

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 2 APRIL 2019

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

**Todd Dickinson
Acting 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	Mr Toby Williams
Member for Manly Mr J Griffin MP Representative	Mr John O’Connor
Roads and Maritime Services	Mr Raymond Tran
Northern Beaches Police Command, Dee Why	Sergeant Nino Jelovic

Non Voting Members

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

Officers

Acting General Manager Environment and Infrastructure	Mr Todd Dickinson
Executive Manager Transport and Civil Infrastructure	Mr Craig Sawyer
Manager Transport Network	Mr Phillip Devon
Senior Traffic Engineer	Mr Patrick Bastawrous
Traffic Engineer	Mr Ricky Kwok
Traffic Engineer	Mr James Brocklebank
Traffic Engineer	Mr Velsamy Sankaran
Traffic Engineer	Mr Anwar Subel
Traffic Officer	Mr Luke Nickson
Traffic Officer	Mr Brian Duong
Traffic Officer	Mr Ali Samimi Haghighi
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 2 April 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 5 March 2019

2.2 Declaration of Pecuniary and Conflicts of Interest

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Nil

NEXT MEETING Tuesday 7 May 2019

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

2.1 MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD 5 MARCH 2019

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 5 March 2019, copies of which were previously circulated to all Members, be confirmed as a true and correct record of the proceedings of that meeting.

2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1	VICTORIA PARADE, MANLY - MOTORCYCLE PARKING ONLY RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/135182
ATTACHMENTS	1 Victoria Parade, Manly - Plan

GEOCODES: -33.799350, 151.288776

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles parking in the “half” space adjacent to a Norfolk Pine in front of No.29 Victoria Parade, Manly. Concerns have also been raised regarding a lack of motorcycle parking in the vicinity.

LOCATION

Victoria Parade is a local road running east west between South Steyne and East Esplanade. It has 90 degree angle parking on both sides with a high demand for parking. Victoria Parade lies within the isthmus 2P permit parking zone.

ISSUES

- There is a shortage of motorcycle parking throughout the Manly CBD and increased numbers of drivers electing to switch from cars to motorcycles
- Parking of cars in half spaces adjacent to trees is undesirable as the space is too narrow and restricts access to adjacent spaces
- Parking adjacent to trees is undesirable in terms of the potential damage to the trees’ root system
- Motorcycles are unable to securely display a parking permit so parking of motorcycles within a 2P permit parking zone creates an issue from an enforcement perspective.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install signposting within the half space adjacent to the Norfolk Pine on Victoria Parade, Manly, for 2P Motor Bike Parking.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- No impact on bicycle or pedestrian use of the street. Bicycle parking is provided elsewhere in the street.

CONSULTATION

Consultation letters have been distributed to 57 properties within the immediate vicinity of the location providing notification of the proposed changes. Only one response was received which was supportive of the change.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of a 2P Motor Bike Parking zone in front of No.29 Victoria Parade, Manly, west of the Norfolk Pine.



PROPOSAL



29 Victoria Parade, Manly
2P Motorcycle Parking



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Drawn JB

Approved

ITEM 4.2	NABILLA ROAD, PALM BEACH - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/150555
ATTACHMENTS	1 Nabilla Road, Palm Beach - Plan 2 Table of Consultation

GEOCODES: -33.601468, 151.318864

REPORT

BACKGROUND

Council has received concerns from The Palm Beach and Whale Beach Association regarding the availability of parking spaces near the shops on the corner of Barrenjoey Road and Nabilla Road, Palm Beach.

LOCATION

- Nabilla Road is a local road with a pavement width of approximately 11m wide at the eastern end near Barrenjoey Road
- Nabilla Road forms the stem of a 'T' intersection with Barrenjoey Road, where there are no signposted controls or holding lines at the intersection
- There are no parking restrictions along Nabilla Road, except for the statutory No Stopping 10m from the intersection
- There are no footpaths in this street, and only a small section of kerb and gutter exists along the frontage No.1073-77 Barrenjoey Road.

ISSUES

- The Palm Beach and Whale Beach Association has raised concerns from the businesses located at the corner of Barrenjoey Road and Nabilla Road, regarding the availability of parking in the area
- The long term parking of vehicles near the shops, especially on weekends and during the holiday period, reduces the availability of on street parking for customers and can impact some businesses which rely on vehicle turnover and parking nearby.

PROPOSAL

Council has undertaken a review of the location and proposes to install sections of Tiemd Parking Restrictions of 2P 8:30am – 6:00pm Everyday on both sides of Nabilla Road to improve parking turnover outside the shops.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- No affect on people cycling along Barrenjoey Road

- There is an existing footpath for off-road cycling along the western side of Barrenjoey Road. The proposed signage will be installed in the existing nature strip adjacent to the road shoulder and will not obstruct users of the footpath.

CONSULTATION

Consultation letters have been distributed to 31 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of the following Parking Restrictions on Nabilla Road, Palm Beach:

- A. 2P 8:30am – 6:00pm Everyday (18m in length) on the northern side of the road, west of the existing No Stopping sign.
 - B. 2P 8:30am- 6:00pm Everyday (18m in length) on the southern side of the road, 1m west of the driveway to No.1065 (access from Nabilla Road).
 - C. No Stopping signs at the intersection, from 10m south of Barrenjoey Road to 1m west of the driveway to No.1065.
-




PROPOSAL

Nabilla Road, Palm Beach
Installation of 2P Parking Restrictions



Drawn BD

Approved 



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Table of Consultation

Address	Nabilla Road, Palm Beach
Proposal	Timed Parking restrictions

Properties Consulted	31
Responses Received	3
Support	2
Do Not Support	1

Issue	Resident Comment	Council Response
Location of Timed Parking restrictions	<p>Parking should be on Barrenjoey Road directly in front of businesses.</p> <p>Increasing the parking turnover will create more noise and movement in the quiet street.</p> <p>The designated shorter parking period would help us provide parking for customers, both new and loyal.</p>	<p>Council is only able to introduce timed parking restrictions on local roads. Barrenjoey Road is classified as a main road, for which the Roads & Maritime Services (RMS) is the responsible authority for managing parking and the implementation of parking restrictions.</p> <p>Businesses have indicated that customers have difficulty finding parking near the shops. Providing designated short term parking near the intersection will prevent customers circulating the local streets for available parking.</p> <p>The proposed '2P 8.30am-6pm Everyday' restrictions will provide short term turnover of parking for customers and visitors.</p>
Period of Timed Parking restrictions	Many of the local shops operate between the hours of 10am and 4pm, therefore timed parking is only required during these hours.	The proposed restrictions apply between 8.30am-6pm to prevent long term parking extending into the business operating hours.

ITEM 4.3 **DARLEY STREET, MONA VALE - TIMED PARKING RESTRICTIONS****REPORTING OFFICER** **TRAFFIC ENGINEER****TRIM FILE REF** **2019/150558****ATTACHMENTS** **1 Darley Street, Mona Vale - Plan**
 2 Table of Consultation**GEOCODES:** -33.675404, 151.306672**REPORT****BACKGROUND**

Council has received concerns from local businesses regarding the availability of short term parking for their customers in Darley Street, Mona Vale.

LOCATION

- Darley Street is a regional road with a 50km/h speed limit and a road pavement width of approximately 13m between kerbs.
- The land use of the surrounding area is predominantly light industrial. The Mona Vale Bus Depot is located at No.58 Darley Street and Pittwater Place Shopping Centre is situated on the opposite side of the road.
- Parking is generally unrestricted on both sides of Darley Street; however, there are sections of time restricted parking along the northern side allowing 15 minute and 1 hour parking outside two separate businesses.

