	Mr Craig Sawyer
Manager Transport Network	Mr Phillip Devon
Senior Traffic Engineer	Mr Patrick Bastawrous
Traffic Engineer	Mr Ricky Kwok
Traffic Engineer	Mr James Brocklebank
Traffic Engineer	Mr Shankar Pandey
Traffic Engineer	Mr Velsamy Sankaran
Traffic Officer	Mr Fernando Rios
Traffic Officer	Mr Ali Samimi Haghighi
Traffic Officer	Mr Lukke Nickson
Traffic Officer	Mr Brian Duong
Manager, Rangers	Mr Paul Crossan
Active Travel Officer	Ms Michelle Carter
Active Travel Officer	Mr Phillip Gray
Road Safety Officer	Mrs Karen Menzies
Road Safety Officer	Ms Robynann Dixon
Transport Support Officer	Ms Lisa Monk

Visitors

Nil

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

to be held on Tuesday 5 February 2019

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10:00am

1.0 APOLOGIES

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

2.1 Minutes of Northern Beaches Council Local Traffic Committee held 4 December 2018

2.2 Declaration of Pecuniary and Conflicts of Interest

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

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5.0 MATTERS FOR NOTATION

NEXT MEETING Tuesday 5 March 2019

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

5.1 MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD 4 DECEMBER 2018

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 4 December 2018, copies of which were previously circulated to all Members , are hereby confirmed as a true and correct record of the proceedings of that meeting.

2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1

GORDON STREET, CLONTARF - NO STOPPING RESTRICTIONS

REPORTING OFFICER

TRAFFIC ENGINEER

TRIM FILE REF

2019/026232

ATTACHMENTS

- 1 Gordon Street, Clontarf - Plan**
- 2 Table of Consultation**

GEOCODES: -33.802281, 151.255799

REPORT

BACKGROUND

Council has been contacted by a resident of Gordon Street, Clontarf, raising concerns about safety on the sharp bend in the road between No.44 and No.40a Gordon Street. Concern has also been raised about safety when exiting driveways due to the presence of parked vehicles on both sides of the road which coupled with the presence of the bend results in significantly restricted visibility.

LOCATION

Gordon Street, Clontarf is generally 7.3m in width with parking currently unrestricted on both sides of the road. It carries relatively low volumes of traffic of a local nature.

ISSUES

- Vehicles park close to driveways and close to the bend blocking visibility
- Driveways slope steeply away from the road which makes access difficult
- The driveways serving No.42 and No.63 are both located close to the bend and skew away from the road which makes access difficult
- Vehicles proceeding along Gordon Street and around the bend cannot see vehicles parked on the bend as they approach
- Building activity in the vicinity is increasing parking pressures and the associated hazards

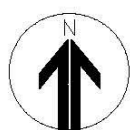
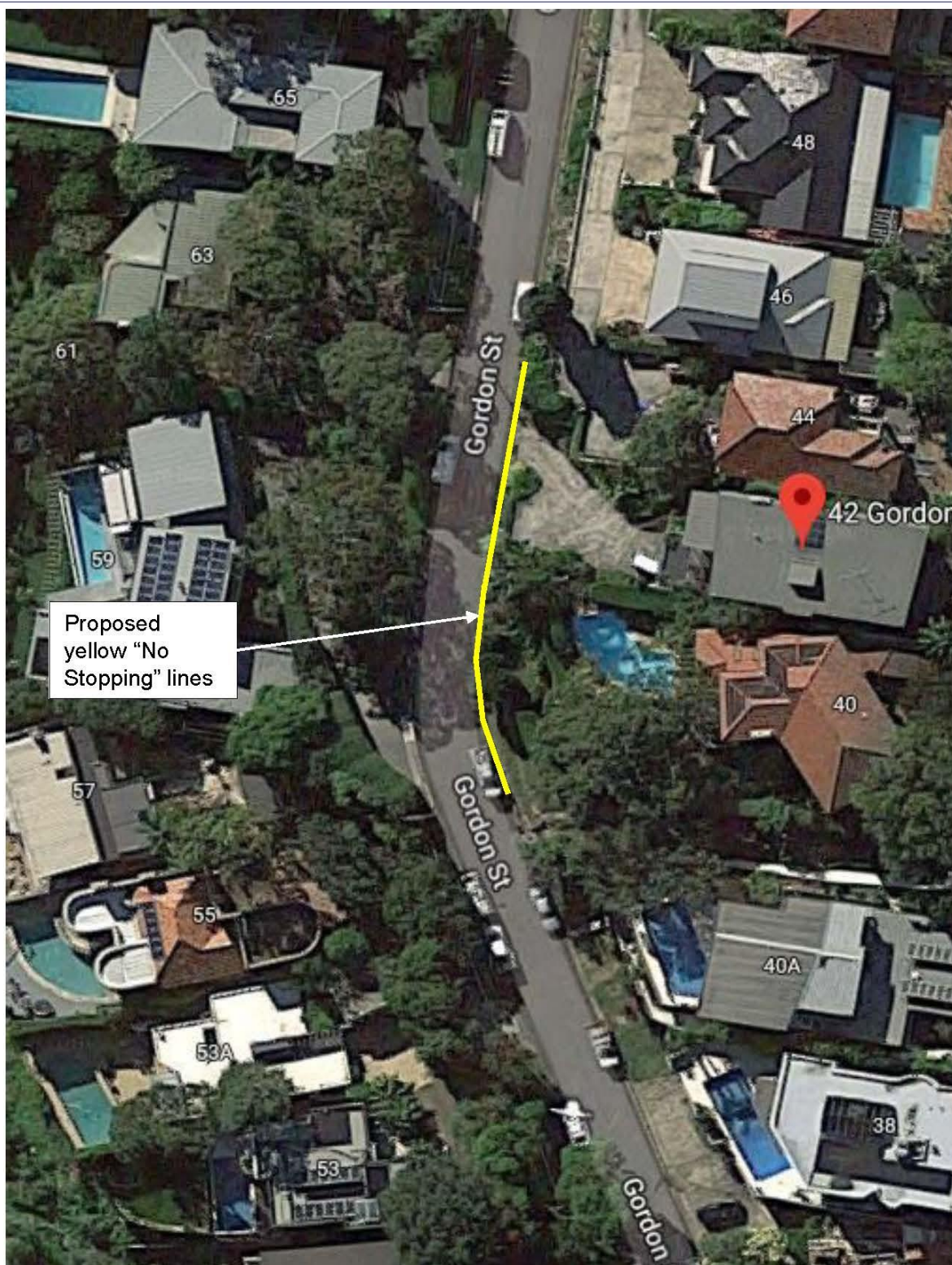
CONSULTATION

Consultation letters have been distributed to 21 properties within the vicinity of the proposed changes seeking feedback on the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

Consultation has revealed that while residents are supportive of restrictions on the inside radius of the bend they were opposed to the extension of those restrictions to the western side of the road or too far beyond the immediate environs of the bend as this would intensify parking pressures elsewhere in the street.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the introduction of a No Stopping Unbroken Yellow Line on the inside radius of the bend on the frontages of No.s 40-44 Gordon Street, Clontarf.



PROPOSAL

Gordon Street, Clontarf
No Stopping

Drawn JB

Approved



ISM No.



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Table of Consultation

Address	Gordon Street, Clontarf
Proposal	Table of Consultation

Properties Consulted	15
Responses Received	6
Support	5
Do Not Support	0

Issue	Resident Comment	Council Response
loss of parking	want to retain some parking in front of No.40	reduced length of No Stopping to retain parking near No.40
restrictions on western side are unnecessary	restrictions on western side are excessive	removed restrictions on western side
extend restrictions	similar restrictions should be provided adjacent to driveway serving No.59&61	this driveway is on outside radius of bend and issues are not as severe
extend restrictions	similar restrictions should be provided adjacent to driveway serving No.44-50	this driveway is on the straight and issues are not as severe
reduce restrictions	the length of the No Stopping should be reduced to retain parking near to steps serving No.44-50	No Stopping reduced to the north of the driveway

ITEM 4.2	LUMSDAINE DRIVE, FRESHWATER – NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/026871
ATTACHMENTS	1 Lumsdaine Drive, Freshwater – Plan 2 Table of Consultation 3 Lumsdaine Drive, Freshwater – Site Photographs

GEOCODES: -33.779344, 151.293978

REPORT

BACKGROUND

Council has received concerns from the State Transit Authority (STA) that buses and larger vehicles are having difficulty negotiating around the Lumsdaine Drive loop and near the Pedestrian Refuge Islands on Lumsdaine Drive, Freshwater. Council also received a request from the Harbord Diggers Club to remove parking on both sides of the Lumsdaine Drive frontage.

Removing parking on both sides of Lumsdaine Drive will potentially increase the speed of the road environment and create potential risks. Parking on local streets naturally calms the traffic and improves safety. Parking is also in high demand around beach precincts. However, to improve safety, Council proposes the following parking modifications:

1. Extend the existing No Stopping zone at the eastern side of the intersection of Carrington Parade and Lumsdaine Drive by 14m.
2. Extend the existing No Stopping zone at the eastern side of Lumsdaine Drive by 8m.

LOCATION

Lumsdaine Drive, Freshwater

ISSUES

Buses and larger vehicles are having difficulty negotiating around the Lumsdaine Drive loop and the Pedestrian Refuge Islands.

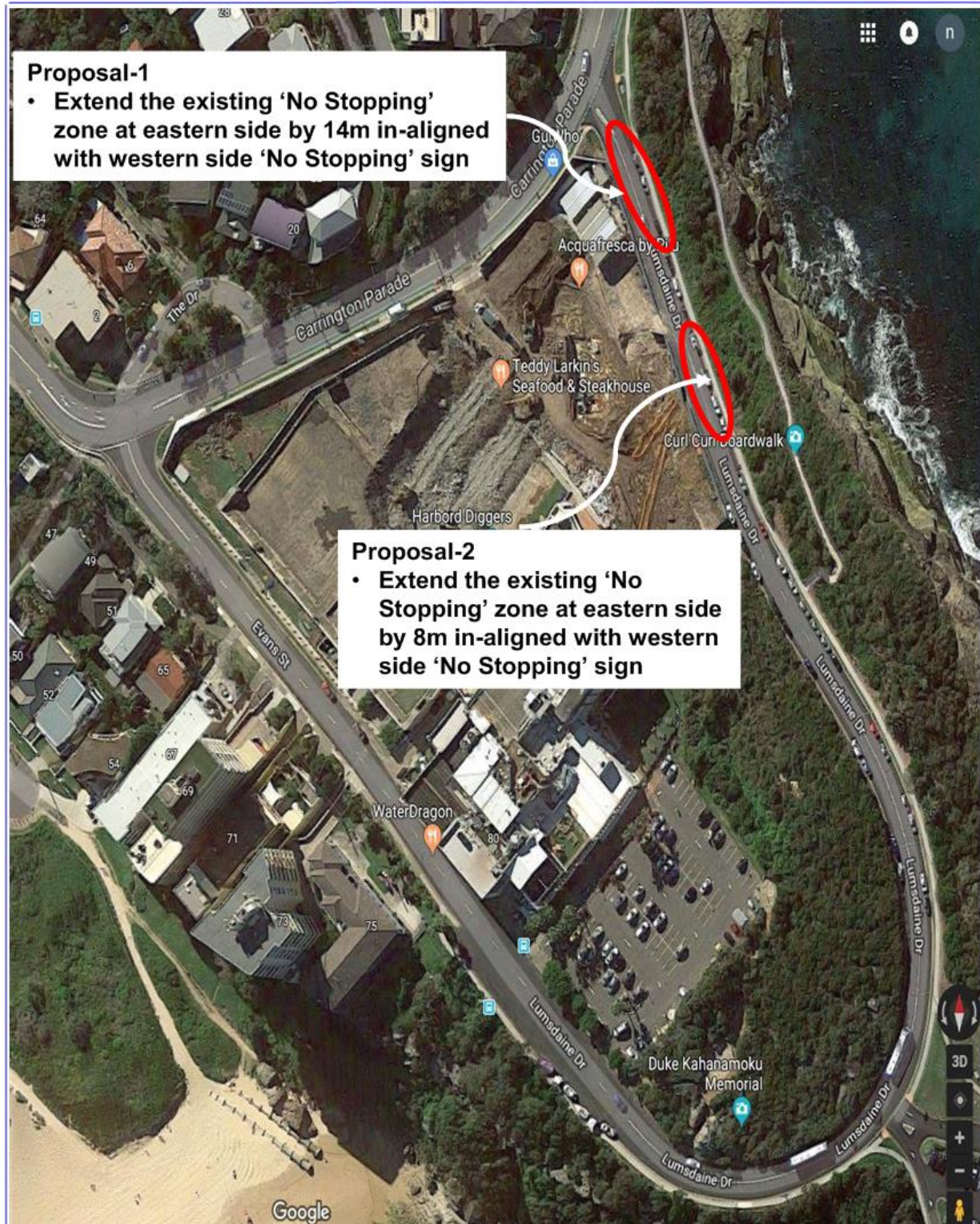
CONSULTATION

Consultation letters have been distributed to 132 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:

- A. Extend the existing No Stopping zone at the eastern side of the intersection of Carrington Parade and Lumsdaine Drive, Freshwater, by 14m.
 - B. Extend the existing No Stopping zone at the eastern side of Lumsdaine Drive, Freshwater by 8m.
-



PROPOSAL

Lumsdaine Drive, Freshwater

Drawn: VS

Approved  ISM No.

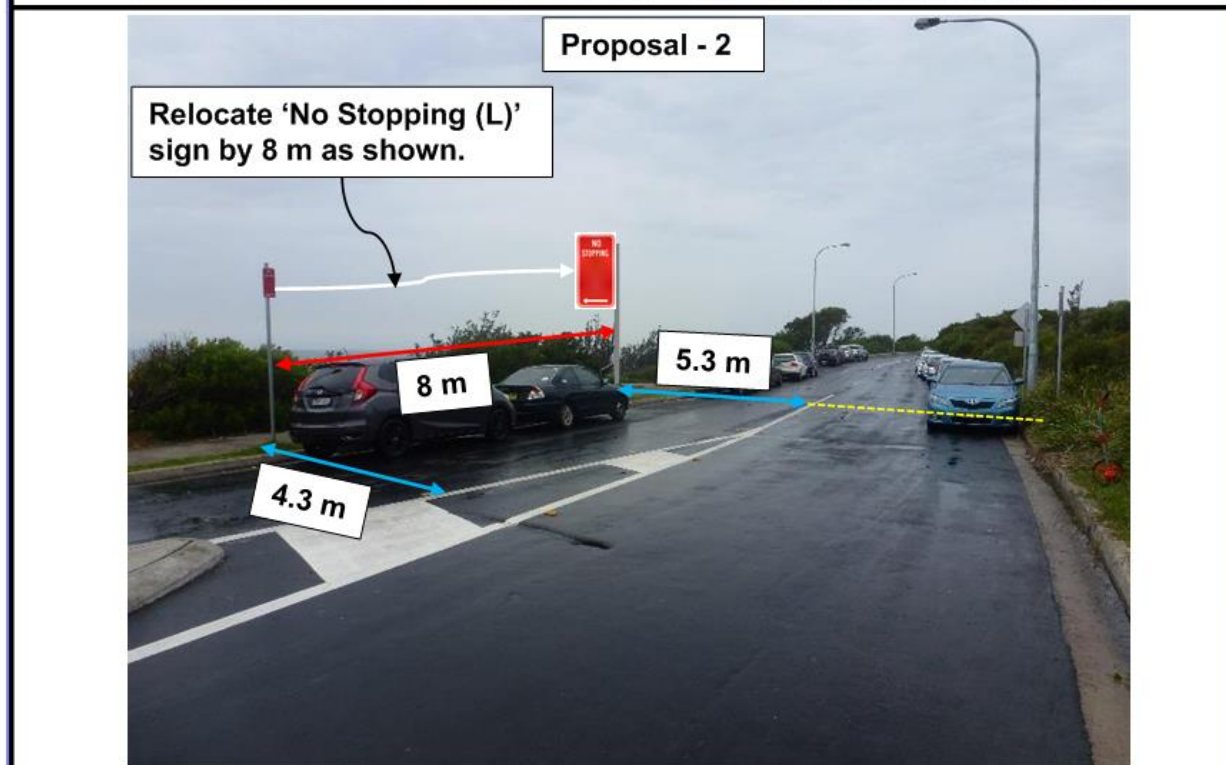
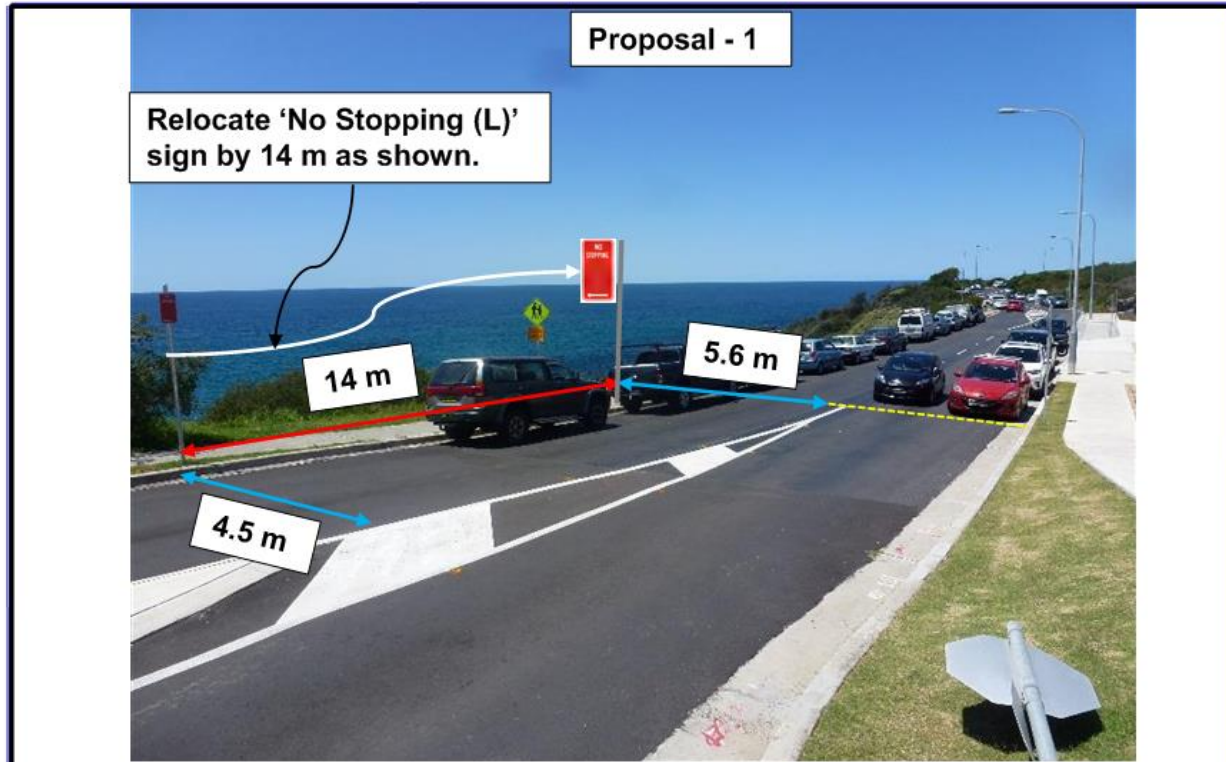


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Table of Consultation

Properties Consulted	132
Responses Received	10
Support	10
Do Not Support	0

Issue	Resident Comment	Council Response
High Pedestrian Activity	Suggest to remove parking in front of Harbord Diggers club to improve safety.	Removing parking increases the speed of road environment and creating potential risks.
Diggers underground Carpark signage	Request more clear signs about 4hour parking in the underground parking.	(Not relevant to the proposal) Internal carpark signs are responsibility of property developer and residents can report to Diggers directly. However, Council will raise the issue with developers.



PROPOSAL

Lumsdaine Drive, Freshwater



Drawn: VS

Approved



ISM No.



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ITEM 4.3	SOUTH CREEK ROAD, WHEELER HEIGHTS - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/026720
ATTACHMENTS	1 South Creek Road, Wheeler Heights – Plan

GEOCODES: -33.732071, 151.277230

REPORT

BACKGROUND

Council has received concerns from Australia Post that road users often park their vehicles in the layby lane at South Creek Road between Ambleside Street and Toronto Avenue, Wheeler Heights, blocking the traffic flow and creating risks.

Council has undertaken a review of the above location and proposes to install 50m No Stopping unbroken yellow line at the lip of the gutter along the layby lane.

LOCATION

South Creek Road between Toronto Avenue and Ambleside Road, Wheeler Heights

ISSUES

Parked vehicles in the layby lane at South Creek Road impact the traffic flow and create risks.

CONSULTATION

Public consultation is not necessary as the impact on residents is very low and the proposal enhances safety. However, nearby residents have been notified.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of 50m No Stopping Unbroken Yellow Line at the lip of the gutter along the layby lane on South Creek Road, Wheeler Heights.



PROPOSAL

South Creek Rd, Wheeler Heights
Reinstating the 'No Stopping zone'

Drawn: VS

Approved

P. Deva



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ITEM 4.4	HUDSON PARADE, CLAREVILLE - NO STOPPING AND NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/030228
ATTACHMENTS	1 Hudson Parade, Clareville - Plan 2 Table of Consultation

GEOCODES: -33.635827, 151.309298

REPORT

BACKGROUND

The Northern Beaches Council has received funding from the NSW State Government to improve pedestrian safety at Hudson Parade, Clareville. This project includes the construction of a footpath on the northern side of Hudson Parade between the Eastern end of Delecta Avenue and Taylors Point Road. The footpath will create a continuous link between Taylors Point Wharf and Avalon shopping precinct which is popular amongst tourists and local residents.

LOCATION

- Hudson Parade is a collector road with a 50km/h speed limit; connecting the western side of the Pittwater Peninsular to Avalon via Avalon Parade, and Bilgola Plateau via Lower Plateau Road.
- Clareville Beach Reserve, Taylors Point Wharf and Taylors Point Baths can be accessed from Hudson Parade via Delecta Avenue and Taylors Point Road respectively. The locations are popular destinations for tourists and residents both by foot, private vehicle and public transport.
- The section of Hudson Parade under consideration, between the western end of Delecta Avenue and No.144, is a two lane road with a width of approximately 7m wide between kerbs. A dividing line is located along the centre of the road to separate the opposing traffic movements. Parking is unrestricted on both sides, except for a section of 'No Parking' restrictions which have been installed on the southern side of Hudson Parade between No.141 and No.153. Dividing Barrier Lines have been installed east of No.141 and west of No.144 Hudson Parade, where the road width does not permit parking within 3m of the continuous dividing line.
- Hudson Parade is a bus route for the 191 and E89 services which run approximately every half hour in each direction.

ISSUES

- The project has significant community support as local residents have been seeking this pedestrian link since the construction of the footpath linking Delecta Avenue and Riverview Road was completed in 2014.
- Destinations such as Clareville Beach Reserve and Taylors Point Baths are popular with tourists and local residents, particularly on weekends and during peak times in summer.
- Visitors and tourists typically park on Hudson Parade and walk to Clareville Beach and Taylors Point Baths, however, it is also a highly used walking route for local residents as it connects to Avalon Shops and Avalon Beach.
- Pedestrians are forced to walk on the road at a number of locations due to the steep sloping road reserve which is unsuitable for many users, especially those with mobility issues.

- For most of the year the parking demand is relatively low, except during the summer peak periods where there is a very high demand.
- Historically the narrow road in Hudson Parade has created difficulties for buses and large vehicles, particularly in areas where parking is permitted on both sides of the road.
- Egress from private driveways is difficult with restricted sight distances.
- In summer this is exacerbated as visitors are either unaware of or intentionally ignore the parking restrictions leading to unsafe conditions for pedestrians and vehicles.
- The initial design for the footpath along Hudson Parade proposed to narrow Hudson Parade from the northern side by 0.5m to facilitate the construction of the path. It was proposed to extend the 'No Parking' restrictions on the southern side of Hudson Parade up to No.165 to offset the reduced road width.
- As a result of the community engagement process, the design has been amended to narrow the road for 20m only in front of No.128 as there is no other viable way to avoid the power pole in front of that property. It is proposed to install 'No Stopping' signs on the northern side of the road in front of No.128 to improve vehicle access to the shared driveway on the southern side of the road, extend the existing dividing barrier lines from No.177 to 179, and also retain the original proposal for 'No Parking' restrictions on the southern side of Hudson Parade, from No.153 to 165.

CONSULTATION

- Council's Engineering and Delivery team undertook the consultation and distributed letters to 170 properties within the immediate vicinity of the location providing notification of the proposed changes. In addition to the mail out, two drop-in information sessions were held on Sunday 2 December and Tuesday 4 December 2018 at Clareville Beach Reserve. Separate meetings with 12 individually affected residents were held on site to hear specific concerns.
- A total of 27 responses were received with all except one indicating support to the project in principal subject to the resolution of a specific issue. The issue of pedestrian safety is a priority of the local community. The responses are noted in Attachment 2 – Table of Consultation.
- The primary issue raised was the impact of the narrowing of Hudson Parade on individual property access as well as traffic flow given the congestion experienced in peak periods.
- After reviewing the responses Council investigated the alternatives to narrowing the road through a series of retaining walls and other engineering solutions. In all areas, except in front of No.128-130 Hudson Parade, the narrowing could be eliminated.
- Due to the presence of a power pole and adjacent driveway the only feasible way to progress the path was through a minor narrowing of the road. After discussions with the adjacent residents it was proposed that the loss in width would be offset by the installation of 'No Parking' restrictions on both sides of road in this location for approximately 20m.
- The residents also requested that Council review the possibility of installing a traffic mirror to improve egress from their property. Council has given permission for some residents to erect traffic mirrors on the public road (signs and mirrors can only be erected on the road with Council's permission) at the residents' cost if they meet the RMS guidelines for assessment. Residents will need to submit an 'Application for Traffic Mirror' form and application fee for Council to undertake further investigations including traffic and speed counts at the proposed location.
- Other concerns were raised regarding the lack of signage to convey the existing parking restrictions, and it is proposed to provide additional 'No Parking' signs so they are more visible.
- There were no formal submissions surrounding the proposed extension of the 'No Parking' restrictions on the southern side of Hudson Parade.
- There was an additional request for an extension of the dividing barrier lines at the western end of Hudson Parade in front of No.177. A vehicle can legally park between the two driveways at this location, making vision difficult when exiting the driveway.

- Following consideration of all comments received during the consultation period, it is recommended that 'No Stopping' parking restrictions be installed on the northern side of Hudson Parade in front of No.128 and 130 and that the road be narrowed slightly at this location to facilitate the construction of the footpath. The dividing barrier lines should also be extended a further 3m in front of No.177 Hudson Parade.
- It is also recommended that the 'No Parking' extension originally proposed also be implemented as it will have a benefit to pedestrian safety in the area, even though it is no longer necessary for the footpath construction.
- The proposal will enable the construction of the new footpath between Delecta Avenue and Taylors Point Road which will significantly improve pedestrian safety in this area. It will also improve traffic flow and reduce the risk of congestion created by larger vehicles including buses and large trucks travelling through the area.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The introduction of 'No Stopping' restrictions on the northern side of Hudson Parade in front of No.128 and 130 and the narrowing of Hudson Parade to facilitate the new footpath.
 - B. The extension of the existing 'No Parking' restrictions on the southern side of Hudson Parade, from No.153 to 165.
 - C. The extension of the existing Dividing Barrier Lines in Hudson Parade, from No.177 to the driveway of No.179.
-

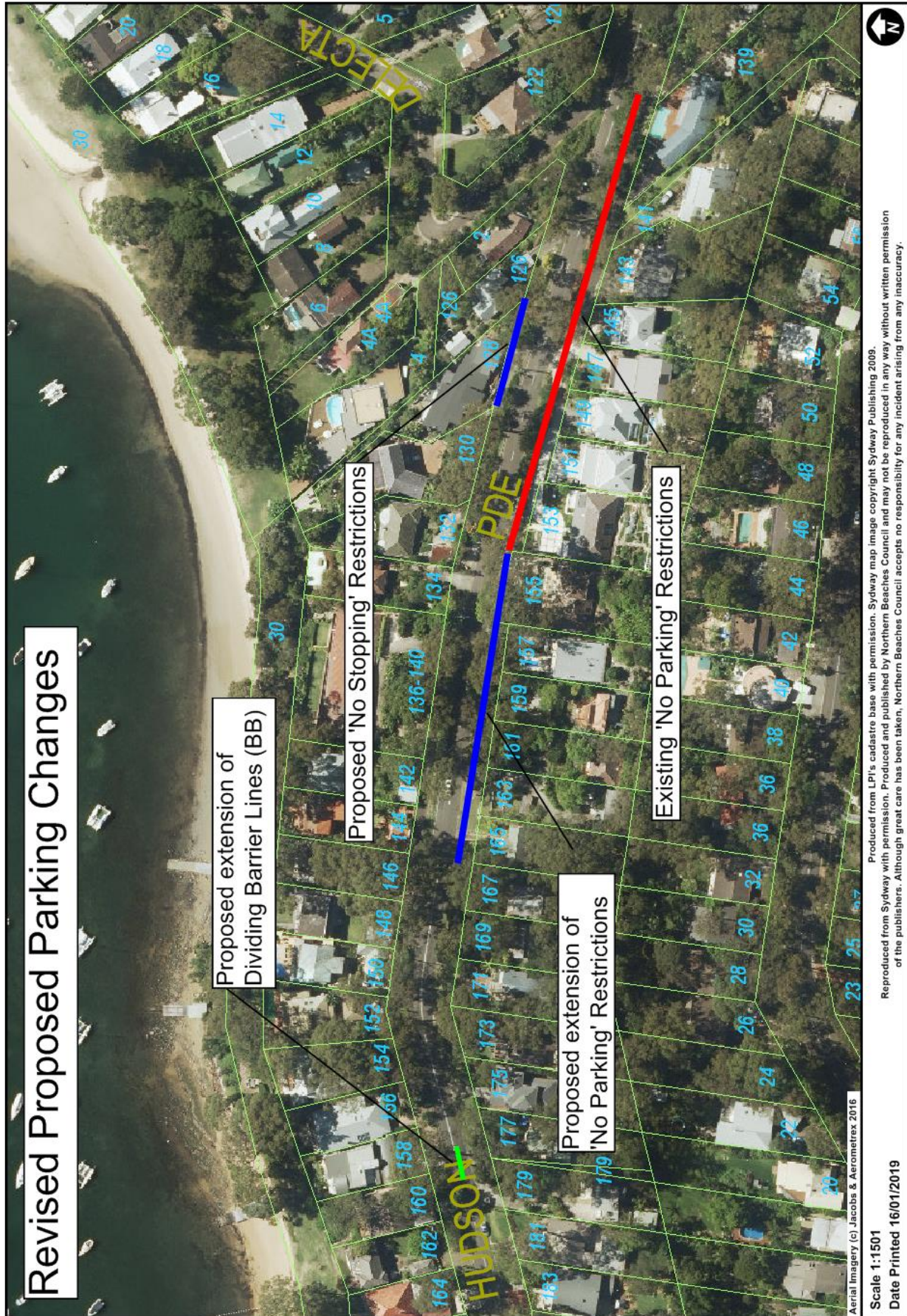


Table of Consultation

Address	Hudson Parade - Clareville
Proposal	Changes to Parking Restrictions

Properties Consulted	170
Responses Received	27
Support	26
Do Not Support	1

Issue	Resident Comment	Council Response
Impact of narrowing the road on access to the private driveway servicing No.127-153	A narrower road will make access/egress more difficult than it already is. Alternatives which minimise narrowing should be explored	Instead of narrowing the road the alternate proposal only narrows the road over a short distance in front of No.128-130. Parking restrictions will be placed on both sides of the road to allow a passing area for buses and enable better access to the private driveway. The narrowing will be gradual and transitioned into the existing curvature of the road to minimise the impact on road users. Road narrowing signs will also be installed.
Impact of narrowing the road on traffic, particularly buses	Hudson Parade already regularly experiences traffic jams when buses get stuck without passing bays	
Parking restrictions are not understood, well signposted or are ignored	A lot of residents and tourists don't know the road rule relating to no parking within 3m of double white lines meaning a lot of people park illegally	Additional signs to convey the parking restrictions will be installed along the length of the project at regular intervals.
Dangerous egress at No.177 and 179 Hudson Parade	A vehicle can legally park between these two driveways making egress dangerous after a blind corner	Extend the dividing barrier lines approximately 3m to the start of the driveway at No.179 Hudson Parade
Spotted Gum replanting	Spotted gums are dangerous when they grow too large and will potentially damage private property	Council to review offset planting species
Impact on vegetation in front of private property	Removal of vegetation in front of No.100 will reduce privacy of the property	Vegetation will be retained in front of No.100
Subsidence of existing road	Hudson Parade is subsiding in front of No.128-130	The road is to be repaired as part of the works
Egress of private driveway servicing No.127-153	Sight distance is negligible for vehicles existing the private driveway. A mirror is requested at this location	Residents will need to submit an 'Application for Traffic Mirror' form and application fee for Council to undertake traffic and speed counts at the proposed location. Traffic mirrors can only be considered for Traffic Committee approval if they meet the RMS guidelines for assessment.

ITEM 4.5	NARRABEEN PARK PARADE, MONA VALE - NO STOPPING AND NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/030223
ATTACHMENTS	1 Narrabeen Park Parade, Mona Vale - Plan 2 Table of Consultation

GEOCODES: -33.687792, 151.308847

REPORT

BACKGROUND

Council is proposing to construct a pedestrian walkway along the eastern side of Narrabeen Park Parade, from Robert Dunn Reserve to Melbourne Avenue in Mona Vale. The proposed walkway forms part of the Northern Beaches Coast Walk from Manly to Palm Beach.

LOCATION

- The section of Narrabeen Park Parade between Coronation Street and Melbourne Avenue is a local road with a 50km/h residential speed limit.
- Narrabeen Park Parade forms a 'Y' intersection with Melbourne Avenue. The intersection is controlled by a 'Give Way' sign and holding line.
- Existing dividing barrier lines run for approximately 25m along the centre of Narrabeen Park Parade from the intersection with Melbourne Avenue, where parking is not permitted within 3m of the continuous dividing line. The statutory 10m 'No Stopping' restrictions from the intersection prohibit stopping on the entry/exit to the road.
- The sealed pavement width varies between 7-7.5m. There is no footpath, and there is only kerb and gutter constructed on the western side of the road.
- The 155 bus service operates along Narrabeen Park Parade, and bus stops are located on both sides of the road towards the southern end of the proposed section of road. Bus Zone signs have not been installed; however, the statutory 'No Stopping' 20m before and 10m after a bus stop apply.

ISSUES

- Vehicles parking on the eastern side of Narrabeen Park Parade occurs on the grass verge where there is no kerb and gutter.
- Pedestrians are often forced to walk on the road due to the parked vehicles and the absence of a footpath.
- Council is proposing to construct a new walkway on the eastern side of Narrabeen Park Parade as part of the Coast Walk. The new footpath will be 1.5m wide and located directly behind the new kerb and gutter.
- Council also proposes to install 'No Parking' restrictions on the eastern side of the road, and 'No Stopping' restrictions along the bends where traffic sight distances are restricted. The bus stop areas will also be formalised by providing 'Bus Zone' signage to improve bus stop accessibility and prevent parking.
- It is recommended that the proposed parking restrictions be implemented to improve amenity for residents and safety for pedestrians and road users.