ISSUES

- Council has received a request from the café located at No.54 Darley Street to change the existing 1P 8:30am – 6:00pm Mon-Fri, 8:30am – 12:30pm Sat' restrictions (outside No.54-56 Darley Street) to 1/4P restrictions to provide short term parking and turnover of parking for their customers. Similar restrictions have previously been installed outside the café located at No.44 Darley Street.
- There are limited parking spaces for customers on the property which is shared with other businesses.
- Council has also received requests in the past from other businesses in the area for timed parking restrictions.
- The all-day parking of vehicles in Darley Street reduces the availability of on street parking for customers and can impact some businesses which rely on vehicle turnover.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install sections of 1/4P and 1P 8:30am – 6:00pm Mon-Sat' restrictions in Darley Street and By The Sea Road to improve parking turnover outside the businesses.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- The proposal does not affect people cycling along Darley Street.
- There is an existing footpath for off-road cycling in this area, and it is noted that Darley Street is included on the future Safe Cycling Network (Draft). The proposed parking signs will be installed in the existing nature strip located between the kerb and footpath and will not obstruct users of the footpath.

CONSULTATION

- Consultation letters have been distributed to 39 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 2 submissions were received with 1 objection to the proposal. The business at No.42 Darley Street supported the proposal but was concerned that the long term parking of vehicles would occur outside their premises and requested that timed parking also be provided on their frontage in By The Sea Road.
- An objection was received by the funeral home located at 40 Darley Street, who are concerned that the proposed 1 hour parking restrictions would not cater for their customers as funeral services and funeral arrangements generally exceed 1 hour.
- Council has noted some of the comments and further reviewed the issues and parking demand and recommends that the proposal be amended to provide 2P 8:30am -6:00pm Mon-Sat' restrictions in By The Sea Road, fronting No.42 and 44 Darley Street.
- It is recommended that sections of 1/4P and 1P 8:30am – 6:00pm Mon-Sat' restrictions be provided in Darley Street and 2P 8:30am – 6:00pm Mon-Sat restrictions in By The Sea Road to provide a variety of parking options for the different businesses.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following changes in parking restrictions in Darley Street and By The Sea Road, Mona Vale:

- A. Installation of 1/4P restrictions in Darley Street, between the driveways of No.52 and No.54-56.
 - B. Installation of 1P 8:30am – 6:00pm Mon-Sat restrictions in Darley Street, between the driveways of No.50 and No.52.
 - C. Installation of 1P 8:30am – 6:00pm Mon-Sat restrictions in Darley Street, between the driveways of No.48 and No.50.
 - D. Installation of 1P 8:30am – 6:00pm Mon-Sat restrictions in Darley Street, between the driveways of No.46 and No.48.
 - E. Installation of No Stopping signs to indicate the statutory 10m from the intersection in Darley Street and By The Sea Road.
 - F. Installation of 2P 8:30am – 6:00pm Mon-Sat restrictions in By The Sea Road, between the driveway of No.44 Darley Street, and the No Stopping restrictions.
 - G. Installation of 2P 8:30am – 6:00pm Mon-Sat restrictions in By The Sea Road, between the driveway of No.42 Darley Street, and the No Stopping restrictions.
-



PROPOSAL

Darley Street, Mona Vale
Timed Parking restrictions

Drawn RK

Approved



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Table of Consultation

Address	Darley Street, Mona Vale
Proposal	Timed Parking restrictions

Properties Consulted	39
Responses Received	2
Support	1
Do Not Support	1

Issue	Resident Comment	Council Response
Location of Timed Parking restrictions	Concerned that proposed timed restrictions will relocate long term parking outside business at No.42 Darley Street.	Council will amend the proposal to provide additional short term parking on the eastern side of By The Sea Road outside No.42 Darley Street.
Timed Parking	Funeral arrangements take a few hours and funeral services take more than an hour. Concerned that families will be unable to park in restricted hours and surrounding streets.	Council will amend the proposal to provide sections of '2P 8.30am-6pm Mon-Sat' restrictions near the intersection with Darley Street. The remainder of By The Sea Road will remain unrestricted.

ITEM 4.4	LOWER PLATEAU ROAD, BILGOLA PLATEAU - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/085807
ATTACHMENTS	1 Lower Plateau Road, Bilgola Plateau - Plan 2 Table of Consultation 3 Lower Plateau Road, Bilgola Plateau - Site Photographs

GEOCODES: - 33.644665, 151.312302

REPORT

BACKGROUND

Council has received concerns from local residents regarding the narrow road width and sight distances when vehicles park on both sides of the bend near No.263 Lower Plateau Road, Bilgola Plateau.

LOCATION

- Lower Plateau Road is a collector road with a 50km/h speed limit
- The road width is approximately 8m wide between kerbs
- There are no existing parking restrictions along the curved section of road; however, dividing barrier lines have been installed north of No.267 Lower Plateau Road
- Lower Plateau Road provides the primary connection route for traffic linking Bilgola Plateau to Clareville.

ISSUES

- Vehicles parked on both sides of the road narrow the overall road width for through traffic
- Traffic sight distances are restricted when vehicles park on the curve near No.263 Lower Plateau Road, further increasing safety concerns at this location
- The installation of dividing barrier lines reduces the availability of on-street parking in Lower Plateau Road, as parking is not permitted within 3m of the unbroken line, affecting both sides of the road due to the existing road width.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install No Parking restrictions on the outside of the curve, from 2m north of the driveway of No.222 to 2m south of the driveway of No.216 Bilgola Plateau Road.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- Improves safety for people cycling by providing wider traffic lanes and improved sightlines for through traffic
- There are no existing facilities for off-road cycling in this area. The proposal does not affect any future planned facilities (Safe Cycling Network).

CONSULTATION

- Consultation letters have been distributed to 23 properties within the immediate vicinity of the location providing notification of the proposed changes. Council also advised the Clareville and Bilgola Plateau Residents Association (CABPRA) of the proposal. The responses are noted in Attachment 2 – Table of Consultation.
- Council initially consulted on a proposal to install No Parking restrictions on the inside of the curve between No.261 and 265 Lower Plateau Road. Two objections were received from residents on the western side of Lower Plateau Road where properties are located on the low side of the road. The access is a low level skew driveway profile which further exacerbates visibility and difficulties exiting the driveway. Council noted the residents' comments and further reviewed the location amending the proposal for No Parking restrictions to be located on the opposite side of the road where there is better visibility for vehicles exiting the driveway on the high side of the road. This proposal would also result in the loss of four car park spaces.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the proposal to install No Parking restrictions on the outside of the curve from 2m north of the driveway of No.222 to 2m south of the driveway of No.216 Bilgola Plateau Road, Bilgola Plateau.



PROPOSAL

Lower Plateau Road, Bilgola Plateau
'No Parking' restrictions

Drawn RK

Approved 



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Table of Consultation

Address	Lower Plateau Road, Bilgola Plateau
Proposal	'No Parking' restrictions

Properties Consulted	33
Responses Received	3
Support	1
Do Not Support	2

Issue	Resident Comment	Council Response
Location of 'No Parking' restrictions	<p>Supports the amended proposal to relocate restriction to opposite side of the road due to steep driveways on inside of the curve which restricts visibility for resident entering/exiting their property</p> <p>Moving restrictions to the curve between No.216 and 222 will have little improvement and will have the same effect as it is currently. This option also affects more properties.</p>	<p>Council amended the proposal to install 'No Parking' restrictions on the outside of the curve, where there is better visibility for vehicles exiting the driveway on the high side of the road.</p> <p>The amended proposal will be still be beneficial in preventing parking on one side of the road which will increase the road width for through traffic.</p>
Loss of parking	Concerned with loss of parking and should lower speed limit and/or install speed humps.	Both proposals would result in the loss of four car park spaces. The Roads & Maritime Services (RMS) is the responsible authority for the determination of speed limits. The provision of speed humps have noise implications and are generally not supported by local residents.



Lower Plateau Road looking north towards left curve



Lower Plateau Road looking south towards right curve

ITEM 4.5	GARDEN STREET, NORTH NARRABEEN - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2019/153996
ATTACHMENTS	1 Garden Street, North Narrabeen - Plan

GEOCODES: -33.7042611, 151.2964851

REPORT

BACKGROUND

Council has received concerns from local residents regarding traffic congestion issues on the section of Garden Street, North Narrabeen, between the signalised intersections at Powderworks Road and Pittwater Road. When vehicle(s) are parking along the kerb eastbound, it reduces the trafficable lane to one on Garden Street and causes traffic to congest due to the increasing volume of traffic.