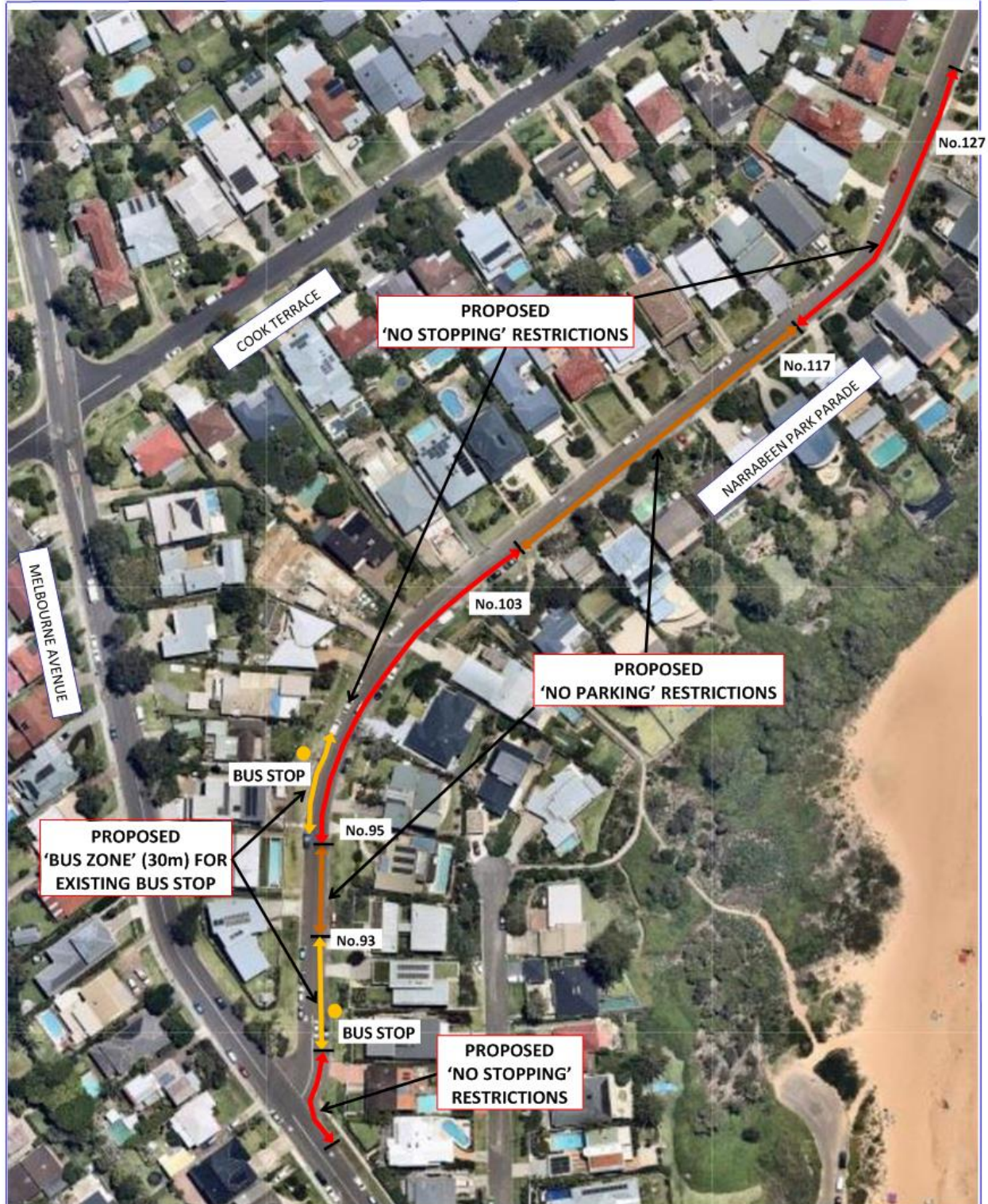
CONSULTATION

- Council's Major Infrastructure Projects Team undertook the consultation with residents with letters distributed to 273 properties within the vicinity of the location providing notification of the construction of the footpath and an initial proposal to install 'No Stopping' restrictions on the eastern side of the road. In addition to the mail out, two drop in sessions were held on site, with Council Officers and residents on the 25th and 28th of February 2018. This consultation was part of the Coast Walk project with over 50 people attending and was supported by the majority of respondents. The responses are noted in Attachment 2 – Table of Consultation.
- Council's Transport Network Team have undertaken a further review of the proposal and has decided to amend the original proposal so that 'No Parking' restrictions be installed along the eastern side of Narrabeen Park Parade, with 'No Stopping' restrictions only applying along the bends where traffic sight distances are restricted. Additional 'Bus Zones' will also be provided as part of the overall proposal.
- The 'No Parking' restrictions will allow for a vehicle to stop for up to two minutes, as long as you remain within 3m of the vehicle. It is considered that no further consultation is required for the change in restrictions as it will improve amenity for residents and visitors by facilitating drop off/pickup and allow deliveries which are undertaken in accordance with the Road Rules.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following restrictions in Narrabeen Park Parade, between Robert Dunn Reserve and Melbourne Avenue in Mona Vale:

- A. The installation of 'No Stopping' restrictions between Robert Dunn Reserve and the driveway of No.117.
 - B. The installation of 'No Parking' restrictions between the driveways of No.117 and No.103.
 - C. The installation of 'No Stopping' restrictions between the driveways of No.103 and No.95.
 - D. The installation of 'No Parking' restrictions between the driveways of No.95 and No.93.
 - E. The installation of 'Bus Zone' restrictions between the driveways of No.93 and No.87.
 - F. The installation of 'No Stopping' restrictions from the driveway of No.87 to 10m south of the intersection with Melbourne Avenue
 - G. The installation of 'Bus Zone' restrictions for the bus stop located on the western side of the road outside No.146 (20m south and 10m north of the bus stop).
-



PROPOSAL

NARRABEEN PARK PARADE, MONA VALE
CHANGES TO PARKING RESTRICTIONS



Drawn RK

Approved




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Table of Consultation

Address	Narrabeen Park Parade, Mona Vale
Proposal	Changes to Parking Restrictions

Properties Consulted	273
Responses Received	54
Support	52
Do Not Support	2

Issue	Resident Comment	Council Response
Provision of a pedestrian walkway to the eastern side of Narrabeen Park Parade	Loss of parking to the street	Parking for private vehicles remains the responsibility of the property owners, and Council has applied parking restrictions in other areas to facilitate access and for safety reasons. 'No Parking' restrictions have been installed in some locations to improve amenity for residents and visitors by facilitating drop off/pickup and allow deliveries in accordance with the Road Rules.
Narrow road carriageway	Convert traffic flow to one way flow.	Council has no proposal to convert the section of Narrabeen Park Parade to one way as this would require a significant diversion for local residents and affect access to affected properties.
Existing bus route causes significant bottle necks wo traffic flow	Relocate bus route	The STA is responsible for the operations of buses in Sydney, and this suggestion has been forwarded to the STA for consideration and review of service levels.

ITEM 4.6**BUNGAN HEAD ROAD NEWPORT - NO PARKING
RESTRICTIONS****REPORTING OFFICER****TRAFFIC ENGINEER****TRIM FILE REF****2019/030224****ATTACHMENTS**

- 1 Bungan Head Road, Newport - Plan**
- 2 Table of Consultation**
- 3 Bungan Head Road, Newport - Site Photographs**

GEOCODES: -33.662942, 151.318911**REPORT****BACKGROUND**

Council has received concerns from residents regarding the narrow road width of Bungan Head Road, Newport. When vehicles park on both sides of the road it affects access and safety in the section of Bungan Head Road west of Karloo Parade.

LOCATION

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

ISSUES

- Parallel parking is generally unrestricted on both sides of the road.
- Vehicles parked on both sides create a potential traffic hazard to road users by restricting the road width for through traffic.
- Council's refuse and recycling contractor, URM, have reported difficulties accessing the area resulting in a number of missed collections. URM have requested that No Parking restrictions be installed on the southern side of the road to facilitate waste collection.
- It is proposed that the existing No Parking restrictions on the southern side of Bungan Head Road be extended from the turning area located at the western end of Bungan Head Road to the driveway of No.23.
- It is recommended that the requested No Parking restrictions be granted to improve access and safety for all road users including waste collection vehicles and emergency services.

CONSULTATION

Consultation letters have been distributed to 36 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the extension of the No Parking restrictions on the southern side of Bungan Head Road, Newport, from the turning area located at the western end of Bungan Head Road to the driveway of No.23.



PROPOSAL



BUNGAN HEAD ROAD, NEWPORT
"NO PARKING" RESTRICTIONS



northern
beaches
council

Drawn: FR

Approved: *P. Devan*

Table of Consultation

Address	Bungan Head Road (between Karloo Parade and turning area)
Proposal	'No Parking' restrictions

Properties Consulted	36
Responses Received	12
Support	8
Do Not Support	4

Issue	Resident Comment	Council Response
Parking on both sides of narrow roads	Unrestricted parking on both sides of the road affects access to driveways and causes problems for garbage collection and emergency vehicles.	The proposal will regulate parking to the northern side of the road which will maintain access for all road users including waste collection vehicles and emergency services.
Suggestion to alternate 'No Parking' restrictions on both sides of the road	A series of 'No Parking' zones that alternate between the southern and northern sides of the road should be installed to improve access to residents' properties	URM have requested that 'No Parking' restrictions be installed on the entire length of the southern side for waste collection purposes. The existing road is very narrow and varies in width, and alternating the restrictions on both sides of the road may result in the removal of additional parking in order to facilitate the required access for service vehicles.



Bungan Head Road looking west towards Barrenjoey Road



Bungan Head Road looking east towards Karloo Parade

ITEM 4.7	WHALE BEACH ROAD, WHALE BEACH - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/041115
ATTACHMENTS	1 Whale Beach Road, Whale Beach - Plan 2 Table of Consultation

GEOCODES: -33.612715, 151.329888

REPORT

BACKGROUND

Council has received a request from a local resident to install No Parking signs adjacent to the driveways of No.182 and 184 Whale Beach Road, Whale Beach, due to ongoing problems with vehicles blocking access to the properties.

LOCATION

- Whale Beach Road is a collector road with a 40km/h speed limit approved under a previous RMS Local Traffic Scheme.
- The section of Whale Beach Road under consideration is located between the driveways of No.182 and 184 Whale Beach Road where the road width is approximately 7.3m between kerbs.
- Parking is unrestricted on the western side of the road and there is existing 'No Parking 7:00am-5:00pm Everyday' on the eastern side of the road (southbound direction) which were introduced following a previous proposal to improve safety and traffic flow during the day.
- The 717n Avalon Primary to Whale Beach Loop School Bus service operates along Whale Beach Road.

ISSUES

- The residents of No.182 and 184 Whale Beach Road have reported repeated instances of vehicles parking across or adjacent to their driveways preventing access to their properties.
- The affected properties are located on the high side of the road and property No.184 has a high level skew driveway profile.
- The section of road between the driveways of No.182 and 184 is approximately 4.3m wide which would normally be of sufficient length to park a small car. However, it is not possible for a small vehicle to park at this location as vehicles are required to enter/exit the property of No.184 at a slight angle due to the design of the driveway, requiring additional clearance adjacent to the driveway.
- Council permitted the property owners to install driveway delineation lines which were offset from the driveway to help with driver awareness when parking near the driveway. However, Council's Rangers are only able to infringe drivers for illegally blocking a driveway under the Road Rules and not if the driveway delineation lines are encroached. The issue remains an ongoing problem.
- Council previously introduced 'No Parking 7:00am-5:00pm Everyday' in Whale Beach Road on the eastern side of the road (southbound direction) following a previous proposal to improve safety and traffic flow during the day. The proposal allows for overnight parking but does impact the availability of on-street parking in the area outside of the restricted hours.

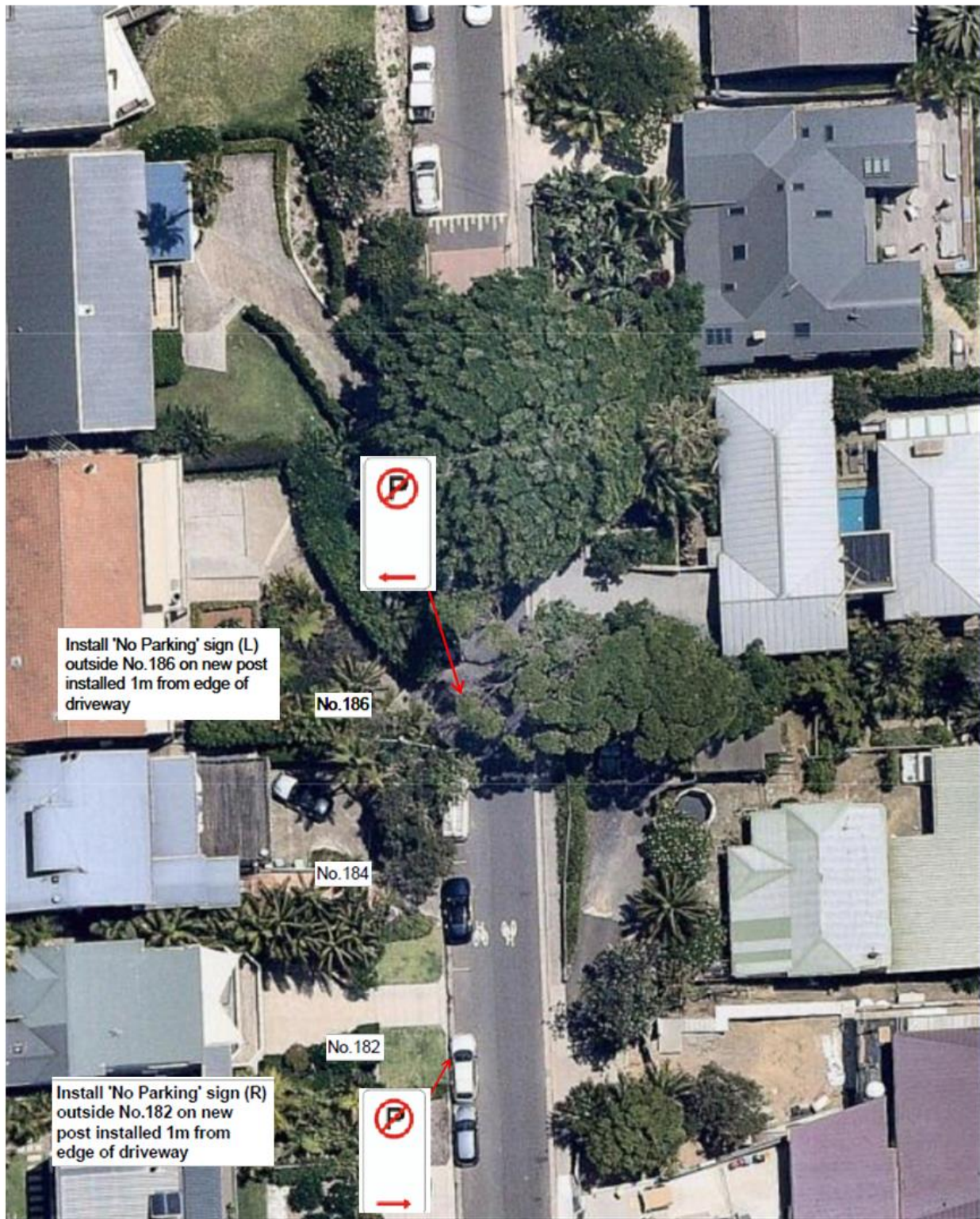
- Council receives numerous enquiries from residents requesting changes to improve access to their properties and does not generally provide parking restrictions adjacent to or opposite individual driveways at the many locations requested.
- Council has reviewed the subject area and considered comments received during the consultation and all issues including the topography, driveway design and previous measures to address the problem, and recommends in this instance to install No Parking restrictions between the driveways of No.182 and 186 to prevent parking at this location.

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of No Parking restrictions between the driveways of No.182 and 186 Whale Beach Road, Whale Beach.



PROPOSAL

Whale Beach Road, Whale Beach
No Parking restrictions

Drawn LN

Approved *P. Deva*



northern
beaches
council

Table of Consultation

Address	Whale Beach Road, Whale Beach
Proposal	'No Parking' restrictions

Properties Consulted	15
Responses Received	2
Support	2
Do Not Support	

Issue	Resident Comment	Council Response
Loss of on-street parking	Concerned with the availability of on-street parking as there already 'No Parking 7am-5pm Everyday' restrictions introduced on the eastern side of the road. Suggest that 'No Parking Small Vehicles Only' be installed.	It is not possible for a small vehicle to park between the driveways of No.182 and 184 as this would still obstruct vehicles that enter/exit the property of No.184. Vehicles need to enter No.184 at a slight angle due to the design of the driveway requiring additional clearance.
Access issues and vehicle passing at speed hump	Resident has indicated issues with driveway access at No.186. Concerns also raised regarding passing area for vehicles at the speed hump north of the proposed area, requesting that the 'No Parking' restrictions be extended from No.182 to 188 Whale Beach Road.	The road width at the speed hump has adequate width for standard vehicles to pass at reduced speeds. Alternatively vehicles are also able to pull to the side of the road for passing, on either approach to the traffic facility, where vehicles are unable to park due to existing driveways. It is proposed that the 'No Parking' restrictions only be extended to the driveway of No.186 to improve access to the property.

ITEM 4.8	LANTANA AVENUE, WHEELER HEIGHTS – NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/026840
ATTACHMENTS	1 Lantana Avenue, Wheeler Heights – Plan 2 Table of Consultation

GEOCODES: -33.723929, 151.281925

REPORT

BACKGROUND

Council has received concerns from residents that boats and vehicles often park at the cul-de-sac end of Lantana Avenue, Wheeler Heights, which impact turning vehicles and waste collection vehicles streetscape maintenance services

Council has undertaken a review of the location and proposes to install 36m No Parking restrictions at the cul-de-sac end of Lantana Avenue from the end of the driveway of No.85 to the start of the driveway at No.90.

LOCATION

Lantana Avenue, Wheeler Heights

ISSUES

Parked vehicles in the cul-de-sac end of Lantana Avenue impact the vehicles turning facility and affects waste collection vehicles and streetscape maintenance services.

CONSULTATION

Consultation letters have been distributed to 17 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 36m No Parking restrictions at the cul-de-sac end of Lantana Avenue, Wheeler Heights, from the end of the driveway of No.85 to the start of the driveway at No.90.



PROPOSAL



Lantana Avenue, Wheeler Heights

Drawn: VS

Approved  ISM No.



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beaches
council

Table of Consultation

Properties Consulted	17
Responses Received	3
Support	1
Do Not Support	2

Issue	Resident Comment	Council Response
Loss of Parking	As there are no turning issues parking restriction is no need.	Oversized vehicles often parked on the cul-de-sac section of the street and blocking streetscape maintenance works. Also encourage illegal activities. Parking restriction only on cul-de-sac section of the street to prevent over sized vehicles parking and facilitate turning. As off-street parking is available on this street, on-street parking impact is minimal.
Parking between the narrow gap between driveways and blocking the way.	Request to extend 'no parking' to prevent parking in between the small gap of driveways of property 85 and 87.	Council can consider to extend 'No Parking' as the gap between driveway is not enough for vehicles to park legally.

**ITEM 4.9 CORONATION STREET AND NARRABEEN PARK PARADE,
MONA VALE - TIMED PARKING RESTRICTIONS****REPORTING OFFICER TRAFFIC ENGINEER****TRIM FILE REF 2018/721090****ATTACHMENTS**
1 Coronation Street and Narrabeen Park Parade - Plan
2 Coronation Street and Narrabeen Park Parade - Site Photographs**GEOCODES:** -33.686251, 151.307593**REPORT****BACKGROUND**

Council is reviewing the timed parking restrictions in Coronation Street and Narrabeen Park Parade, Mona Vale, following concerns from users regarding the availability of parking near the Mona Vale Headland Reserve and a request from the Northern Beaches Health Service.