LOCATION

- Section of road between the intersections of Garden Street - Powderworks Road and Garden Street - Pittwater Road, North Narrabeen
- This section of Garden Street is a regional road (Road No. 7352) with a 50km/h speed limit
- Westbound there is one trafficable lane and unrestricted kerbside parking
- Eastbound there are two trafficable lanes with kerbside No Parking restrictions
- The current No Parking restriction is between 3:00pm to 7:00pm from Monday to Friday
- There is a Bus Stop and Bus Zone that lies west between the signalised intersection and the No Parking restriction
- There are three Bus Routes (182, E83 and 162) and five School Buses (633N, 636N, 637N, 647N and 648N) allocated to the Bus Stop (Stop ID. 210155).
- As a regional road, Powderworks Road and Garden Street carry a significant volume of traffic and form part of the road cycling network
- A shared pedestrian and cyclist path lies adjacent to the eastbound lane of Garden Street

ISSUES

- When vehicle(s) are parked on the eastbound kerb it limits the trafficable lanes to one
- Due to the large volume of traffic and the traffic signals on Pittwater Road, eastbound traffic queues along Garden Street and across the intersection of Garden Street-Powderworks Road
- Traffic also queues along Powderworks Road, queuing from the intersection on the eastbound lane
- This is apparent during AM, PM peak times and midday on weekdays and weekends

PROPOSAL

Council has undertaken a review of the location and proposes to extend the No Parking hours along the eastbound kerb on Garden Street, North Narrabeen, between the intersections at Powderworks Road and Pittwater Road. The hours will be extended from the existing 3:00pm to 7:00pm Monday to Friday to 6:00am to 7:00pm every day. This proposal will add an additional lane during the daytime to alleviate congestion and improved traffic flow between the signalised intersections.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

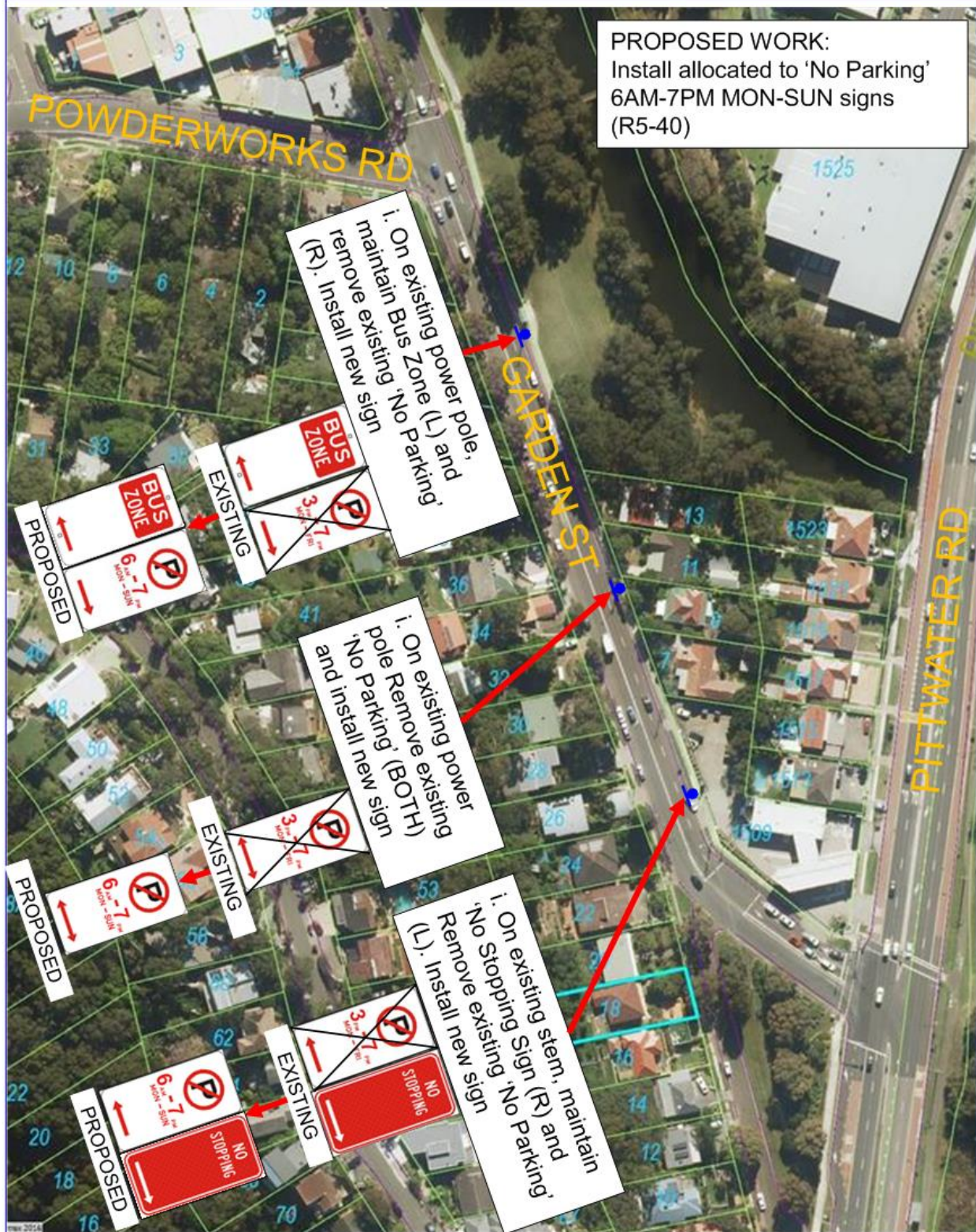
- No immediate impact to pedestrians and people cycling
- Provides additional road width for road cyclists
- Reduces the need for road cyclists to merge into lanes

CONSULTATION

Consultation letters have been distributed to 24 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses will be tabled at the Northern Beaches Council Local Traffic Committee meeting.

RECOMMENDATION TO TRAFFIC COMMITTEE


That the Traffic Committee supports the extension of No Parking hours along the eastbound kerb on Garden Street, North Narrabeen, between Powderworks Road and Pittwater Road from 3:00pm to 7:00pm Monday to Friday to 6:00am to 7:00pm every day. This will add an additional lane during the daytime to alleviate congestion and improve traffic flow between the signalised intersections.



PROPOSAL

Garden Street, North Narrabeen
Changing 'No Parking' Restrictions

Drawn BD

Approved 



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ITEM 4.6	HEADLAND ROAD, NORTH CURL CURL - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/135607
ATTACHMENTS	1 Headland Road, North Curl Curl - Plan 2 Table of Consultation

GEOCODES: -33.760071, 151.282426

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles parking too close to driveways during school terms on Headland Road, North Curl Curl. These vehicles are generally parked all day and impede access and visibility for residents when entering and exiting driveways. This is exacerbated by the crest of the hill to the east and the bend to the west.

LOCATION

Headland Road is located in North Curl Curl, it runs east west and carries moderate volumes of traffic between Harbord Road at its western end and Griffin Road. It is predominantly residential in nature however the St.Luke's Grammar School is located at its western end. School hours parking restrictions have been introduced on the northern side of the road in front of the school to cater for school drop off and pick up activity. Headland Road is 9.3m in width and slopes steeply down to Harbord Road west of the school.

ISSUES

- Students and others park on the southern side of Headland Road throughout the school year
- Parking is often close to or overlapping driveways which impedes visibility for residents exiting driveways on the southern side of the road
- Visibility is further restricted by the steeply sloping and curvilinear nature of Headland Road
- Vehicles can park on both sides of Headland Road near No.s No.207 and 211 given that the road is only 9m in width at this point this leaves little space to manoeuvre
- Parking activity on school days including after school hours is intense; however, at other times parking activity is light so restrictions that only apply between 8:00am and 6:00pm School Days are sufficient.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce a No Parking restriction between the driveways to No.207 and 213 Headland Road, North Curl Curl. The restrictions will apply 8:00am to 6:00pm School Days.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

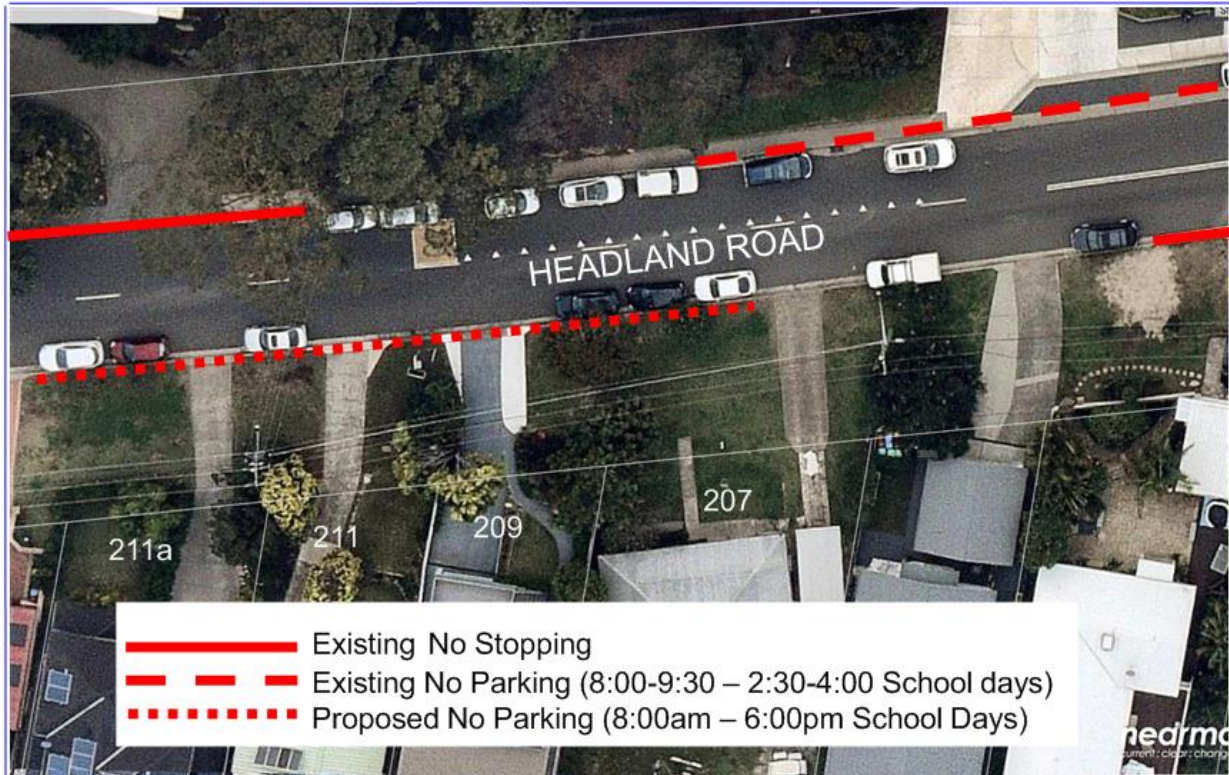
- There will be increased road width for vehicular traffic to safely pass a cyclist
- There will be minimal impact on pedestrian use of the street with the majority of pedestrian traffic using footpaths provided on the northern side of Headland Road.

CONSULTATION

Consultation letters have been distributed to 30 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 8:00am – 6:00pm School Days on the southern side of Headland Road between the driveways serving No.s 207 and 213 Headland Road, North Curl Curl.






	PROPOSAL		 northern beaches council
	Headland Road, North Curl Curl No Parking		
	Drawn JB	Approved 	

Table of Consultation

Address	Headland Road, North Curl Curl
Proposal	No Parking 8am-6pm School Days

Properties Consulted	30
Responses Received	4
Support	4
Do Not Support	0

Issue	Resident Comment	Council Response
parking by parents dropping off students	request No Stopping rather than No Parking as parents also stop to drop off students	parking to drop off students is only for short periods of time and does not warrant No Stopping
restrictions to extend further to the east	request that No Parking be extended further up the hill to driveway to No.207	this change has been made given that visibility issues are also present for No.207 and they are supportive of the change
restrictions to extend further to the west	request that No Parking be extended further down the hill to driveway to No.213	this change has been made given that visibility issues are also present for No.213 and they are supportive of the change
parking on weekends and after school hours	request that restrictions apply on a full time basis, not just on School Days	parking activity on weekends and after 6pm is light and does not warrant full time restrictions

ITEM 4.7	GREYCLIFFE STREET, QUEENSCLIFF - NO PARKING AND NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2019/149270
ATTACHMENTS	1 Greycliffe Street, Queenscliff - Plan 2 Greycliffe Street, Queenscliff - Table of Consultation 3 Greycliffe Street, Queenscliff - Site Photographs

GEOCODES: -33.784555, 151.287046

REPORT

BACKGROUND

Council has received concerns from local residents regarding the narrow conditions and the obstructed access to residential driveways and access by emergency services to the cul-de-sac when vehicle(s) are illegally parked on the footpath. This also does not allow the access of pedestrians and cyclist to the footpath. The cul-de-sac lies adjacent to Bridge Road and Greycliffe Street, Queenscliff.

LOCATION

- Greycliffe Street is local road with a 50km/h speed limit and a 35km/h advisory speed sign
- The cul-de-sac deviates off Greycliffe Street and lies at the lowest elevation off Greycliffe Street, Queenscliff
- There is currently unrestricted kerbside parking.
- There is a 1.8m footpath fronting the properties in the cul-de-sac
- The width at the entrance of the cul-de-sac is 4.5m and tapers to 4m at the end.
- The cul-de-sac forms part of a bike route with a shared pedestrian and cyclist path at either end

ISSUES

- Vehicles are illegally parking on the footpath fronting the properties in the cul-de-sac
- Vehicles are illegally parking and partially obstructing driveways
- Pedestrians and cyclists are required to travel on the carriageway due to the obstructed footpath
- The existing narrow conditions of the cul-de-sac and vehicles parked on the southern side does not allow the ease of egress of vehicles and does not allow vehicles to turn around within the cul-de-sac
- Vehicles travel in reverse to exit the cul-de-sac
- Exiting the cul-de-sac is hazardous for vehicles due to the short sight distances from the tight and elevating bend on Greycliffe Street.

PROPOSAL

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

- No Parking restrictions on the southern kerbside to eliminate the existing illegal parking on the footpath from the boundary of Property No. 24 to the driveway of Property No. 38.

- No Stopping Unbroken Yellow Line on the northern kerbside to enhance ingress and egress for residents and emergency vehicles in the cul-de-sac from the bend off Greycliffe Road to the end of the cul-de-sac.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- Allows pedestrians to have unobstructed access to the footpath
- Allows cyclist to have a larger road width to travel on
- Created an easier connection between shared paths

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:


- A. Installation of 65m of No Parking restrictions on the southern kerbside from the boundary of Property No. 24 to the driveway of Property No. 38 on Greycliffe Road, Queenscliff.
 - B. Installation of 75m of a No Stopping Unbroken Yellow Line on the northern kerbside from the bend off Greycliffe Road, Queenscliff, to the end of the cul-de-sac.
-