LOCATION

- Coronation Street is a collector road with a 50km/h speed limit and a 14.5m wide sealed carriageway between kerbs.
- Mona Vale Hospital is located on the northern side of Coronation Street with existing sections of '2P 8:30am - 6:00pm Mon - Fri and 8:30am - 12:30pm Sat' and '2P 8:30am - 6:00pm Everyday' parking restrictions within the 90° angle parking area and unrestricted parallel parking on the southern side.
- The portion of Narrabeen Park Parade under consideration, fronting the Mona Vale Headland Reserve, is a local road with a carriageway width of 8m with sections of angled parking
- Robert Dunn Reserve and the dog exercise area are located on the eastern side of Narrabeen Park Parade. The adjacent 90° angle parking area is mainly unrestricted but it also includes a section with '4P 6:00am - 6:00pm Everyday' parking restrictions. There is unrestricted parallel parking on the western side.
- The 155 bus service operates along Coronation Street and Narrabeen Park Parade. Bus stops are located on both sides of the road outside the entrance to the Hospital and just south of the Cook Terrace/Narrabeen Park Parade intersection.

ISSUES

- Council has received concerns from visitors and users of the dog exercise area regarding the availability of parking near the Mona Vale Headland Reserve in Narrabeen Park Parade.
- Council has also received a request from the Northern Beaches Health Service (NBHS) to change the existing parking restrictions in Coronation Street from 2 hours to 4 hours, to cater for the transformation of the Mona Vale Hospital to a facility which provides rehabilitation, aged healthcare services, and palliative care.
- The NBHS has advised that due to the changes in health services, a shuttle bus will operate five days a week between the Mona Vale Hospital and the new Northern Beaches Hospital at Frenchs Forest. The extended parking restrictions would enable some short term visitors of the new Northern Beaches Hospital to park in Coronation Street and access the shuttle bus service.
- Council has undertaken a review of the location and is proposing a combination of 2 hour and 4 hour parking restrictions in the immediate vicinity of the Hospital and Reserve to cater for

different users in Coronation Street and Narrabeen Park Parade. Additional accessible parking will also be provided for people with disabilities, and sections of timed parking removed to provide unrestricted parking available for all users.

- It is considered reasonable that the request be granted as it will encourage turnover of parking and provide a number of short term and longer term options for the different parking demands in the area.

CONSULTATION

Consultation letters have been distributed to 86 properties within the immediate vicinity of the location providing notification of the proposed changes. Council has liaised and received support from the Northern Beaches Health Service (NBHS) regarding the proposal. No submissions were received at the time of reporting.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following changes to parking restrictions in the 90° angled parking areas:

- A. Convert existing '2P 8:30am – 6:00pm Mon - Fri 8:30am-12:30pm Sat Everyday' restrictions in Coronation Street (between Melbourne Avenue and the bus stop) to unrestricted parking.
 - B. Convert existing '2P 8:30am – 6:00pm Everyday' restrictions in Coronation Street (between the bus stop and the entrance to Mona Vale Hospital) to accessible parking (4 spaces) and motorcycle parking.
 - C. Convert existing '2P 8:30am – 6:00pm Mon - Fri 8:30am – 12:30pm Sat Everyday' restrictions in Coronation Street (between the entrance to Mona Vale Hospital and the corner of Coronation Narrabeen Park Parade) to '4P 6:00am – 6:00pm Everyday' restrictions.
 - D. Convert existing unrestricted and accessible parking on the corner of Coronation Street/Narrabeen Park Parade to accessible parking (2 spaces) and motorcycle parking.
 - E. Convert the section of unrestricted parking in Narrabeen Park Parade (immediately south of Coronation Street) to '2P 6am-6pm Everyday' restrictions.
 - F. Convert the section of unrestricted parking in Narrabeen Park Parade (immediately north of Cook Terrace) to '4P 6am-6pm Everyday' restrictions.
-



PROPOSAL

CORONATION STREET & NARRABEEN PARK PARADE,
MONA VALE
CHANGES TO TIMED PARKING RESTRICTIONS

Drawn RK Approved *P. Devo* ISM No.





Coronation Street looking west towards Melbourne Avenue



Narrabeen Park Parade looking south towards Coronation Street

ITEM 4.10	MIMOSA STREET, FRENCHS FOREST - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/028497
ATTACHMENTS	1 Mimosa Street, Frenchs Forest - Plan

GEOCODES: -33.743669, 151.204163

REPORT

BACKGROUND

Council has received concerns from Davidson High School regarding a lack of drop off and pick up zones and have requested parking restrictions on the eastern side of Mimosa Street, Frenchs Forest, allowing drop off and pick up during school hours.

Site observations undertaken during the afternoon school periods reveal that some of the parking spaces outside of the school are used for long-term purposes thus reducing the availability for drop off and pick up spaces for parents of children attending the school.

To address this issue Council is proposing to convert existing unrestricted parking of 85m outside of the school into 'No Parking 8:00am-9:30am and 2:30pm-4:00pm during school days' to allow for drop off and pick up.

LOCATION

- Mimosa Street, Frenchs Forest, is a local road in the Sydney Road Hierarchy Plan with a 40km/h school zone in the vicinity of the schools.
- The Mimosa Public School and Davidson High School are located on the corner of Blackbutts Road and Mimosa Street, Frenchs Forest.

ISSUES

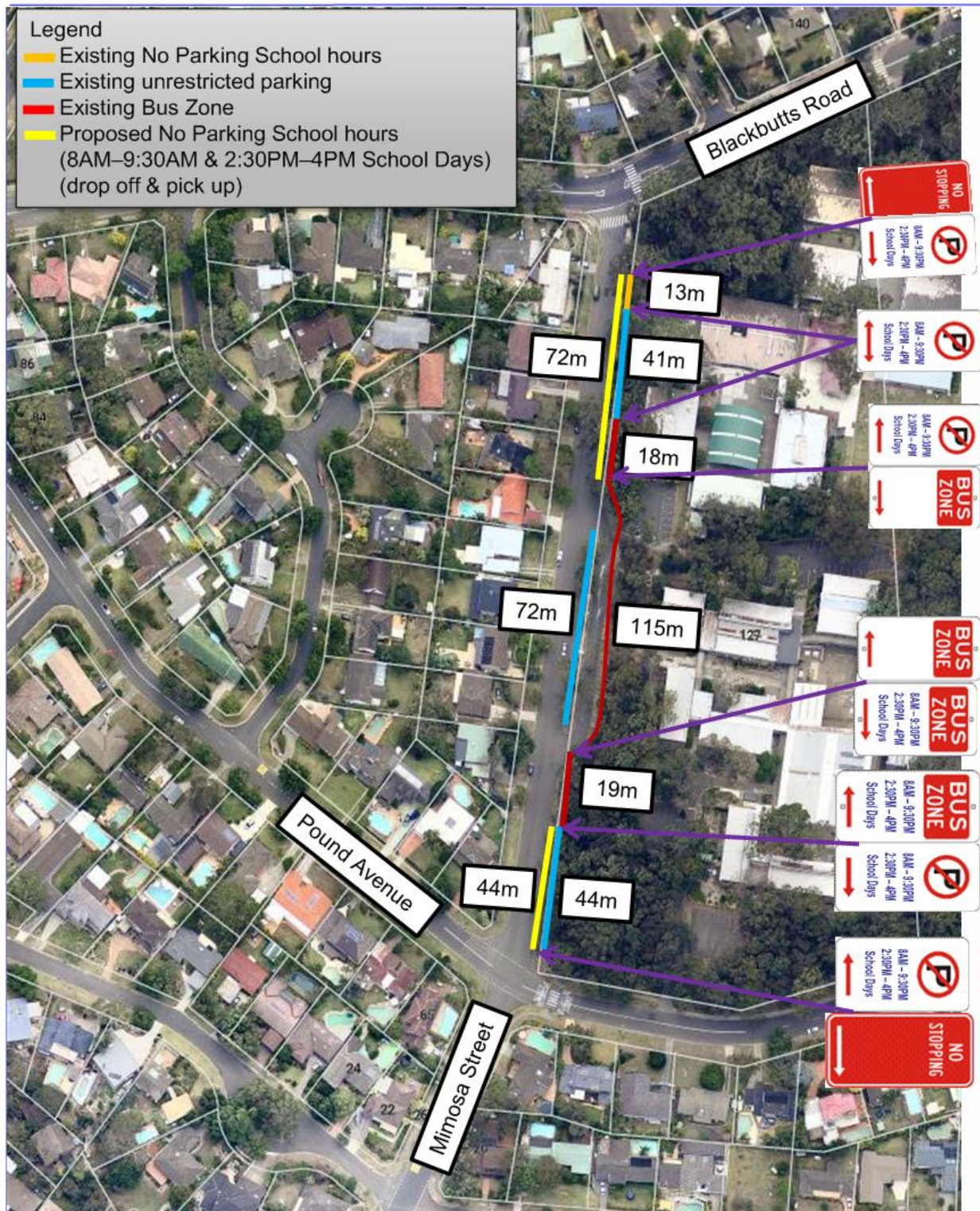
- It was advised that Mimosa Street becomes congested during the school hours due to the high number of children attending the Mimosa Childrens Centre, Primary School, and High School.
- This proposal will allow parents and carers to drop off and pick up their children in front of school. There already exists five minute and ten minute timed parking restrictions in Blackbutts Road for Mimosa Childrens Centre and Mimosa Public School.
- A drop off and pick up zone in Mimosa Street will enable a smooth and safe collection and drop off of students.

CONSULTATION

Consultation letters have been distributed to 25 properties within the immediate vicinity of the location providing notification of the proposed changes. Council did not receive any responses.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the proposal to convert existing unrestricted parking of 85m outside of Mimosa Public School into 'No Parking 8:00am - 9:30am and 2:30pm - 4:00pm during school days' to allow for a safer drop off and pick up of students.



PROPOSAL

Mimosa Street, Frenchs Forest Parking Restrictions

Drawn SP

Approved *P. Dean*

ISM No.



northern
beaches
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ITEM 4.11	ALLAMBIE ROAD, ALLAMBIE HEIGHTS - ROUNDABOUT SIGN
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2019/028428
ATTACHMENTS	1 Allambie Road/Lyly Road Intersection, Allambie Heights - Plan

GEOCODES: -33.773785, 151.261403

REPORT

BACKGROUND

Council has received safety concerns from local residents regarding the roundabout at the intersection of Allambie Road and Lyly Road, Allambie Heights. They requested the installation of traffic devices to slow down the vehicles approaching the roundabout.

Residents report vehicles travelling southbound on Allambie Road often drive fast and fail to give way for the vehicles turning right into the Lyly Road. To address these issues Council is proposing to install a concrete blister with a roundabout sign on Allambie Road.

LOCATION

- Allambie Road is classified as a regional road with a 60km/h speed limit and traffic volumes exceeding 7,000 vehicles per day.
- The Allambie Road/Lyly Road intersection is controlled by a roundabout which was constructed in 2009.

ISSUES

- A resident requested a speed hump for the southbound traffic approaching the roundabout but it was not considered reasonable for the regional road with a steep grade.
- The lip height of the roundabout was set based on the standard design requirements to allow access for buses and trucks
- The objective of this proposal is to improve the safety at the intersection

CONSULTATION

Consultation letters have been distributed to 9 properties within the immediate vicinity of the location providing notification of the proposed changes. Council has received one reply supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the construction of a concrete blister with a roundabout sign on Allambie Road, Allambie Heights.



PROPOSAL



Lyly Road, Allambie Heights
Construction of Blister and Roundabout sign



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beaches
council

Drawn SP Approver *P. Devo* ISM No.

ITEM 4.12	FITZPATRICK AVENUE EAST, FRENCHS FOREST - TRAFFIC CALMING DEVICES
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/028646
ATTACHMENTS	1 Fitzpatrick Road East, Frenchs Forest - Plan 2 Table of Consultation 3 Fitzpatrick Road East, Frenchs Forest - Concept Design 4 Fitzpatrick Avenue East, Frenchs Forest - Traffic Count

GEOCODES: -33.753924, 151.229215

REPORT

BACKGROUND

Council has received concerns from local residents regarding speeding and safety on Fitzpatrick Avenue East, Frenchs Forest, particularly during the morning and afternoon peak hours.

During 2006, the provision of a "Slow" Traffic Scheme for this area of Fitzpatrick Avenue East was approved by the former Warringah Council Local Traffic Committee and listed in the Future Works Ledger as Priority 4 – Desirable. Accordingly, Council has investigated the traffic condition around this area and included the construction of traffic calming devices on Fitzpatrick Avenue East in the Traffic Facilities Program for 2018/19.

The objective of the proposal is to address residents' concerns regarding the negative impacts of traffic in the locality. The proposal has been designed to slow traffic, and enhance traffic and pedestrian safety. Proposed traffic calming devices are in addition to the previously proposed two refuge islands in Fitzpatrick Road East.

LOCATION

- Fitzpatrick Avenue East is a Local road in the Sydney Road Hierarchy Plan and has a carriageway of approximately 10m between kerbs
- 'No Entry' restriction from Warringah Road into the Fitzpatrick Avenue East was introduced as a part of the Northern Beaches Hospital Road Connectivity and network Enhancement Project
- Fitzpatrick Avenue East has the undulating topography allowing parking on both sides of the road

ISSUES

- A traffic volume and speed survey was carried out on Fitzpatrick Avenue between Panorama Crescent and Meredith Place for a weeks' duration in November 2018 to give an adequate representation of traffic movements in the area. A summary of the results is as follows:

	Weekly Speed 85 th %	Five Day Average Daily Traffic	Seven Day Average Daily Traffic
Bidirectional	60 km/hr	898 veh/day	861 veh/day
Eastbound	56 km/hr	160 veh/day	157 veh/day
Westbound	60 km/hr	738 veh/day	704 veh/day

- The results of the traffic volume and speed survey indicates that the 85th percentile speed along Fitzpatrick Avenue East exceeds the 50 km/hr speed limit (i.e. 60 km/hr) and the westbound movement is higher than the eastbound movement.
- In order to provide better amenity and road safety for the residents along Fitzpatrick Avenue East, a traffic calming scheme has been developed for the area. The aim of the scheme is to create a road environment that would reduce vehicular speed and improve residential amenities.
- These devices are proposed to be installed approximately 80m apart to achieve the desired objectives as a single or isolated traffic calming device can be a hazard and nuisance to the community due to the sudden deceleration and acceleration which respectively happens before and after negotiating the device. The locations of these devices are included in Attachment 3 – Concept Design and the detailed design will be provided at the Traffic Committee Meeting on 5 February 2019.
- Most of the issues were raised by the community during the consultation period and their submissions are included in Attachment 2 – Table of Consultation.
- During 2006, the proposal was to install three raised thresholds in Fitzpatrick Avenue East. A speed hump was replaced by a two-lane angled slow point in front of 34 Fitzpatrick Avenue East as the raised thresholds are a nuisance to the community. The other two speed humps were not replaced due to the site condition prior to the consultation with the community last year. Based on the feedback we received from residents in November 2018 Council has now removed all the speed humps from the proposal and replaced them with other calming devices.
- Council understands there will be a minor impact on parking for adjacent houses; however, parking demand for this road is not considered significant. Proposed devices remove additional car spaces and create less noise compared to speed humps.



CONSULTATION

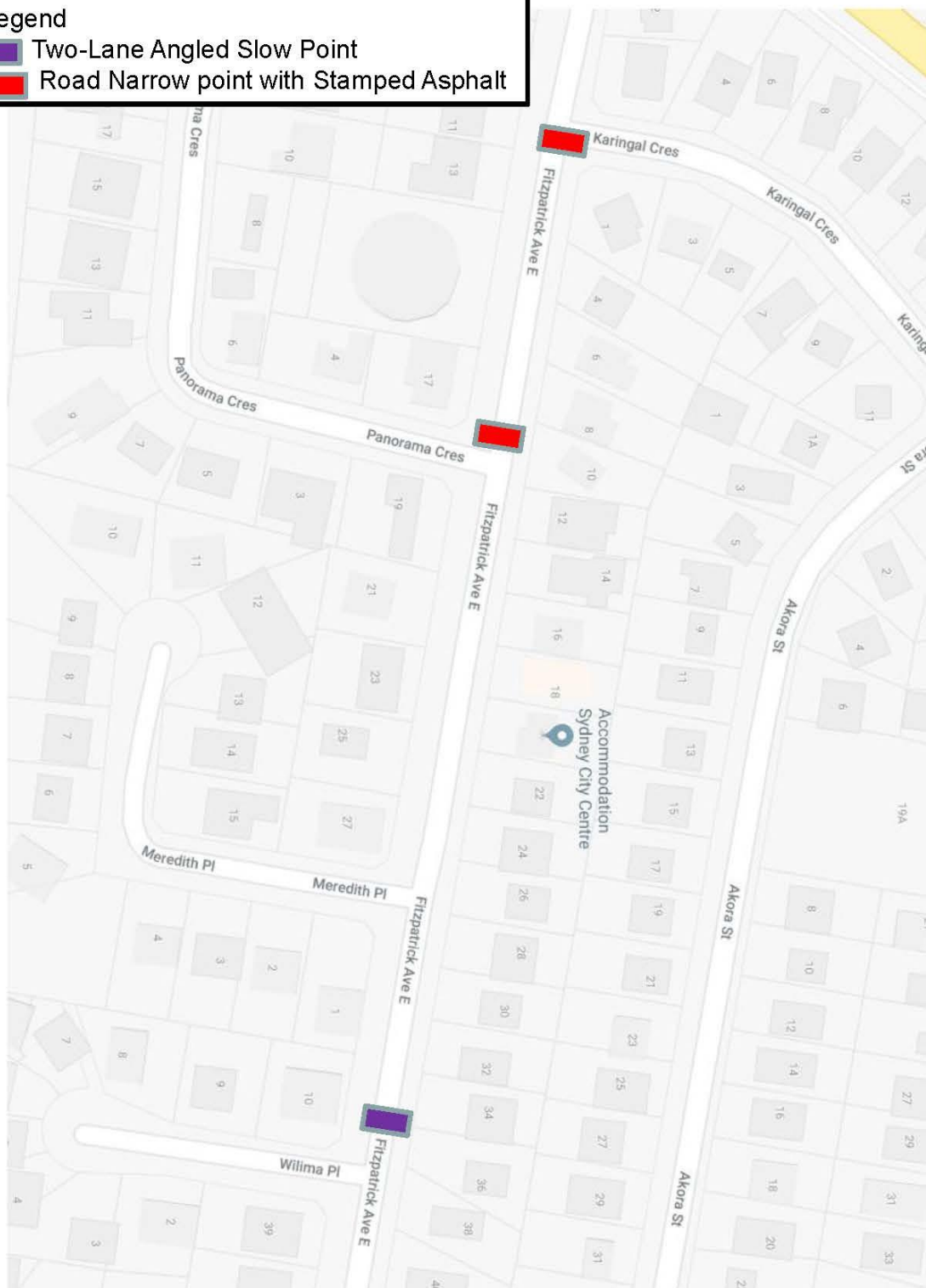
Consultation letters have been distributed to 44 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of three Traffic Calming Devices on Fitzpatrick Road, Frenchs Forest, approximately 80m apart to reduce vehicular speed and improve residential amenities.