PROPOSAL

Greycliffe Street, Queenscliff
No Parking and
No Stopping Restrictions

Drawn BD

Approved 



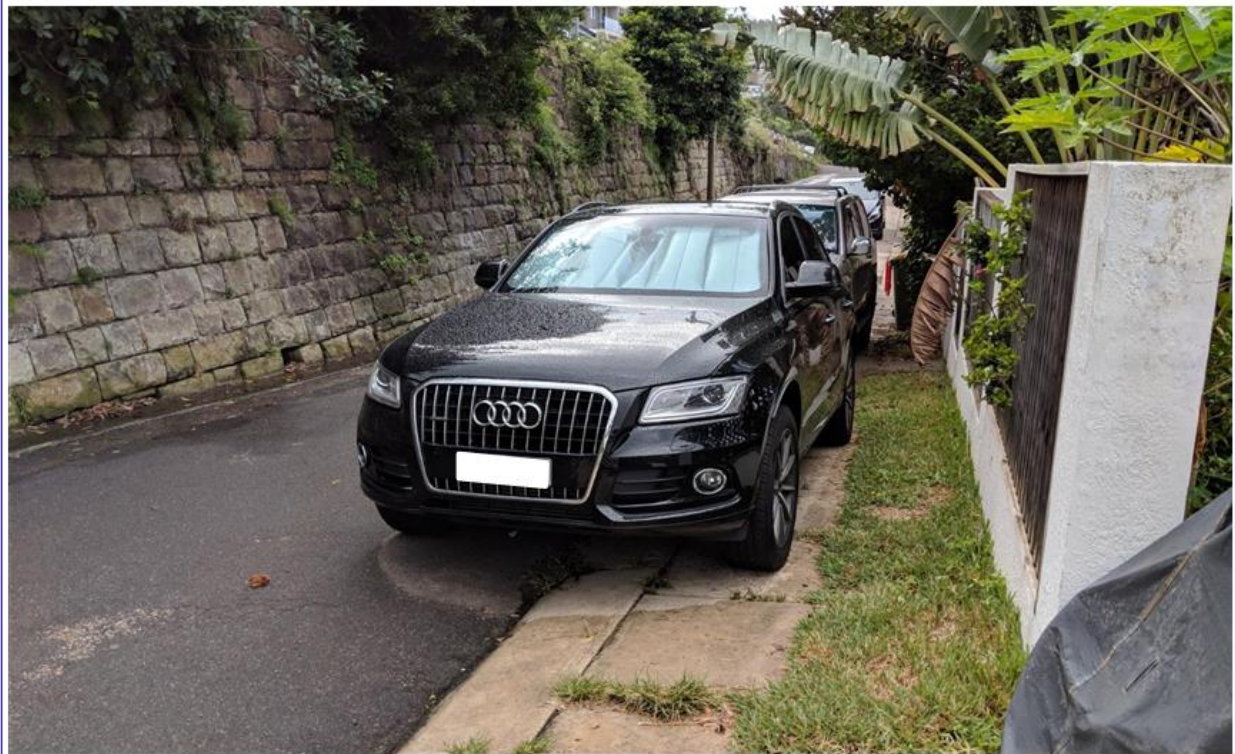
northern
beaches
council

Table of Consultation

Address	Greycliffe Street, Queenscliff
Proposal	No Parking and No Stopping Restrictions

Properties Consulted	10
Responses Received	9
Support	1
Do Not Support	8

Issue	Resident Comment	Council Response
Parking Scheme	Support the proposal. Request resident parking permits	Council is conducting a full review of all current resident parking schemes in operation to be brought to LTC for consideration. Currently, no action to taken.
Not enough parking	Objects the proposal. No adequate parking for residents and tradesmen	
Not enough parking	Objects the proposal.	Council has applied parking restrictions in other areas to facilitate access and for safety reasons
Loss of parking	Objects the proposal. Request mirror	Council does not support the installation of a convex mirror
Not enough parking	Objects the proposal. Service vehicles to have exemption. Vehicles parking across driveway due to lack of parking. Enforcement only required.	Council will issue a request to Council Rangers to regularly patrol the area.
Loss of parking	Objects the proposal. Service vehicles to have exemption. Enforcement only required.	
Loss of parking	Objects the proposal. Request mirror and resident parking permits. Enforcement only required.	
Loss of parking	Objects the proposal. Enforcement only required. Request for mirror, resident parking permits, a 'No Through Road' sign and 20km/h speed limit	It is RMS decision to reduce speed limits. Request to install 'No Through Road' signs to be taken in consideration
Loss of parking	Objects the proposal. No adequate parking for residents and service vehicles	Due to the narrow nature of the cul-de-sac, the carriageway cannot support kerbside parking on both sides.
Loss of parking	Objects the proposal. Request resident parking permits	Council is conducting a full review of all current resident parking schemes in operation to be brought to LTC for consider.



PROPOSAL



Greycliffe Street, Queenscliff
No Parking and No Stopping Restrictions



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beaches
council

Drawn BD

Approved

ITEM 4.8	ABINGDON STREET, NORTH BALGOWLAH - NO PARKING AND NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/137456
ATTACHMENTS	1 Abingdon Street, North Balgowlah - Plan 2 Table of Consultation

GEOCODES: -33.788929, 151.256006

REPORT

BACKGROUND

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

LOCATION

Abingdon Street is a local road carrying low volumes of traffic. It links with Myrtle Street, a collector road, at its southern end and provides access to that street for a closed catchment of approximately 85 homes which means traffic volumes in the street are low.

Abingdon Street is approximately 8.3m in width with parking currently permitted on both sides of the road.

ISSUES

- As Abingdon Street is only 8.3m in width it is too narrow to accommodate parking on both sides and still maintain two way traffic flow
- Vehicles parked too close to the intersection with Myrtle Street can create a choke point at the intersection impeding entry to the street from Myrtle Street
- Myrtle Street carries high volumes of traffic and drivers trying to enter Abingdon Street are focused on identifying a suitable gap in the traffic and may not notice parked vehicles or oncoming traffic on Abingdon Street
- Residents fronting Myrtle Street are reluctant to park on Myrtle Street and some choose to park in Abingdon Street near Myrtle Street. Consultation has revealed that residents are concerned about these parked vehicles moving further into the street and parking on the first bend.

PROPOSAL

Council has undertaken a review of the location and issues and originally proposed a 20m length of dividing separation lines; however, given concerns about loss of parking it is now proposed to introduce a short length of 20m of No Stopping and No Parking restrictions on the western side of Abingdon Street. This will provide space for a vehicle entering the street to pull in off Myrtle Street while leaving space for an exiting vehicle to get past. It also limits loss of parking to two legal parking spaces, minimising any shift in parking activity.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposed action will provide more room for cyclists entering or exiting Abingdon Street to share the road with vehicular traffic.
- There will be no impact upon people walking in the street

CONSULTATION

Consultation letters have been distributed to 16 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 10m of No Stopping and 10m of No Parking restrictions on the west side of Abingdon Street, north of Myrtle Street, North Balgowlah.





	PROPOSAL		 northern beaches council
	Abingdon Street, North Balgowlah No Parking & No Stopping		
	Drawn JB	Approved 	

Table of Consultation

Address	Abingdon Street, North Balgowlah
Proposal	Dividing separation lines

Properties Consulted	16
Responses Received	6
Support	0
Do Not Support	6

Issue	Resident Comment	Council Response
loss of parking	separation lines will remove too much parking and force it further into the street	loss of parking is reduced by introducing restrictions only on one side of the road
limited parking options on Myrtle Street	residents in Myrtle Street rely on parking in Abingdon Street	confining restrictions to one side of Abingdon Street will retain parking near Myrtle Street
speeding	a bigger issue is speeding on Myrtle Street	there are speed humps on Myrtle Street/Kitchener Road including one just east of Abingdon Street.
parking on bend	if unable to park near Myrtle Street vehicles will park on the first bend in Abingdon Street which is dangerous	confining restrictions to one side of Abingdon Street will retain parking near Myrtle Street
parking on one side	suggest introducing restrictions on one side only as a first step	Agreed and this is the amended proposal presented to the Traffic Committee

ITEM 4.9	GLADYS AVENUE FRENCHS FOREST - NO PARKING AND NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/150552
ATTACHMENTS	1 Gladys Avenuet, Frenchs Forest - Plan 2 Table of Consultation

GEOCODES: -33.748746, 151.231769

REPORT

BACKGROUND

Council has received concerns from local residents regarding an increased level of parking in local streets instigated by the Northern Beaches Hospital. The No Parking 8:00am – 4:00pm Mon-Fri, 8:00am – 1:00pm Sat zone on one side of Gladys Avenue and Bluegum Crescent, Frenchs Forest was introduced as a trial during the construction of the Northern Beaches Hospital. Residents reported that they are now experiencing traffic congestion and accessibility issues outside of these hours. Last month Council consulted on a proposal to convert the existing Timed Parking Restrictions into full time No Parking Restrictions on Bluegum Crescent and Gladys Avenue; however, Bluegum Crescent is excluded from the proposal as the majority of residents from Bluegum Crescent did not support the proposal.