Legend

-  Two-Lane Angled Slow Point
-  Road Narrow point with Stamped Asphalt



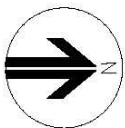
PROPOSAL

Fitzpatrick Ave E, Frenchs Forest
Traffic Calming Devices

Drawn SP

Approved *P. Deo*

ISM No.



northern
beaches
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Table of Consultation

Properties Consulted	44
Responses Received	7
Support	2
Do Not Support	5

Most of the objections were regarding the speed humps, speed humps are now replaced with road narrow point.


Issue	Resident Comment	Council Response
A letter inviting comment on the proposal of two speed humps and one angled slow point was delivered to residents of Fitzpatrick Avenue East.	Most of the responses were against the speed humps as this creates excessive noise. Some residents also concerned about the parking loss from two lanes angled slow point. Some residents think that the number of the devices installed on this road is excessive.	Previously proposed speed humps are replaced with narrow road points after the feedback Council received from residents. Proposed distance between the calming devices is considered appropriate to achieve the desired objective of reducing overall speed along the approach and departure sides of the subject location.
Manoeuvre of heavy vehicles through angled slow point	Residents were concerned about how the heavy vehicles will negotiate through the angled slow point and impacts on traffic flow.	Council has completed a vehicle tracking with swept path analysis for trucks through these devices. Size of these devices was adjusted as required. As the Fitzpatrick Avenue East is a local road, traffic flow was not considered as a priority for this proposal.
Overkill Proposal	Residents believe these proposed devices are overkill to the current traffic condition.	These devices are proposed about 80m apart to achieve desired objectives as a single or isolated traffic calming device can be a hazard and nuisance to the community due to the sudden deceleration and acceleration which respectively happens before and after negotiating the device.
Driveway Access	Residents were concerned about the access to their driveway due to the proposed slow angled point.	The driveway access from all the directions will be maintained and vehicles tracking was completed to confirm it.



PROPOSAL

Fitzpatrick Avenue E, Frenchs Forest
Traffic Calming Devices

Drawn SP

Approved 

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PROPOSAL

Fitzpatrick Avenue E, Frenchs Forest
Traffic Calming Devices

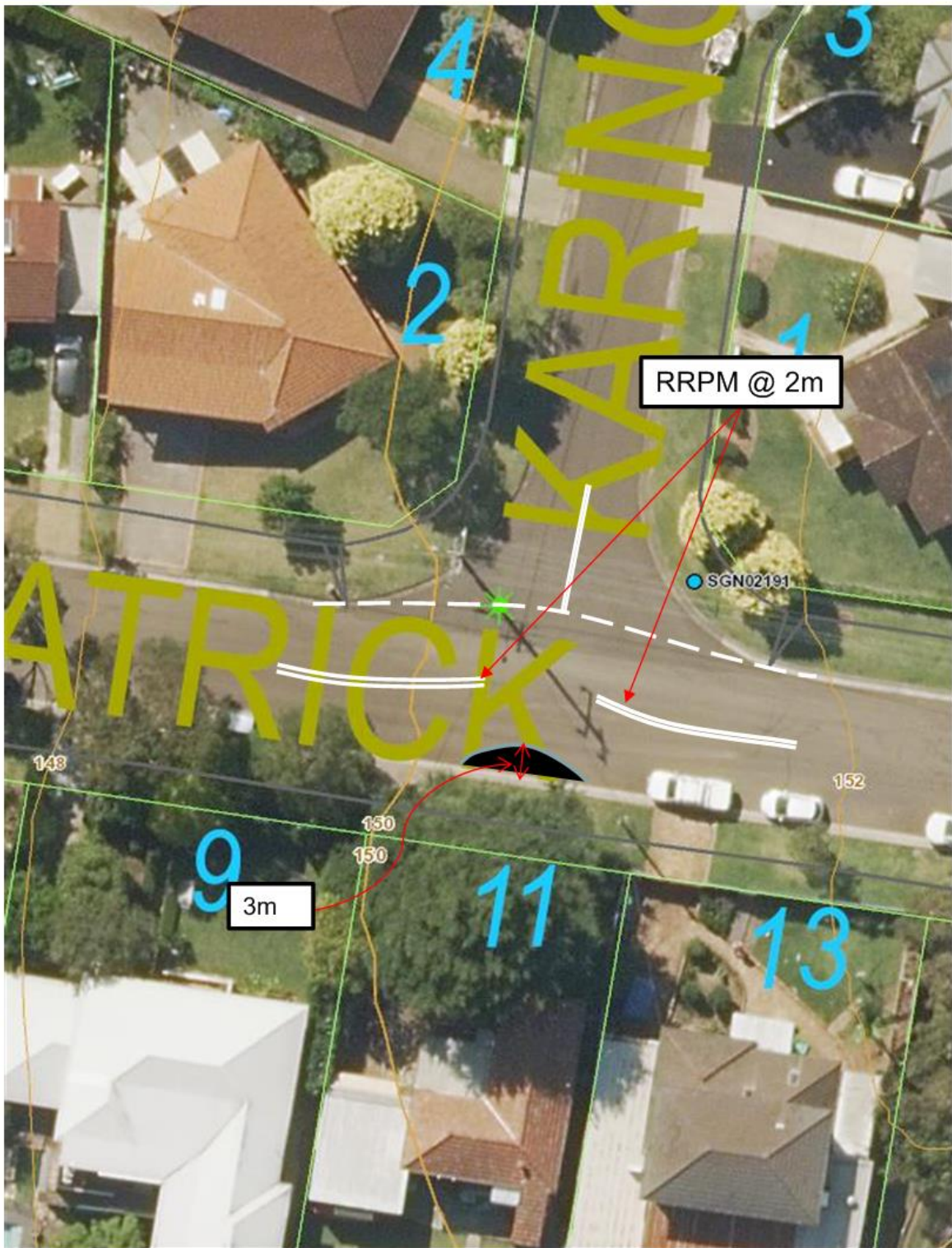
Drawn SP

Approved

ISM No.



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PROPOSAL

Fitzpatrick Avenue E, Frenchs Forest
Traffic Calming Devices

Drawn SP

Approved



ISM No.



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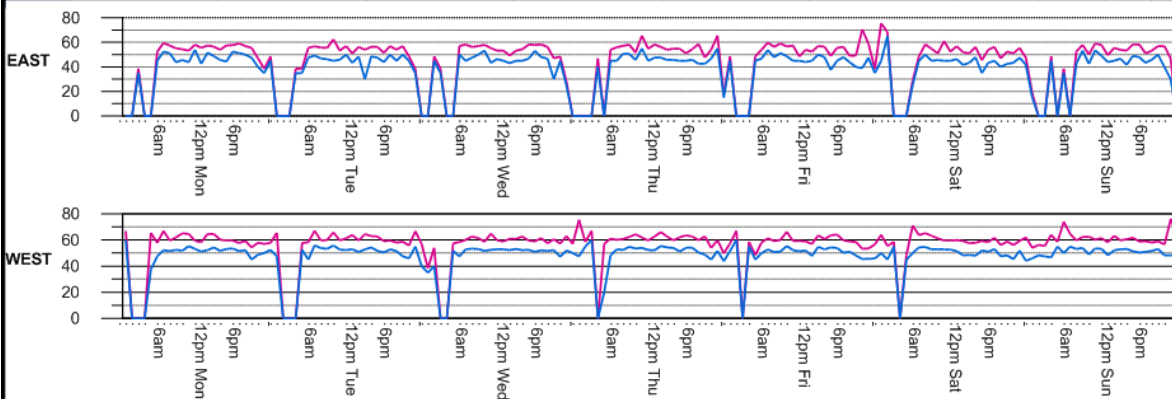
One Page Summary

Count Number **6732** Lat/Long : **S33 45.233 / E151 13.690** UBD **176 L-6**
Street **FITZPATRICK AVENUE EAST, FRENCHS FOREST : Between WARRINGAH ROAD & BAY ROAD (bidirec)**
Location **Between Panorama and Meredith, House No. 25 on tree.**

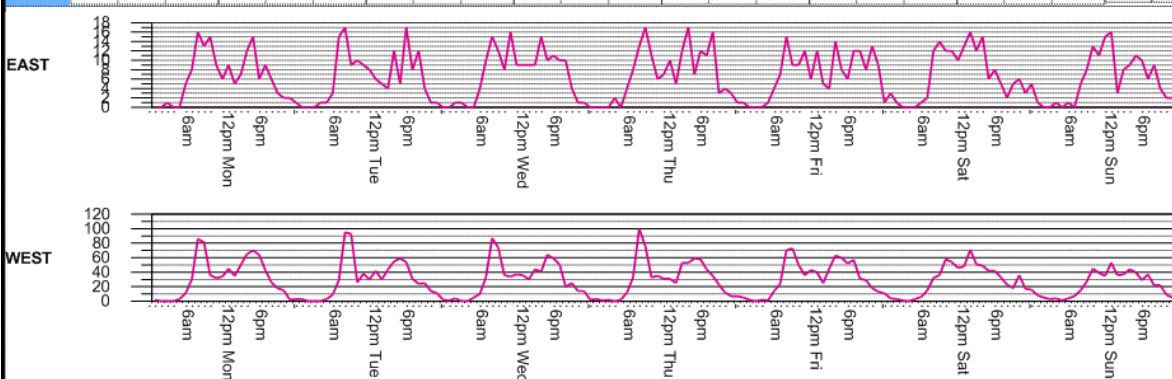
Start Date **06-NOV-18**
Start Time **1600**
Duration **7 DAYS**
Interval **1 HOUR**

Speed Limit **50**
Weekly 50th Percentile Speed **EAST 46 WEST 52 COMBINED 51**
Weekly 85th Percentile Speed **EAST 56 WEST 60 COMBINED 60**
Five Day AADT **EAST 160 WEST 738 COMBINED 898**
Seven Day AADT **EAST 157 WEST 704 COMBINED 861**

	MON 12-NOV-18			TUE 06-NOV-18			WED 07-NOV-18			THU 08-NOV-18			FRI 09-NOV-18			SAT 10-NOV-18			SUN 11-NOV-18			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
85%ile	56.6	60.4	59.6	55.7	61.2	59.8	56.2	59.9	59.4	56.3	61.9	60.4	56.1	60.0	59.5	55.0	59.5	59.0	56.1	59.8	59.2	56.0	60.4	59.6
50%ile	47.0	52.3	51.5	46.5	52.7	51.7	46.5	52.3	51.4	46.5	53.0	51.9	45.7	51.9	50.8	44.6	50.8	49.5	46.4	51.6	50.5	46.2	52.1	51.1
> 60 k	4	117	121	2	120	122	4	106	110	7	133	140	6	114	120	6	91	97	4	76	80	4.714	108.1	112.9
%age	2.7	15.6	13.4	1.3	16.7	14.1	2.4	14.7	12.4	4.1	18.1	15.5	3.6	14.9	12.9	3.7	12.9	11.2	3.0	14.2	11.9	3.0	15.3	13.1
> 70 k	1	12	13	0	16	16	1	11	12	0	16	16	3	17	20	1	10	11	0	13	13	.8571	13.57	14.43
%age	.7	1.6	1.4	.0	2.2	1.8	.6	1.5	1.4	.0	2.2	1.8	1.8	2.2	2.1	.6	1.4	1.3	.0	2.4	1.9	.5	1.9	1.7



Short %	97.3	96.7	96.8	99.3	97.2	97.6	97.6	97.4	97.4	99.4	96.2	96.8	96.4	96.7	96.7	99.4	98.7	98.8	98.5	98.5	98.5	98.3	97.3	97.5
Med %	2.7	3.3	3.2	.7	2.8	2.4	2.4	2.6	2.6	.6	2.9	2.4	3.6	3.3	3.3	.6	1.3	1.2	1.5	1.5	1.5	1.7	2.6	2.4
Long %	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.0	.8	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.1
AM Pk Vo	16	86	102	17	95	112	16	87	102	17	100	113	15	73	85	14	58	70	15	45	58	16	78	92
PM Pk Vo	15	70	85	17	59	71	15	64	74	17	59	70	14	63	77	16	71	87	16	53	69	16	63	76
7-7pm	122	641	763	110	597	707	133	593	726	128	598	726	112	614	726	135	562	697	115	437	552	122	577	700
24Hr Tot	150	751	901	148	717	865	165	721	886	169	735	904	168	764	932	163	704	867	135	536	671	157	704	861
Class 0	5	12	17	3	13	16	5	7	12	12	16	28	6	15	21	6	12	18	3	13	16	6	13	18
Class 1	139	709	848	140	677	817	153	690	843	155	685	840	156	717	873	152	676	828	129	510	639	146	666	813
Class 2	2	5	7	4	7	11	3	5	8	1	6	7	0	7	7	4	7	11	1	5	6	2	6	8
Class 3	4	18	22	1	13	14	4	17	21	1	17	18	6	23	29	1	8	9	2	7	9	3	15	17
Class 4	0	5	5	0	1	1	0	2	2	0	3	3	0	1	1	0	1	1	0	1	1	2	2	2
Class 5	0	2	2	0	6	6	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	1	1	1
Class 6	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Class 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 9	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
Class 10	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Class 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 13	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 4.13	MAXWELL PARADE, FRENCHS FOREST - TRAFFIC CALMING DEVICES
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/028754
ATTACHMENTS	1 Maxwell Parade, Frenchs Forest - Plan 2 Table of Consultation 3 Maxwell Parade, Frenchs Forest - Concept Design 4 Maxwell Parade, Frenchs Forest - Traffic Count

GEOCODES: -33.757650, 151.222321

REPORT

BACKGROUND

Council has received concerns from local residents regarding speeding and safety on Maxwell Parade, Frenchs Forest, particularly during the morning and afternoon peak hours.

During 2009, the provision of a "Slow" Traffic Scheme for this area of Maxwell Parade was approved by the former Warringah Council Local Traffic Committee and listed in the Future Works Ledger as Priority 4 – Desirable. Accordingly, Council has investigated the traffic condition around this area and included the construction of traffic calming devices on Maxwell Parade in the Traffic Facilities Program for 2018/19.

The objective of the proposal is to address residents' concerns regarding the negative impacts of traffic in the locality. The proposal has been designed to slow traffic, and enhance traffic and pedestrian safety.

LOCATION

- Maxwell Parade is a Local road in the Sydney Road Hierarchy Plan and has a carriageway approximately 10m wide between kerbs.
- Maxwell Parade runs between Warringah Road and Currie Road and approximately 550m long. Kerb side parking is permitted on both sides of the road.
- There is a concrete island provided in Maxwell Parade at Warringah Road intersection and double center-line markings are provided at both ends of the street and on the crest near Milton Place.

ISSUES

- A traffic volume and speed survey was carried out on Maxwell Parade between Milton Place and Rhonda Avenue for a weeks' duration in November 2018 to give an adequate representation of traffic movements in the area. A summary of the results is as follows:

	Weekly 85 th % Speed	Five Day Average Daily Traffic	Seven Day Average Daily Traffic
Bidirectional	55 km/hr	2318 veh/day	2051 veh/day
Northbound	54 km/hr	1203 veh/day	1056 veh/day
Southbound	56 km/hr	1115 veh/day	995 veh/day




- The results of the traffic volume and speed survey indicates that 85th percentile speed along Maxwell Parade exceeds the 50 km/hr speed limit (i.e. 55 km/hr) and the northbound movement is higher than the southbound movement.
- In order to provide better amenity and road safety for the residents along Maxwell Parade, a traffic calming scheme has been developed for the area. The aim of the scheme is to create a road environment that would reduce vehicular speed and improve residential amenities.
- These devices are proposed to be located approximately 80m apart to achieve the desired objectives as a single or isolated traffic calming device can be a hazard and nuisance to the community due to the sudden deceleration and acceleration which respectively happens before and after negotiating the device. The locations of these devices are included in Attachment 3 – Concept Design and the detailed design will be provided at the Traffic Committee Meeting on 5 February 2019.
- Most of the issues were raised by the community during the consultation period and their submissions are included in Attachment 2 – Table of Consultation.
- During 2009, the proposal was to install raised thresholds in Maxwell Parade. Two speed humps were replaced by two-lane angled slow points prior to the consultation with the community last year as the raised thresholds are a nuisance to the community. Based on the feedback we received from residents in November 2018, Council has removed all the speed humps from the proposed plan and replaced them with other calming devices.