LOCATION

- Gladys Avenue is a local road with a 50km/h speed limit
- The road is unique as it features mostly mountable kerb profile with a varying carriageway width between 6.6m and 7.2m
- There is currently Timed Parking Restrictions of No Parking 8:00am – 4:00pm Mon-Fri, 8:00am – 1:00pm Sat' on the east side of Gladys Avenue which was introduced during the construction of the Northern Beaches Hospital
- Gladys Avenue is a cul-de-sac street intersecting Frenchs Forest Road West with a signalised intersection connecting to the Northern Beaches Hospital entrance.

ISSUES

- The installation of Timed Parking Restriction with a residential permit parking scheme was discussed during the previous consultation; however, this option was not considered appropriate as the majority of the surrounding properties have off-street parking spaces and these streets would not be eligible for a residential permit parking scheme (RPS) as outlined in the Roads and Maritime Services (RMS) guide to permit parking where the limit will apply to local residents and their visitors.
- The level of parking in this street prior to the hospital works was generally low, with some vehicles parked with two wheels or the whole of the vehicle on the nature strip. Gladys Avenue is now fully occupied with very few passing opportunities.
- Residents are experiencing accessibility and safety issues arising from illegal parking on the nature strip, parking across their driveway access and opposite to driveways.
- Parking levels in this street are very high everyday by employees/visitors to the hospital.

PROPOSAL

Council has undertaken a review of the above location and proposes to convert the existing Timed Parking Restrictions into full time No Parking Restrictions and install a No Stopping Unbroken Yellow Line in the turnaround area at the end of Gladys Avenue. As the road is narrow in width this proposal will significantly improve vehicular movements including emergency vehicles at all times.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- Improve the safety of cyclists as the road width for vehicular traffic will increase due to the parking restrictions

CONSULTATION

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

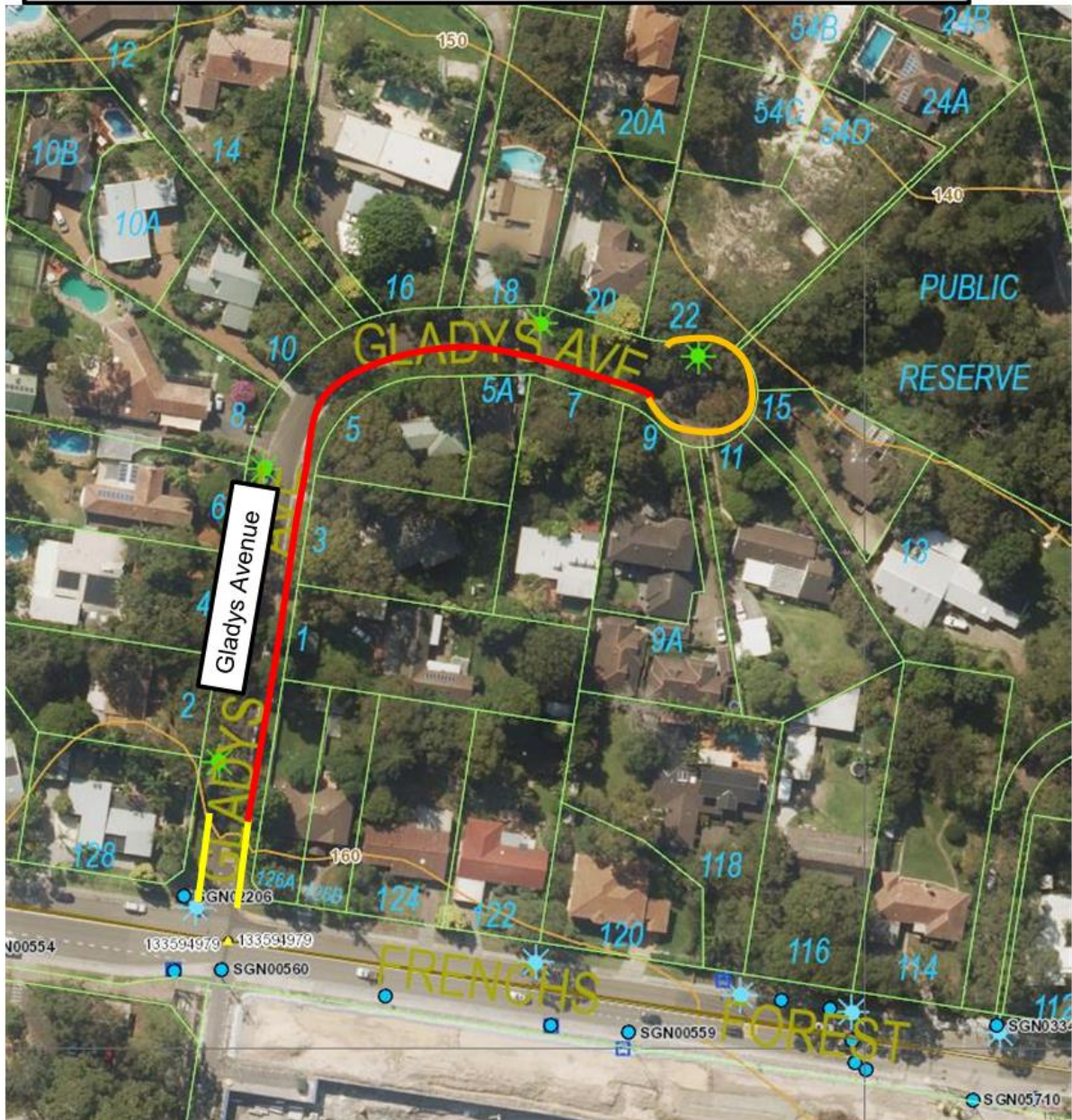
RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of full time No Parking restrictions on the east side of the Gladys Avenue, Frenchs Forest.
 - B. Installation of a No Stopping Unbroken Yellow Line in the turnaround area at the end of Gladys Avenue, Frenchs Forest.
-

Legend

- Existing No Stopping Zone
- Proposed Full Time No parking Zone of existing Timed No Parking Zone
- Proposed No Stopping Zone



Task

- Replace all the 'No Parking 8am-4pm Mon-Fri, 8am-1pm Sat' with 'No Parking' (full time) signs
- Install No Stopping Unbroken Yellow Lines in Cul-de-sac



PROPOSAL

Gladys Avenue, Frenchs Forest
Parking Restriction

Drawn SP

Approved




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council

Table of Consultation

Address	Gladys Avenue and Bluegum Crescent, Frenchs Forest
Proposal	Parking Restrictions

Properties Consulted	38	48
Street	Gladys Avenue	Bluegum Crescent
Responses Received	7	16
Support	7	4
Do Not Support	0	12

Issue	Resident Comment	Council Response
Resident Parking Scheme	Requests parking to be allowed for residents with Parking Scheme	The majority of the surrounding properties have off-street parking spaces, according to RMS residential parking scheme (RPS) guideline this street will not be eligible for this scheme.
Illegal parking	Requests for regular patrol from Rangers for illegal Parking	Council's Rangers to undertake additional patrols after the final determination by the Traffic Committee on the proposed changes for parking.
BLUEGUM CRESCENT (Council consulted on a proposal to convert existing timed 'No Parking' into full time 'NO Parking' on Bluegum Crescent as well)	Most of the residents from Bluegum Crescent responded they would not support any parking proposal on this street until Council introduce a Residential Parking Scheme.	Council has excluded Bluegum Crescent from this proposal and will be working on possibility of introducing a residential Parking Scheme.

ITEM 4.10	WOODLAND STREET SOUTH, BALGOWLAH - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/136112
ATTACHMENTS	1 Woodland Street South, Balgowlah - Plan 2 Table of Consultation

GEOCODES: -33.800463, 151.261361.

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles parking too close to the dividing separation lines outside No.86 Woodland Street South, Balgowlah. This forces traffic to drive on the wrong side of the lines. In addition, concerns have also been raised about these parked vehicles impeding sight lines for residents exiting driveways and for garbage trucks accessing the driveway of No.s 105 -107 Woodland Street, Balgowlah.

LOCATION

Woodland Street South is a local road of 7.3m in width and running in a north- south direction. It carries moderate volumes of traffic. There is a crest at approximately No.97 and double separation lines and speed bumps have been installed on the approaches to the crest to reduce speeds and prevent kerbside parking.