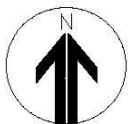
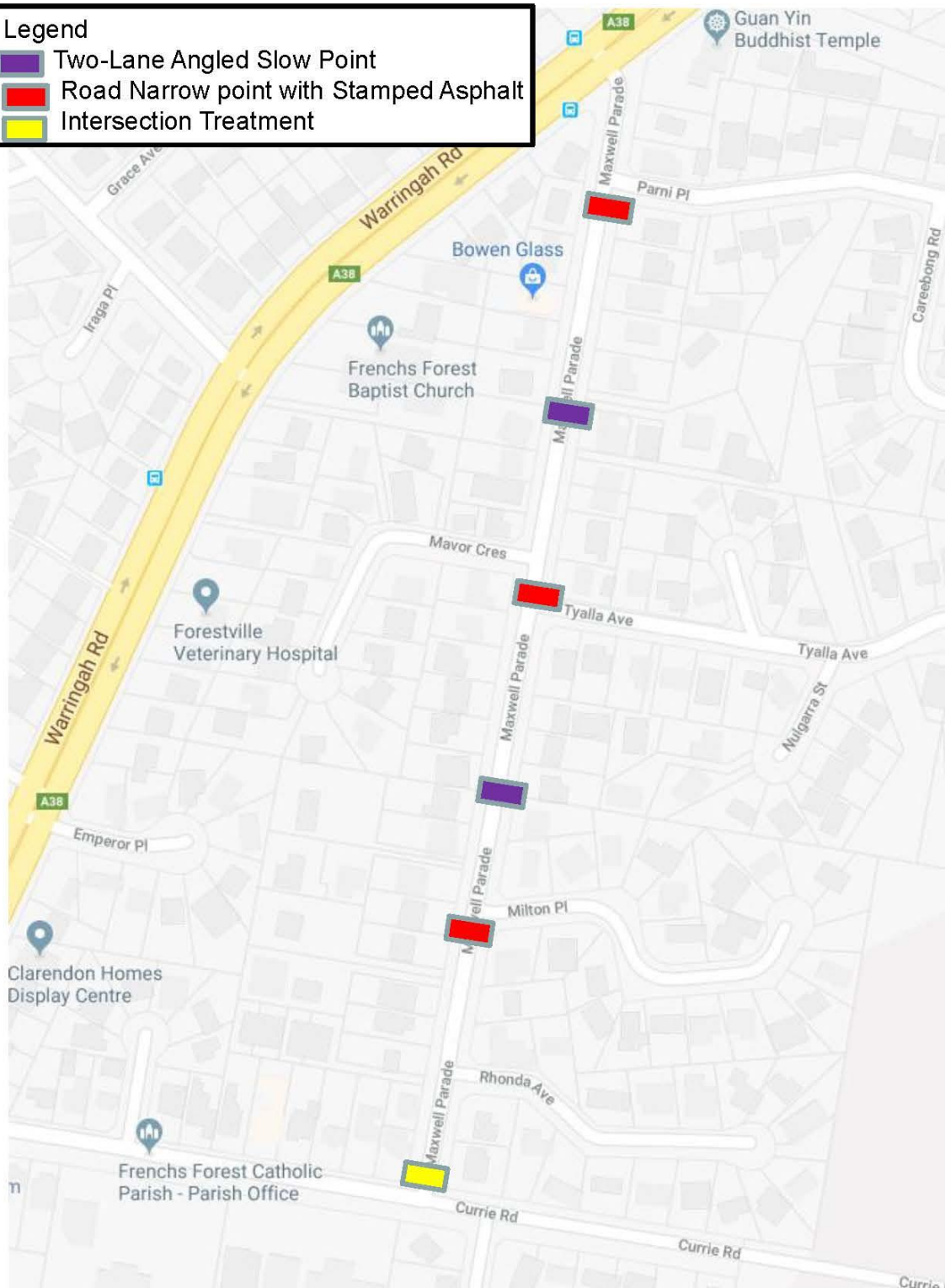
CONSULTATION

Consultation letters have been distributed to 67 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 three Road Narrow Points, two Angled Slow Points and an Intersection Treatment on Maxwell Parade, Frenchs Forest, to slow traffic and enhance pedestrian safety. The detailed design will be tabled at the Traffic Committee Meeting on 5 February 2019.

- Legend**
-  Two-Lane Angled Slow Point
 -  Road Narrow point with Stamped Asphalt
 -  Intersection Treatment



PROPOSAL

**Maxwell Parade, Frenchs Forest
Traffic Calming Devices**

Drawn **SP**

Approved 

ISM No.



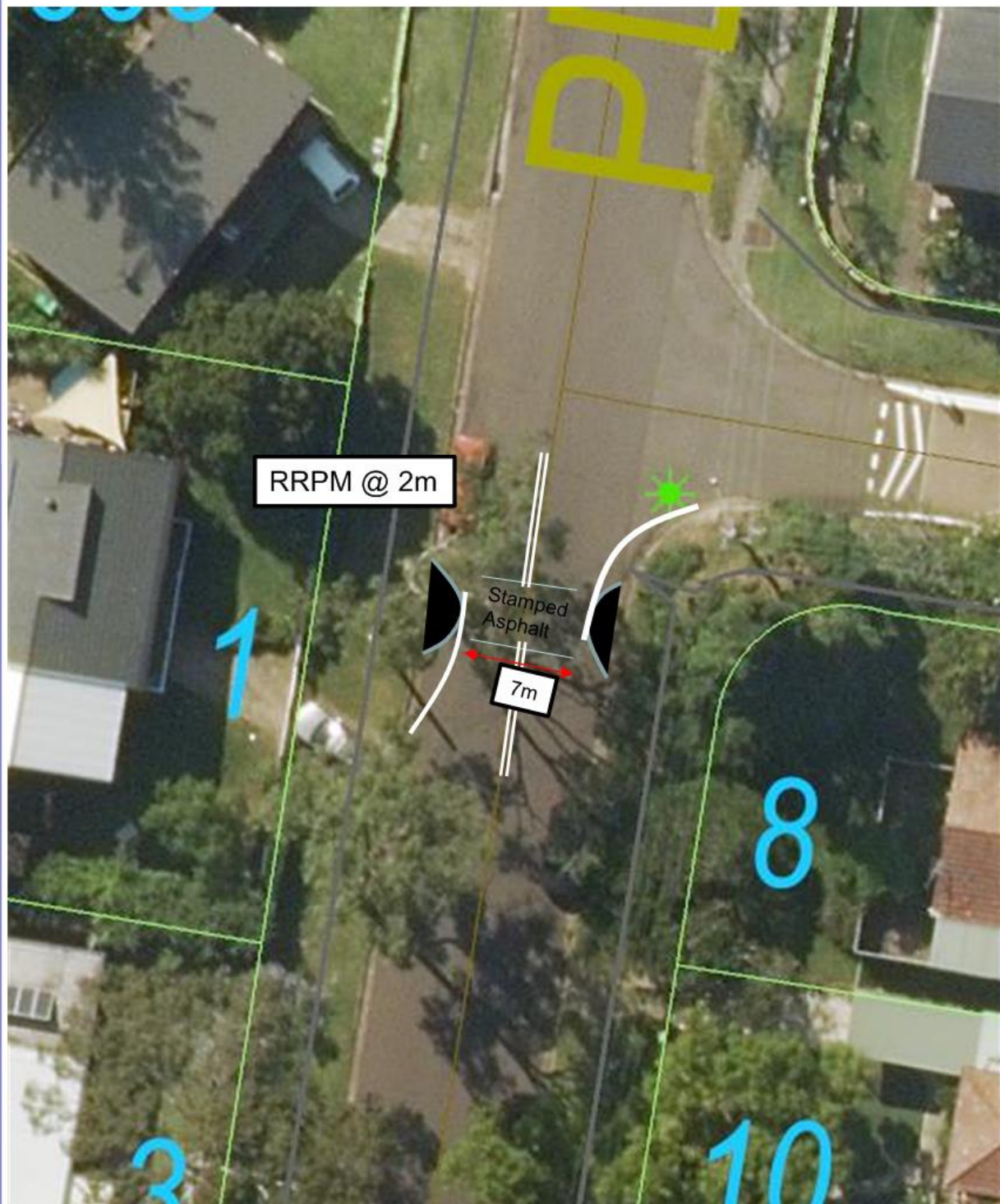
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council

Table of Consultation

Properties Consulted	67
Responses Received	13
Support	9
Do Not Support	4

Most of the objections were regarding the speed humps, speed humps are now replaced with road narrow point.

Issue	Resident Comment	Council Response
A letter inviting comment on the proposal of three speed humps, two angled slow point and two perimeter threshold treatment was delivered to residents of Maxwell Parade.	Most of the responses were against the speed humps as this creates excessive noise. Some residents also concerned about the parking loss from two lanes angled slow point. Some residents think that the number of the devices installed on the road is excessive.	Previously proposed speed humps are replaced with narrow road points after the feedback Council received from residents. Proposed distance between the calming devices is considered appropriate to achieve the desired objective of reducing overall speed along the approach and departure sides of the subject location.
Manoeuvre of heavy vehicles and buses through angled slow point	Residents were concerned about how the heavy vehicles and buses will negotiate through the angled slow point and impacts on traffic flow.	Council has completed a vehicle tracking with swept path analysis for bus and trucks through these devices. Size of these devices was adjusted as required. As the Maxwell Parade is a local road, traffic flow was not considered as a priority for this proposal.
Safety of pedestrians	During the consultation period, Council received a high number of responses requesting a footpath for at least one side of the road.	The construction of the footpath is already included in Council priorities list. It is expected to be constructed in the next financial year. All the residents will be notified prior to its installation.
Driveway Access	Residents were concerned about the access to their driveway due to the proposed slow angled point.	The driveway access from all the directions will be maintained and vehicles tracking was completed to confirm it.
Overkill Proposal	Residents believe these proposed devices are overkill to the current traffic condition.	These devices are proposed about 80m apart to achieve desired objectives as a single or isolated traffic calming device can be a hazard and nuisance to the community due to the sudden deceleration and acceleration which respectively happens before and after negotiating the device.



PROPOSAL

Maxwell Parade, Frenchs Forest
Traffic Calming Devices

Drawn SP

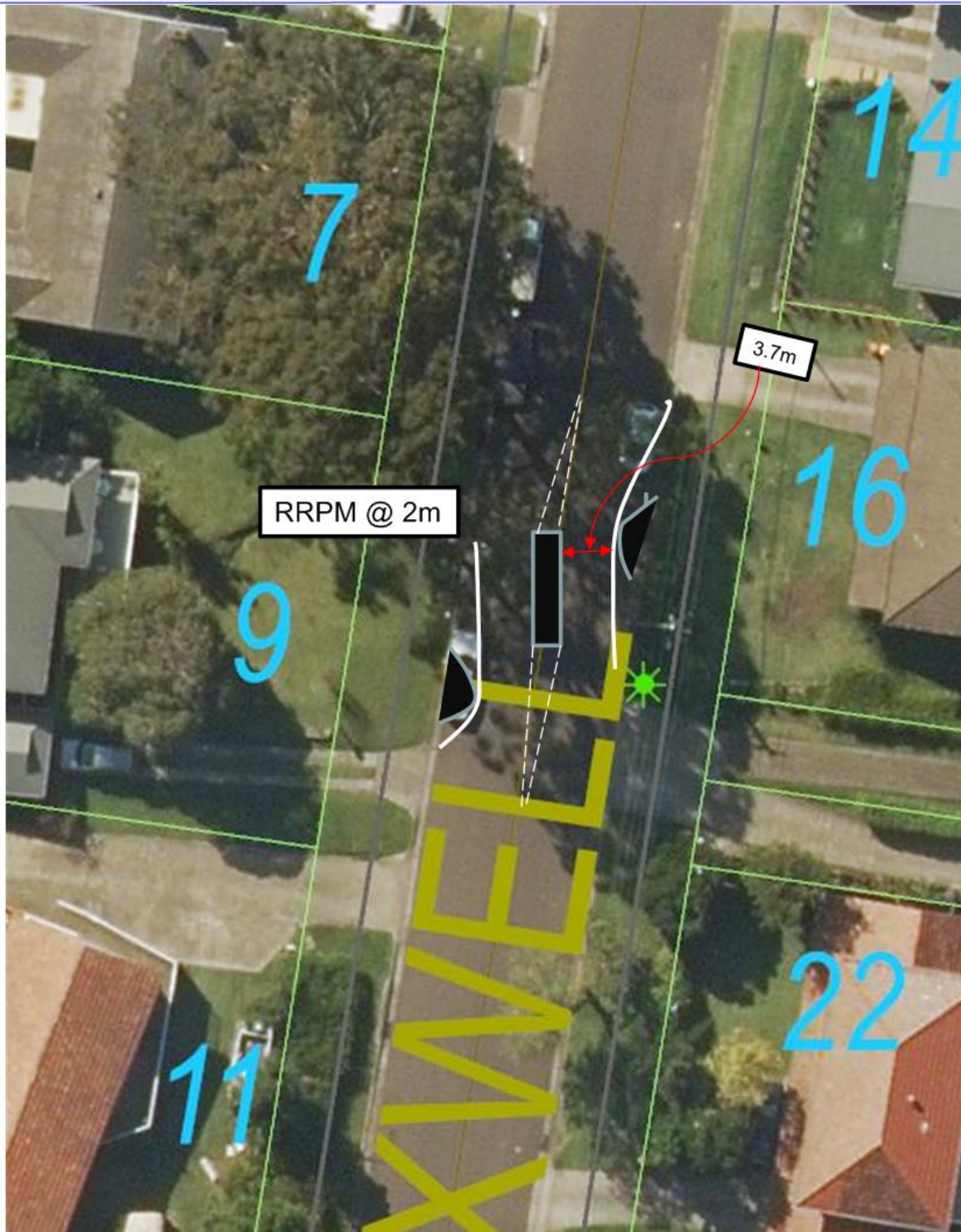
Approved



ISM No.



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PROPOSAL

Maxwell Parade, Renschs Forest
Traffic Calming Devices

Drawn SP

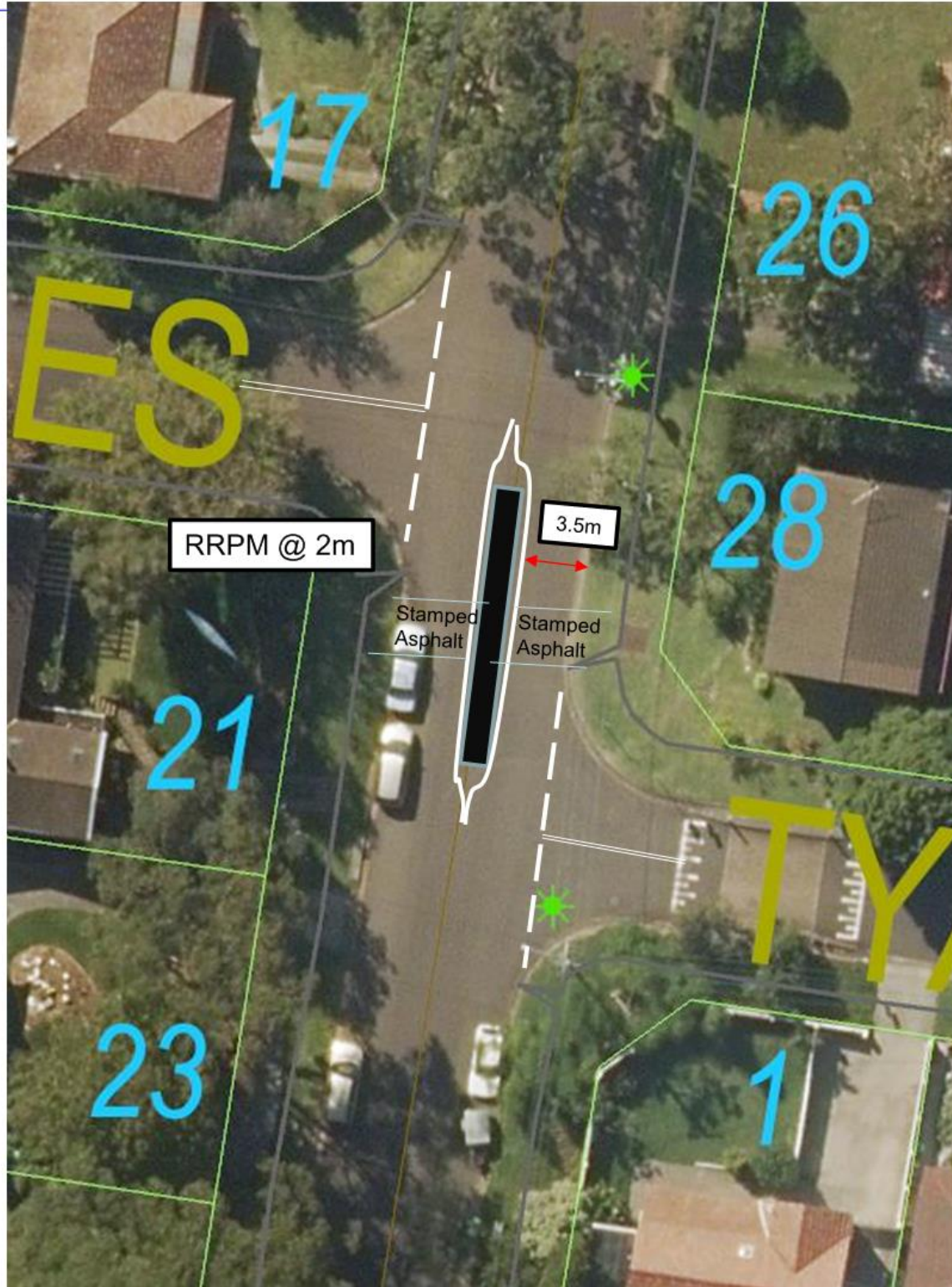
Approved



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PROPOSAL

Maxwell Parade, Frenchs Forest
Traffic Calming Devices

Drawn SP

Approved 

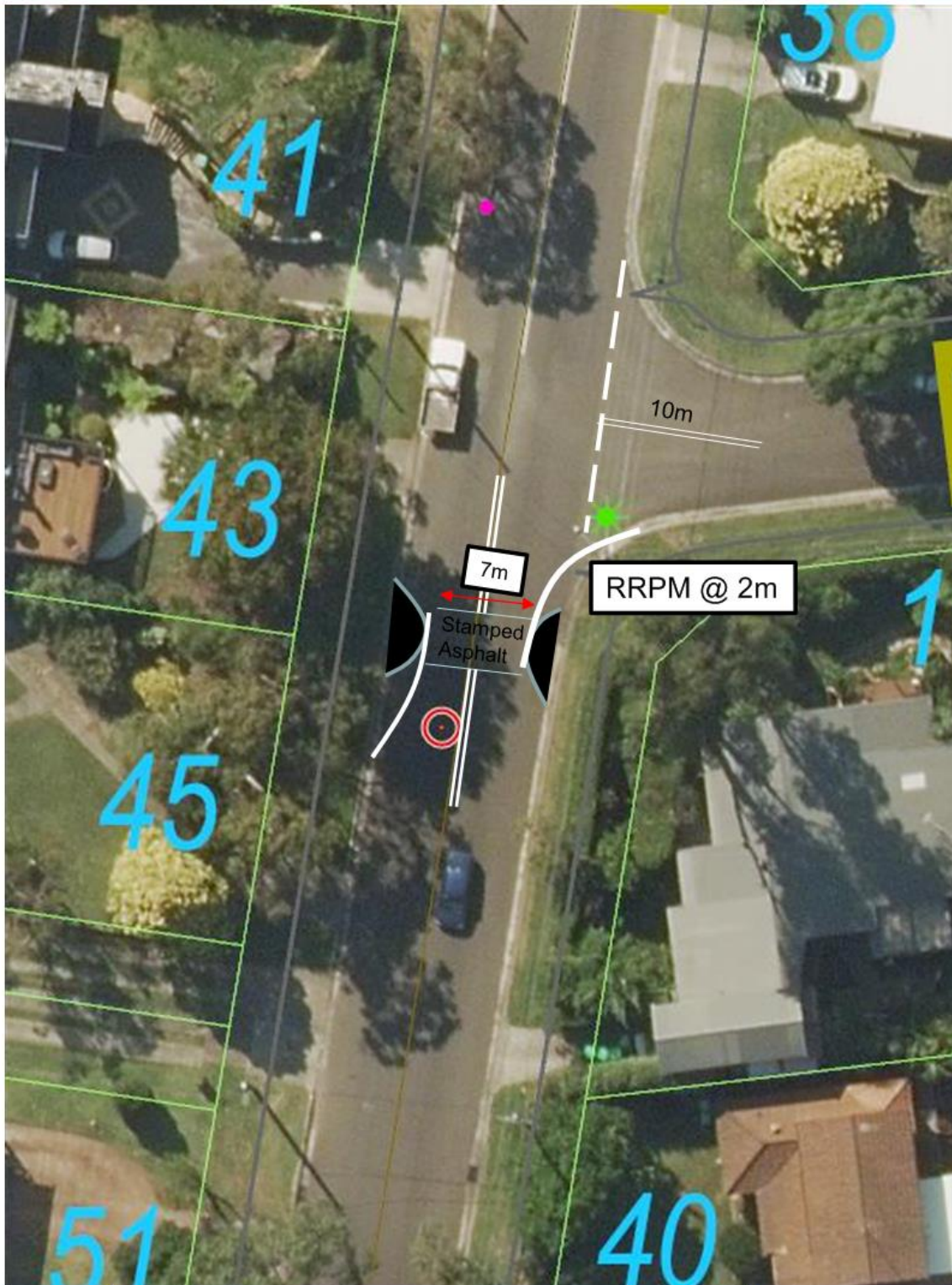
ISM No.



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	PROPOSAL			 northern beaches council
	Maxwell Parade, Frenchs Forest Traffic Calming Devices			
	Drawn	SP	Approved 	



PROPOSAL

Maxwell Parade, Frenchs Forest
Traffic Calming Devices

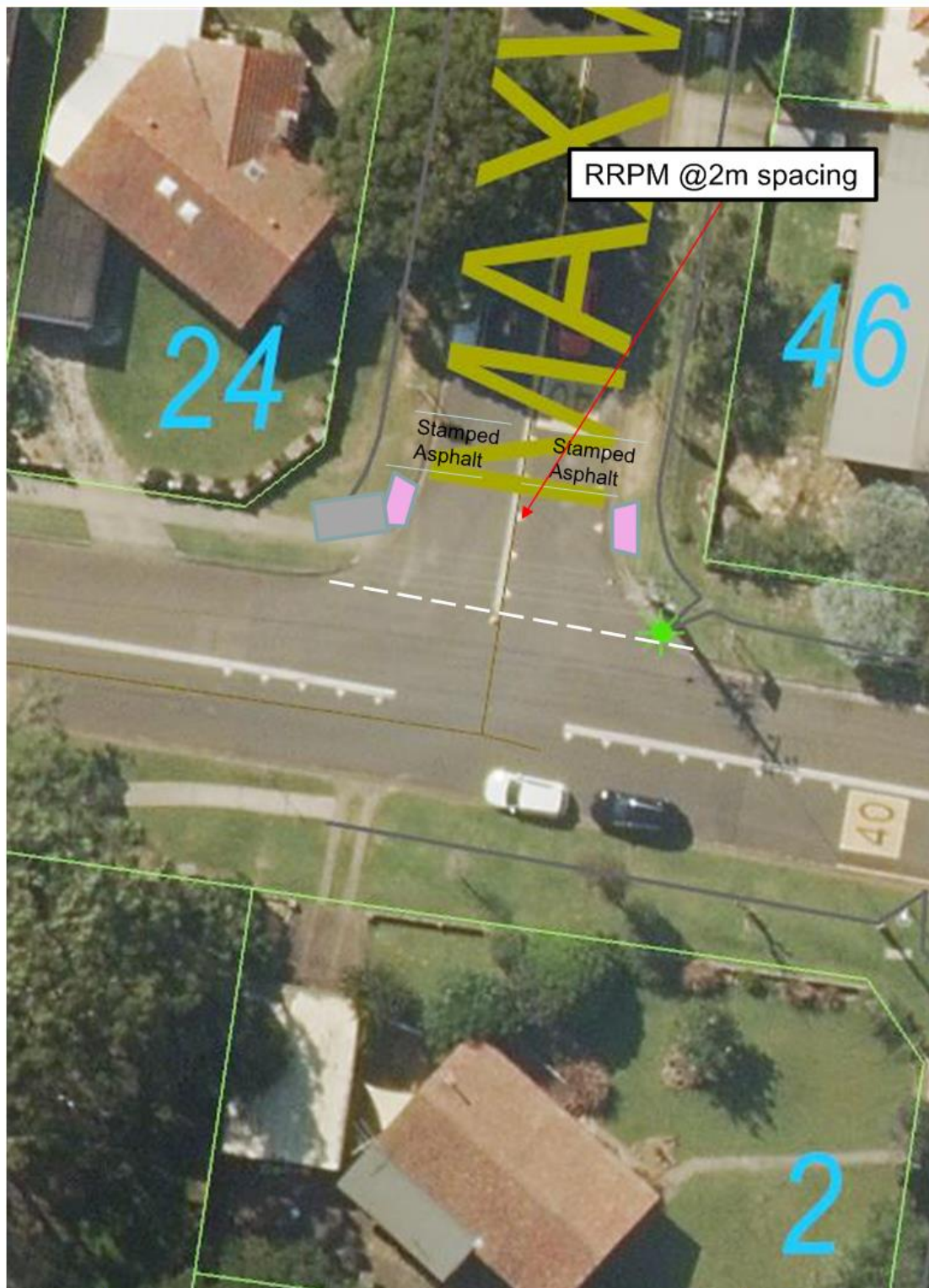
Drawn SP

Approved

ISM No.



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PROPOSAL

Maxwell Parade, Frenchs Forest
Traffic Calming Devices



Drawn SP

Approved 

ISM No.

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

One Page Summary

Count Number 6731

Lat/Long : S33 45.520 / E151 13.324

UBD 176 H-9

Street **MAXWELL PARADE, FORESTVILLE : Between CURRIE ROAD & WARRINGAH ROAD (bidirectional)**

Location Between Milton and Rhonda House No. 49 X 40 ELP FF48074

Start Date 06-NOV-18

Start Time 1600

Duration 7 DAYS

Interval 1 HOUR

Speed Limit 50

NORTH

SOUTH

COMBINED

Weekly 50th Percentile Speed

45

46

45

Weekly 85th Percentile Speed

54

56

55

Five Day AADT

1203

1115

2318

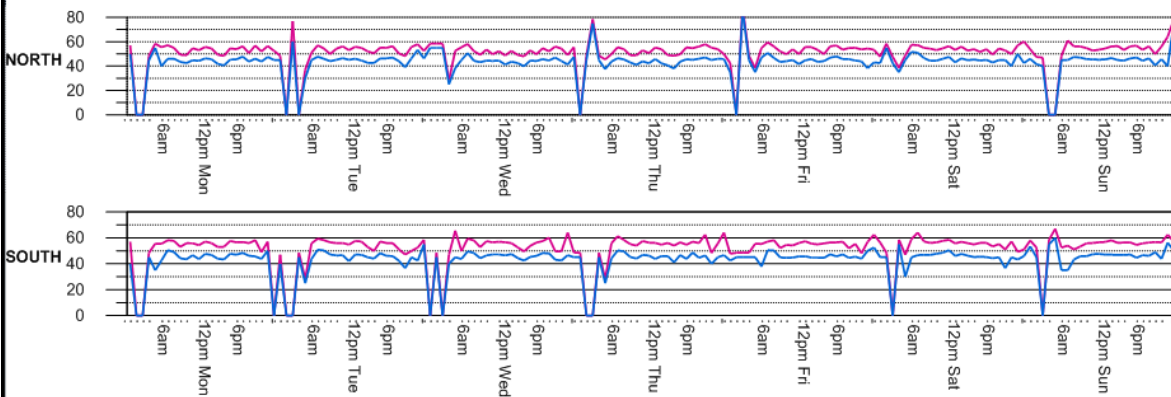
Seven Day AADT

1056

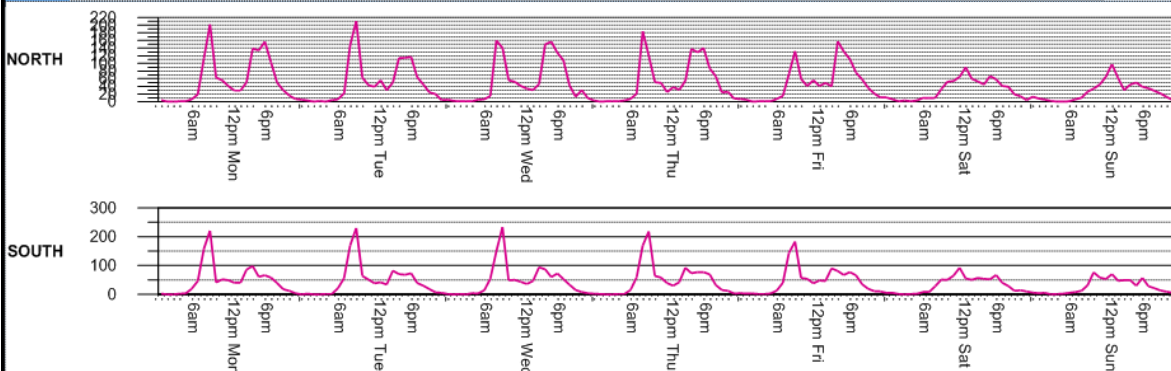
995

2051

	MON 12-NOV-18			TUE 06-NOV-18			WED 07-NOV-18			THU 08-NOV-18			FRI 09-NOV-18			SAT 10-NOV-18			SUN 11-NOV-18			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
85%ile	53.1	56.0	54.7	54.1	56.5	55.4	51.4	55.8	54.0	52.7	56.6	55.1	54.4	56.0	55.3	54.2	56.6	55.6	55.1	56.3	55.8	53.6	56.3	55.1
50%ile	44.5	45.9	45.1	45.1	46.7	45.8	43.8	45.8	44.7	43.9	46.2	44.9	45.1	46.0	45.5	45.0	46.5	45.7	45.6	46.5	46.0	44.7	46.2	45.4
> 60 k	20	39	59	22	45	67	15	48	63	27	63	90	26	45	71	14	37	51	19	21	40	20.43	42.57	63
%age	1.6	3.5	2.5	1.9	4.1	2.9	1.2	4.3	2.7	2.2	5.5	3.8	2.3	4.1	3.2	1.9	4.9	3.4	3.0	3.3	3.2	2.0	4.2	3.1
> 70 k	3	2	5	3	5	8	0	6	6	1	7	8	6	7	13	0	3	3	3	2	5	2.286	4.571	6.857
%age	.2	.2	.2	.3	.5	.3	.0	.5	.3	.1	.6	.3	.5	.6	.6	.0	.4	.2	.5	.3	.4	.2	.4	.3



Short %	97.9	96.1	97.0	96.5	95.8	96.2	98.4	96.5	97.5	98.0	95.7	96.9	98.0	96.3	97.1	98.8	98.8	98.8	99.4	99.1	99.2	98.0	96.6	97.3
Med %	2.0	3.6	2.7	3.3	3.9	3.6	1.6	3.3	2.4	1.7	3.7	2.7	1.9	3.6	2.7	1.2	1.2	1.2	.5	.9	.7	1.9	3.1	2.5
Long %	.2	.4	.3	.2	.3	.2	.0	.2	.1	.3	.5	.4	.1	.2	.1	.0	.0	.0	.2	.0	.1	.1	.2	.2
AM Pk Vo	202	221	423	211	230	441	160	233	373	184	218	353	132	183	315	65	92	157	65	76	118	146	179	311
PM Pk Vo	157	98	237	117	82	190	157	94	237	140	92	217	158	90	239	90	67	145	98	70	168	131	85	205
7-7pm	1117	970	2087	1050	961	2011	1102	973	2075	1047	1008	2055	966	951	1917	628	661	1289	539	560	1099	921	869	1790
24Hr Tot	1256	1115	2371	1185	1103	2288	1230	1111	2341	1212	1151	2363	1133	1095	2228	750	757	1507	627	635	1262	1056	995	2051
Class 0	26	31	57	25	38	63	15	23	38	25	32	57	24	19	43	17	15	32	14	12	26	21	24	45
Class 1	1200	1036	2236	1114	1013	2127	1192	1047	2239	1159	1066	2225	1083	1029	2112	720	724	1444	605	613	1218	1010	933	1943
Class 2	3	4	7	5	6	11	3	2	5	4	4	8	3	6	9	4	9	13	4	4	8	4	5	9
Class 3	23	34	57	38	41	79	20	35	55	18	36	54	20	39	59	8	8	16	3	6	9	19	28	47
Class 4	2	3	5	0	2	2	0	2	2	2	6	8	2	0	2	0	0	0	0	0	0	1	2	3
Class 5	0	3	3	1	0	1	0	0	0	0	1	1	1	0	0	1	1	0	2	0	0	1	1	1
Class 6	1	0	1	0	0	0	0	0	0	2	2	4	1	1	2	0	0	0	1	0	1	1	1	1
Class 7	0	3	3	0	0	0	0	0	2	2	1	3	4	0	1	1	0	0	0	0	0	0	1	1
Class 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 9	1	1	2	2	1	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	1	1	1
Class 10	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 13	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 4.14**DARLEY STREET EAST AND SURFVIEW ROAD, MONA VALE
- WALKING AND CYCLING IMPROVEMENTS****REPORTING OFFICER****TRAFFIC ENGINEER****TRIM FILE REF****2019/030226****ATTACHMENTS**

- 1 Darley Street East and Surfview Road, Mona Vale - Concept Plan**
- 2 Table of Consultation**

GEOCODES: -33.679350, 151.312447**REPORT****BACKGROUND**

Council is proposing to install a number of measures to improve pedestrian and cyclist safety at the intersection of Darley Street East and Surfview Road, Mona Vale, as part of the Northern Beaches Coast Walk from Manly to Palm Beach.

LOCATION

- Darley Street East has a 50km/h speed limit and is a local road which provides access to Mona Vale Beach.
- Darley Street East forms two intersections with Surfview Road at the eastern end of the street. The section of Surfview Road to the north of Darley Street East leads to a ticketed parking area for Mona Vale Beach which applies from 6:00am – 9:00pm every day. A marked pedestrian crossing lies just north of the 'T' intersection which is controlled by a stop line and sign. There is a section of '1/4P Everyday' restrictions for one car space located east of the 'T' intersection on the northern side of the road.
- The section of Surfview Road, south of the intersection, leads to a cul-de-sac providing access to a number of residential properties. The western side is unrestricted parallel parking, however No Parking restrictions have been installed on the eastern side and No Stopping restrictions in the turning area located at the southern end of the road.
- The road pavement in Darley Street East is approximately 11m wide west of the first intersection with Surfview Road and 15m wide at the eastern end.

ISSUES

- Pedestrians using the Coast Walk tend to cross at the intersection of Darley Street East and Surfview Road where there are safety concerns from traffic movements, parked vehicles and restricted sight lines.
- There is currently no safe connection for cyclists travelling along Surfview Road from the south, to join and utilise the shared path adjacent to Apex Park to the north of the intersection.
- Council has developed a concept plan to enable pedestrians and cyclists to safely connect with the Coast Walk at the intersection of Darley Street East and Surfview Road.
- The plan includes widening the existing marked pedestrian crossing to incorporate a bicycle crossing, and a new facility with kerb blisters to narrow the width of the crossing point. A surface treatment is also proposed to highlight the area located on the bend.
- The proposal would result in the removal of one unrestricted car space on the inside of the curve and the section of '1/4P Everyday' restrictions on the opposite side of the road, to enable the construction of the new crossing facility. A replacement parking space with '1/4P

Everyday' restrictions will be installed in the 90 degree angle parking area, on the eastern side of Surfview Road, approximately 20m north of its current position.

- It is recommended that the proposed concept plan be adopted to improve pedestrian and cyclist safety at the intersection of Darley Street East and Surfview Road, as part of the Northern Beaches Coast Walk from Manly to Palm Beach.

CONSULTATION

- Council's Major Infrastructure Projects team undertook consultation with residents on the proposal on two separate occasions during 2018. The responses are noted in Attachment 2 – Table of Consultation.
- The initial consultation occurred as part of the Coast Walk community consultation in February 2018. Two drop in sessions occurred on site on the 25th and 27th February 2018. Consultation letters were distributed to 1568 properties in the Mona Vale area. A number of objections were received on the original proposal and Council decided to develop an alternative option to minimise the loss of parking in the area.
- The second stage of consultation was undertaken with residents to notify them of the outcome of the internal reviews and design. Consultation letters were distributed to 590 properties within the immediate vicinity of the location providing notification of the proposed changes.
- Two objections were received during the second consultation, with concerns raised regarding the loss of the existing '1/4P Everyday' parking space used by visitors to view the surf conditions. Council has considered the comments and has amended the concept plan to include a nearby replacement parking space with '1/4P Everyday' restrictions in the 90 degree angle parking area.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the concept plan to improve pedestrian and cyclist safety at the intersection of Darley Street East and Surfview Road, Mona Vale.