ISSUES

- Vehicles often park immediately to the north of the double separation lines outside No.86 Woodland Street
- Vehicles parked too close to the ends of the double separation lines force traffic to the wrong side of the lines and into the path of oncoming traffic
- Vehicles parked too close to the northern end of the double separation lines impede access (particularly for garbage trucks or other larger vehicles) to the driveway serving homes and townhouses at No.105-107 Woodland Street South
- Vehicles parked both sides of the road can restrict carriageway width so that only a single lane of traffic can proceed.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a length of No Stopping on the east side of Woodland Street South between the end of the double separation lines and the driveway serving No.88 Woodland Street South, Balgowlah. This will provide more road width for traffic to safely pass and improve access and sightlines to driveways.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Increased road width for vehicular traffic to safely pass a cyclist travelling up the hill on Woodland Street South

- There is a footpath on the east side of Woodland Street and to maximise footpath width the new No Stopping sign is to be installed at the back of the footpath and sited some distance from existing signage.

CONSULTATION

Consultation letters have been distributed to 31 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of approximately 20m of No Stopping restrictions on the east side of Woodland Street South between the northern end of the existing dividing separation lines and the driveway to No.88 Woodland Street South, Balgowlah.



PROPOSAL

88 Woodland Street, Balgowlah
Extend No Stopping

Drawn JB

Approved




northern
beaches
council

Table of Consultation

Address	Woodland Street South
Proposal	No Stopping

Properties Consulted	31
Responses Received	3
Support	2
Do Not Support	1

Issue	Resident Comment	Council Response
loss of parking	opposed to No Stopping due to loss of parking and suggests dividing separation lines should be reduced in length to allow more parking	reducing the length of the dividing separation lines would be unsafe given proximity to crest, parking will still be possible of the east side of Woodland Street South
sight lines	propsoal will significantly improve sightlines when exiting driveways	noted
relocation of parking	proposal may result in parking being transferred further to the north	this may occur, however it is safer to park further north. Only a small number of legal parking spaces are impacted and the level of parking activity on-street is not high

ITEM 4.11	CURL CURL PARADE, CURL CURL - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/149094
ATTACHMENTS	1 Curl Curl Parade, Curl Curl - Plan 2 Table of Consultation

GEOCODES: -33.770768, 151.291293

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles on both sides of the bend at Curl Curl Parade, Curl Curl, which reduces the width of the carriageway and visibility. As a result, vehicles have difficulty negotiating around the bend of Curl Curl Parade.

LOCATION

- Curl Curl Parade, Curl Curl is a local road with a speed of 50 km/h between Park Street and Gardere Avenue, Curl Curl.
- Curl Curl Parade is a two-way road with an average width of 9m and 8.6m at the bend.
- There is no existing signs or line markings to restrict parking on the street.
- Curl Curl Parade is a residential street with off street parking facilities in most properties.

ISSUES

- Vehicles parked on both sides at the sharp bend of Curl Curl Parade reduce the width of the trafficable lane and visibility.
- When vehicles are parked on both sides of the street at the bend, two opposing cars cannot pass one another safely. Sight distance is also compromised.

PROPOSAL

Council has undertaken a review of the above location and proposes to install a No Stopping Unbroken Yellow Line along the south-west bend of Curl Curl Parade. This will provide an adequate trafficable lane width for vehicles to travel safely and legally. The measure will improve the traffic flow and visibility around the bend and enhance safety.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

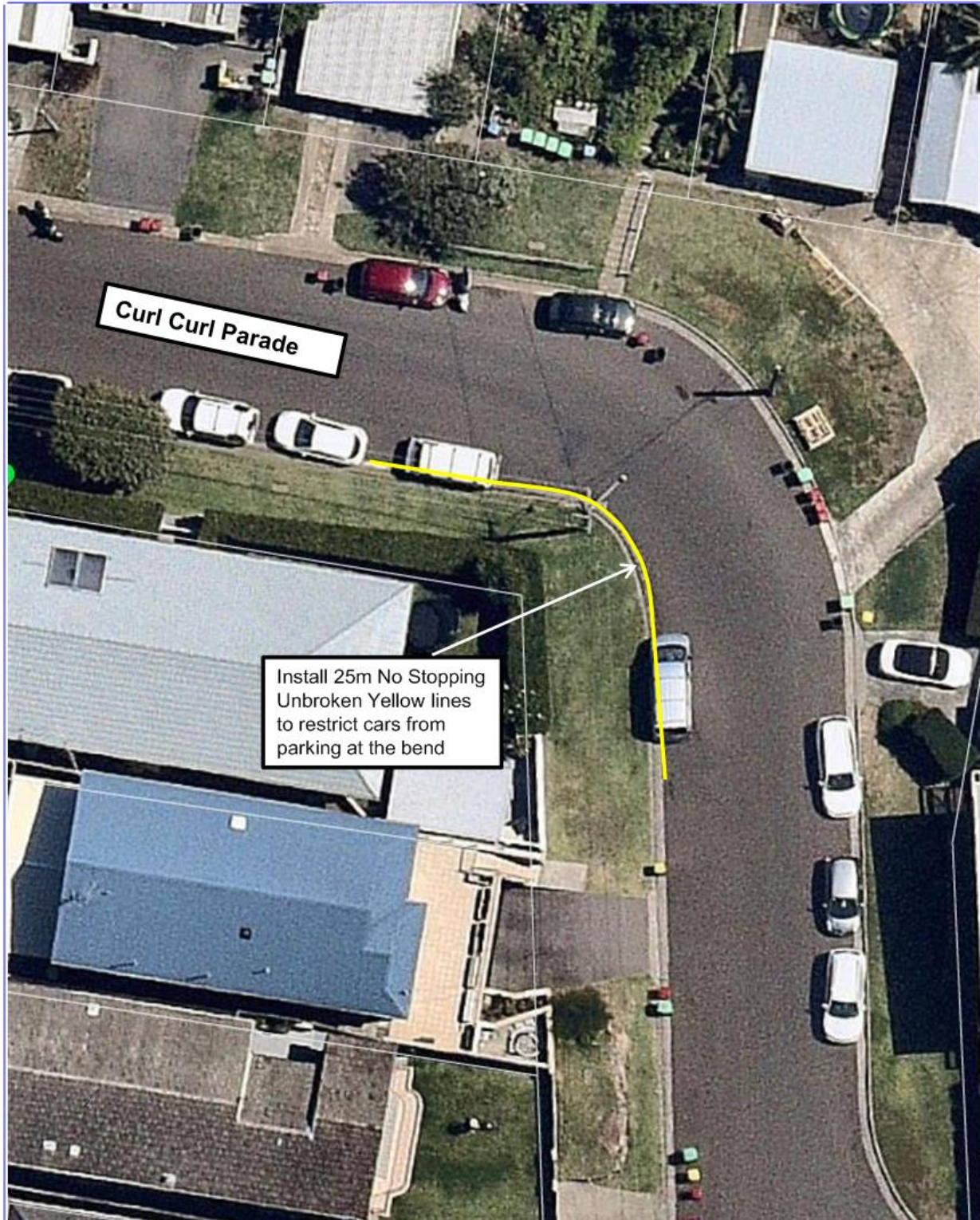
- Improvement to traffic flow and visibility will also improve the safety of cyclists

CONSULTATION

Consultation letters have been distributed to 17 properties within the immediate vicinity of the location providing notification of the proposed changes. Consultation period has been finished and responses are noted in Attachment 2 – Table of Consultation

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the introduction of a 25m No Stopping Unbroken Yellow Line on the inside radius of the bend of Curl Curl Parade, Curl Curl.