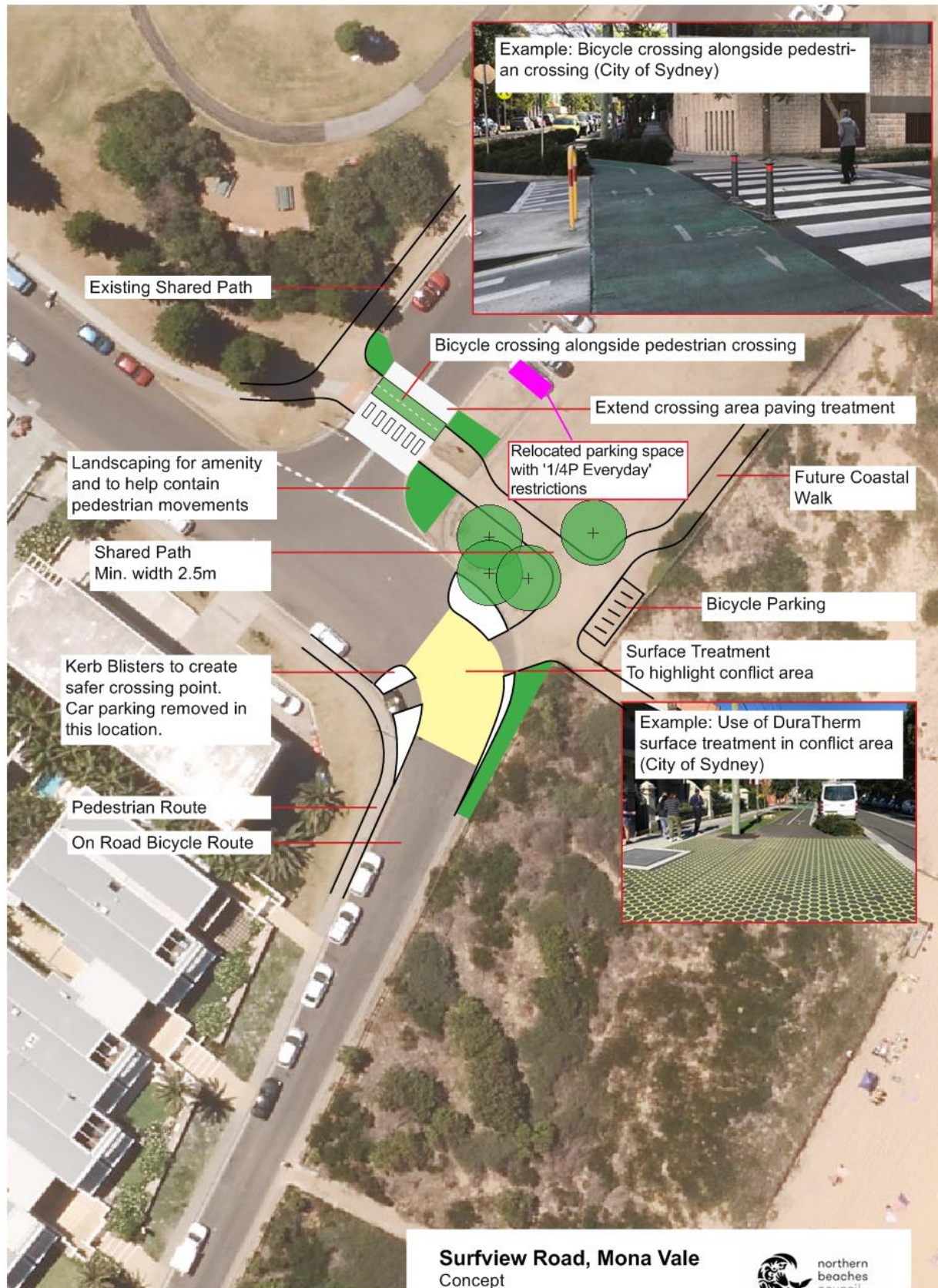


Table of Consultation

Address	Darley Street East and Surfview Road intersection, Mona Vale
Proposal	Walking and Cycling Improvements

Initial Consultation - 25th & 27th February 2018

Properties Consulted	1568
Responses Received	27
Support	22
Do Not Support	5

Issue	Resident Comment	Council Response
Loss of parking	Total of 9 parking spaces to be lost. Proposed location of pedestrian island is in the wrong place and is not located within the existing desire line	Council will review the design and inform the community of the outcome later in 2018.

Second Consultation - 7th December 2018

Properties Consulted	590
Responses Received	2
Support	2
Do Not Support	0

Issue	Resident Comment	Council Response
Loss of parking	Parking in the short term (15min) parking area will no longer be available for visitors to stop and look at the surf	The removal of the short term (15min) parking area was required in order to provide a safe cycle and pedestrian crossing facility at this location. A replacement parking area providing '1/4P Everyday' restrictions will be installed in the first available 90 degree angle parking space located on the eastern side of Surfview Road, approximately 20m north of its current position.

ITEM 4.15	EVENT - MONA VALE AUTUMN FESTIVAL - BUNGAN STREET, MONA VALE - SATURDAY 2 MARCH 2019
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/030229
ATTACHMENTS	1 Traffic Management Plan (TMP)

GEOCODES: -33.676721, 151.302625

REPORT

BACKGROUND

Council has received a request from the Mona Vale Chamber of Commerce to hold the Mona Vale Autumn Festival on Saturday 2 March 2019, with a temporary road closure required in Bungan Street, between Pittwater Road and Waratah Street, Mona Vale.

This is the second year the event has been held and approval of the Traffic Committee and Council is sought for the next five years on the condition that there are no significant changes to the event Traffic Management Plan (TMP).

LOCATION

- Bungan Street is a local sub-arterial road directly connecting Pittwater Road and Mona Vale Road. It is also a principal road in the Mona Vale commercial shopping area, and carries large volumes of traffic throughout the day.
- Bungan Street is designated a High Pedestrian Activity Area with a reduced 40km/h speed limit. There are two marked pedestrian crossings located within the section of road under consideration.
- The existing parking on the eastern side of Bungan Street is predominantly '1P 8:30am – 6:00pm Mon-Fri and 8:30am – 12:00pm Sat' restrictions in the 90° angle parking area. There are sections of '1P 8:30am – 6:00pm Mon-Fri 8:30am – 12:00pm Sat' and '2P 8:30am – 6:00pm Mon-Fri and 8:30am – 12:00pm Sat' restrictions for parallel parking on the western side.

ISSUES

- The TMP proposes a temporary road closure in Bungan Street, between Pittwater Road and Waratah Street, which will allow food and market stalls to be setup within the closed section of road. A stage for a music event will also be located at the southern end of Bungan Street.
- Traffic controllers will be located at each end of the road closure. The laneway access onto Bungan Street will be barricaded to prevent vehicles entering the closed section of Bungan Street.
- The traffic control plan includes temporary detour signs in place during the road closures to divert traffic from Bungan Street to the surrounding road network along Waratah Street, Keenan Street, Park Street, Pittwater Road, and Barrenjoey Road.
- There are no bus stops located in Bungan Street and scheduled bus services will not be affected.
- The event will run between 10:00am and 4:00pm and it is estimated that between 3,000 to 8,000 people will attend throughout the day. The TMP will operate from 7:00am to 7:00pm to facilitate the setting up and removal of all equipment and traffic management.

- The TMP aims to minimise safety conflicts between vehicles and pedestrian through the proposed road closures. All pedestrian access will be maintained with improved pedestrian movement within the event area.
- Vehicles will be prohibited from entering the road closure during the event, with the exception of emergency vehicles. A St Johns Ambulance trailer will also be in attendance throughout the day.
- It is considered that restricting parking within the road closure will have a net safety improvement for the community at a cost of minor inconvenience in respect to additional walking distances to parking spaces or the use of public transport.
- Support for the proposed road closures by the Traffic Committee is required prior to Council granting approval for the proposed event to proceed.

CONSULTATION

The Mona Vale Chamber of Commerce has liaised with Council regarding the staging of the event and will be required to carry out notifications as part of the conditions of approval. Affected businesses and residents are to be notified in writing, of the changes in traffic conditions, with a letterbox drop undertaken two weeks in advance of the event. Additional notification of the event is required for the general public, including advertising in the Manly Daily, social media, and VMS displays.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The implementation of the Traffic Management Plan (TMP) for the temporary closure of Bungan Street (between Pittwater Road and Waratah Street) from 7:00am - 7:00pm Saturday 2 March 2019 to enable the event to proceed, subject to the following conditions:
 - (i) That the TMP be prepared in accordance with the RMS Traffic Control at Work Sites Manual and Australian Standards.
 - (ii) That any traffic control to only be carried out by persons with appropriate Traffic Control qualifications acceptable to the RMS.
 - (iii) That approvals being granted by Council for the use of the public reserves specified in the application and for the use of the public roads for stalls, etc.
 - (iv) That barriers and signs to be used in the road closures are to be to RMS standards.
 - (v) That the road closure be staffed at all times to allow access for emergency vehicles, and to ensure barriers are not moved.
 - (vi) That the Applicant advises the various emergency services of the closure.
 - (vii) That the closure be advertised in the Saturday edition of "The Manly Daily" the week prior to the event.
 - (viii) That residents and businesses in the affected area be notified by a letterbox drop two weeks in advance of the road closures with details of access restrictions.
 - (ix) That the locations and use of Variable Message Signs (VMS) for the event be in accordance with RMS guidelines.
 - (x) That the Applicant promote the use of active travel, such as walking, cycling and public transport (advising on route numbers and times) to the event in advertisings and publications to reduce car usage and traffic congestion on the surrounding road network.
- B. That the event is to be held annually for the next five years and that the item not be resubmitted to the Traffic Committee during this period unless there are significant changes to the event TMP. However, the Applicant is still required to submit an Implement Traffic

Control Application at least four months in advance of the event date for Council approval and send copies of the TMP to the Police, RMS, Ambulance, Fire Brigade, STA, at least four months in advance of the event date to notify all parties of the details of the event and obtain approval as required.

1/8/2018

TRAFFIC MANAGEMENT PLAN

MONA VALE CHAMBERS, BUNGAN
STREET, MONA VALE 2103



Darren Lindsay
SYDNEY TRAFFIC CONTROL

A Traffic Management Plan (TMP) must be prepared for any activity or event that results in a temporary road closure. Council submits all applications for road closures to the Roads and Maritime Services (RMS) for approval.

The RMS require all TMP's to be prepared and submitted as detailed in the RMS's guidelines titled "Procedures for use in the Preparation of a Traffic Management Plan (TMP)" Ver 2.0 dated December 2001. The relevant details required for the TMP is reproduced below.

ACTIVITY/EVENT	Markets
LOCATION	Bungan Street, Mona Vale 2103
TYPE	Class 3
CLIENT	Mona Vale Chamber
CONTACT	Aaron Hendrickson Mona Vale Chambers Executive Secretary 8052 5350
APPLICANT CONTACT	Sydney Traffic Control Darren Lindsay Director 0400441775 info@sydneytrafficcontrol.com.au
ADDRESS	Unit 50, 45-51 Huntley Street, Alexandria 2015
EVENT DATE(S) & EVENT HOURS	Saturday 2 nd March 2019 7:00am- 4:00pm

This Traffic Management Plan reviewed by:

Northern Beaches Council:	/ /	
Northern Beaches LAC:	/ /	

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1. Event overview.

This document – Traffic Management Plan (TMP) aims to provide a plan for vehicular traffic and pedestrian control measures to assist in delivering safe logistical support of the Mona Vale Chambers “Autumn Festival 2019” event planned to take place along Bungan Street, Mona Vale, on Saturday 2nd March 2019. The underlining objective is to minimise safety conflicts between vehicles and pedestrians and disruption to normal vehicular and pedestrian traffic on all approaches to Bungan Street, Mona Vale.

The objectives of this TMP are:

- To provide a high level description of the various traffic management elements needed to make the event a success
- Ensure effective separation between event patrons and participants from vehicular traffic
- To provide a frame work for each agency to use to develop their own lower level plans
- To serve as the key document that is agreed to by all parties and is the final approval to conduct the event.
- Minimise impact on non-event community and emergency services

2. Execution:**General outline:**

The event requires highly coordinated efforts from a number of agencies:

Mona Vale Chambers:

- Co-ordinates the logistics for holding the event, Venue Management / Event Production / Stage Management / Marshalling / Programming

- Arranges advertising for road closure locations, times, other traffic disruptions / delays and alternative route information in the Local newspaper if required.
- Provides traffic information signposting as identified in the TMP and associated Traffic Control Plan(s) (TCPs).
- Provides resources and traffic management infrastructure for traffic control and road closures as identified in the TMP

Sydney Traffic control:

- Prepares the Traffic Management Plan
- Monitors traffic on all roads approaching Bungan Street, Mona Vale to minimise traffic congestion on the day.

3. Management of the TMP

Mona Vale Chambers has warranted that it will provide people, materials, resources and systems to properly perform the services related traffic management.

4. Situation Analysis:

On Saturday 2nd March 2019 between the hours of 7:00am – 4:00pm Mona Vale Chamber propose to host the “Autumn Festival 2019”, between Pittwater Road and Waratah Street. The event proposes to host for approximately * attendees, and approximately * stalls during the event.

Traffic Control measures included in this document is a result of consultation undertaken by Mona Vale Chambers, Northern Beaches Council & Northern Beaches LAC.

TRAFFIC ARRANGEMENTS

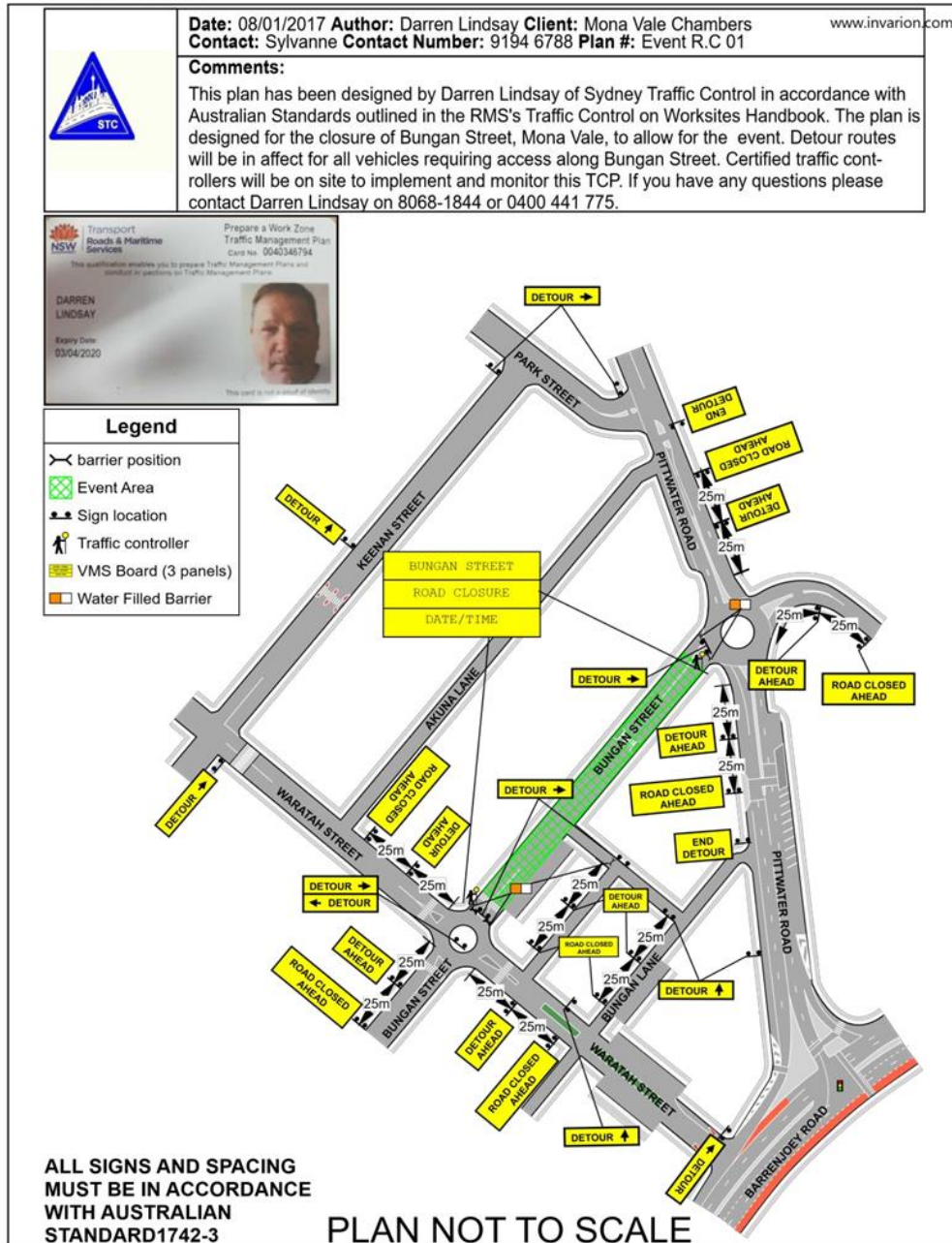
Traffic control measures include simple hard and soft road closures, use of traffic control devices (traffic signs) to warn motorists of the changes in traffic conditions. It is noted that per NSW Event place Health & Safety (WHS) law the Event Organiser – Mona Vale Chambers and Land Owners –Northern Beaches Council, bear individual and shared risks related to the safety of event patrons and motorists. Mona Vale Chambers is identified as being responsible for event related safety risks which are associated with non-transferable WHS statute-posed obligations and Common Law Duty of Care provisions. In this context, Mona Vale Chambers should continue to actively consult and take all reasonable measures to practically exercise their duty of care obligations.

5. Traffic Control

It is suggested that 2 T.C with a vehicle attend to the proposed event and lay out all advanced warning signs and barricades ready for the start. Traffic controllers will be positioned as per. Pg. 6 TCP- #R.C 01. All Traffic controllers in attendance on the day are to be RMS accredited. Traffic entering and exiting the event area will be under the direction of traffic control.

• **TRAFFIC CONTROL PLAN**

TCP-#R.C 01



6. Time Management.

- **Bump In-** The road closure will be in affect at approximately 7:00am to ready the event to begin at 10:00am.
- **Bump out-** Pack up for the event will begin approximately 4:30pm with the completion of pack up at approx. 7:00pm.

7. Parking:

Designated parking area will be not be provided for event attendees. Surrounding parking (metered and/or unmetered) will be restricted on the night of Friday 1st March to ready the event setup on Saturday 2nd March. Hard set barrier boards and notification signs will be implemented to exclude the parking space. It is suggested that approx. 56 kerbed parking spaces on both the eastern and western side of Bungan Street will be restricted.

8. Details of provision made for emergency vehicles, heavy vehicles and pedestrians.

- **Emergency vehicles-** will have been briefed of the day's activities prior to event commencing. Access into and pass the event site will be maintained at all times.
-

9. Public Consultation Process.

Letters will be distributed to all residents and businesses prior to event commencing. A notice will be placed in the local paper and VMS boards located on the corners of Pittwater road & Bungan Street and Waratah Street & Bungan Street will be implemented 7 days prior to event commencing.

Mona Vale Chambers

NAME	ACTING FOR	TELEPHONE	MOBILE	EMAIL
Aaron Hendrickson	Mona Vale Chambers - Executive Secretary	8052 5350		
Darren Lindsay	Sydney Traffic control- Director	8068 1844	0400441775	info@sydneytrafficcontrol.com.au

5.0 MATTERS FOR NOTATION

Nil