PROPOSAL

Curl Curl Parade, Curl Curl
No Stopping Restrictions



Drawn AS

Approved 

Table of Consultation

Address	Curl Curl Parade, Curl Curl
Proposal	No Stopping Restrictions

Properties Consulted	17
Responses Received	7
Support	6
Do Not Support	1

Issue	Resident Comment	Council Response
Loss of Parking and Speeding	Parking demand is high and removing parking would increase speed of traffic.	Allowing parking at the bending section reduces the visibility and width of the trafficable lane. It creates risks to motorists.
Narrow Street	Suggests parking be allowed only on one side of the whole length of the street.	It is better to allow parking on both sides to benefit both side properties. Also, it changes the alignment and creates speed calming effect and hence safety improved.
Loss of Parking	Reduce length of No Stopping	The restriction has been kept at minimum level any further reduction will not solve the problem.
Traffic flow and speed	To close off Curl Curl Parade at Gardere Avenue and make it a cul-de-sac.	This will reduce the through traffic flow but will not solve the problem. Council cannot implement this treatment as it will impact the wider network.

ITEM 4.12	ELLIS ROAD, BEACON HILL - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/150528
ATTACHMENTS	1 Ellis Road, Beacon Hill - Plan

GEOCODES: 33.751723, 151.253034

REPORT

BACKGROUND

Council has received concerns from local residents regarding a traffic safety issue when vehicles are parked within 3m from the double centreline along Ellis Road, between Warringah Road and Oxford Falls Road, Beacon Hill. Under the Australian Road Rules it is illegal to park the vehicles within 3m from double centreline.

LOCATION

- Ellis Road is a collector road connecting Oxford Falls Road and Warringah Road with a 50km/h speed limit
- Ellis Road has dividing barrier lines for its entire length with some concrete blisters.
- Road width is approximately 9.5m allowing for some off-street parking
- Ellis Road is a bus route for the school buses.

ISSUES

- The illegally parked vehicles are causing cars to take risks when manoeuvring around parked cars.
- It is difficult for Rangers to enforce the 3m rule along Ellis Road with the high volume of traffic. The No Stopping Unbroken Yellow Line would make it easier to enforce the parking restrictions.
- This proposal will remove some parking from the road; however, the proposal is not removing any on-street parking as the vehicles were parking there illegally.

PROPOSAL

Council has undertaken a review of the above location and proposes to install No Stopping Unbroken Yellow Lines on the western side of Ellis Street, between Warringah Road and Oxford Falls Road, Beacon Hill. All the existing No Stopping signs within the proposed yellow line marked area will be removed to avoid any confusion for the drivers.

PEDESTRAIN AND CYCLING IMPACT STATEMENT

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

- Improved safety for cyclists due to the parking restrictions and an increase in the width of the road for vehicular traffic to pass cyclists.

CONSULTATION

Consultation letters have been distributed to 18 properties within the immediate vicinity of the location providing notification of the proposed changes. No submissions were received at the time of reporting.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of No Stopping Unbroken Yellow Lines on the western side of Ellis Street, between Warringah Road and Oxford Falls Road, Beacon Hill.



PROPOSAL

Ellis Road, Beacon Hill

Installation of No Stopping Unbroken Yellow Lines

Drawn AS

Approved



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ITEM 4.13	HILLCREST AVENUE, MONA VALE - NO STOPPING RESTRICTIONS AND DIVIDING BARRIER LINES
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/150559
ATTACHMENTS	1 Hillcrest Avenue, Mona Vale - Plan 2 Table of Consultation

GEOCODES: -33.670750, 151.316442

REPORT

BACKGROUND

Council constructed a footpath along Hillcrest Avenue, Mona Vale, as a part of the Coastal Walk project from Manly to Palm Beach which included the installation of No Parking restrictions to increase visibility for pedestrians using the crossing point. Council is proposing further modifications to improve safety at this location and address concerns raised regarding the narrow road width when vehicles park on both sides of the road between No.15-23 Hillcrest Avenue.

LOCATION

- Hillcrest Avenue is a No Through Road with a 50km/h speed limit. The road predominantly carries local traffic but also provides access to the North Mona Vale Headland Reserve.
- The road width is approximately 7.3m wide with the new footpath and kerb and gutter on the eastern side of the road.
- Dividing Barrier Lines run along the centre of the road from the intersection of Barrenjoey Road to the driveway of No.7 Hillcrest Avenue where parking is not permitted within 3m of the unbroken line.
- Council recently installed 'No Parking' restrictions on both sides of the road approximately 10m east of the crossing point, to extend restrictions beyond the existing dividing barrier lines.

ISSUES

- Vehicles parked on both sides of the road narrow the overall road width for through traffic.
- Traffic sight distances are restricted when vehicles park on the acute bend between No.15-23 Hillcrest Avenue.
- Vehicles parked on both sides of the road near the crossing point of the newly constructed footpath affect the visibility for pedestrians crossing the road.

PROPOSAL

Council has undertaken a further review of the areas and proposes to install No Stopping Unbroken Yellow Lines on the inside of the curve between No.15-23 Hillcrest Avenue, instead of Dividing Barrier Lines, to minimise the loss of parking at this location. It is also proposed that the existing Dividing Barrier Lines be extended from No.2A to a location 6m west of the driveway to No.8 to improve sight distances for approaching vehicles and pedestrians using the new footpath crossing point.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- Improves safety for people cycling along Hillcrest Avenue by providing improved sightlines
- The new footpath may be utilised for off-road cycling in this area and the installation of linemarking could remove the need for signage.

CONSULTATION

- Consultation letters have been distributed to 36 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses from the consultation on the amended proposal are noted in Attachment 2 – Table of Consultation.
- Council initially consulted on a proposal to install Dividing Barrier Lines on the acute bend between No.s 15-23 Hillcrest Avenue which would prevent parking on both sides of the road. Council noted some of the residents' concerns and modified the proposal to minimise the loss of parking by only restricting parking on the inside of the curve. The amended proposal would result in the maximum loss of five on-street car park spaces instead of ten; however, if existing vegetation was removed in the nature strip on the inside of the curve, two car park spaces may be available without encroaching on the proposed No Stopping Unbroken Yellow Line resulting in the loss of only three car park spaces.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of No Stopping Unbroken Yellow Lines on the inside of the curve between No.s 15-23 Hillcrest Avenue, Mona Vale.
 - B. Extension of the Dividing Barrier Lines from No.2A to a location 6m west of the driveway to No.8 Hillcrest Avenue Mona Vale.
-



PROPOSAL



HILLCREST AVENUE, MONA VALE
'NO STOPPING' RESTRICTIONS &
EXTENSION OF DIVIDING BARRIER LINES

Drawn RK

Approved *P. Devo*



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beaches
council

Table of Consultation

Address	Hillcrest Avenue, Mona Vale
Proposal	'No Stopping' restrictions and extension of Dividing Barrier Lines

Properties Consulted	36
Responses Received	7
Support	3
Do Not Support	4

Issue	Resident Comment	Council Response
'No Parking' restrictions	Concerned with loss of parking	Council amended the original proposal for installation of dividing barrier lines to minimise the loss of parking on the curve. The new proposal would result in the maximum loss of 5 on-street car park spaces instead of 10, however if existing vegetation was removed in the nature strip on the inside of the curve 2 car park spaces may be available without encroaching on the proposed yellow line, resulting in the loss of only 3 car park spaces.
Extension of dividing barrier lines (from No.2A to a location 6m west of the driveway to No.8)	<p>We are in total favour of the council proposal , The Proposed Extension of Diving Barrier Lines as per your letter, up to 6m west of the driveway to No 8 Hillcrest, we will be losing parking space outside of our home, however see SAFETY of Pedestrians, residents in the street is more important.</p> <p>Restrictions and no stopping signs need not be as far from the crossing – already taking up too many car spots. Suggest slow speed signs, and safety mirrors might be better and the no stopping signs should only be 1m from the crosswalk, or even if zebra crossing lines</p>	<p>The proposal will improve sight distances for through traffic along the curve between No.15-23 and for approaching vehicles and pedestrians using the new footpath crossing point.</p> <p>The Roads & Maritime Services (RMS) advises that traffic mirrors are not provided for general traffic at intersections or along public roads, and can only be used to assist residents to enter/leave the driveways to their properties if they meet the RMS criteria.</p> <p>Hillcrest Avenue and the crossing point does not meet the RMS warrant criteria for pedestrian numbers and traffic volumes throughout the day. Nevertheless, a marked pedestrian crossing would generally require 20m of 'No Stopping' restrictions on both approaches which would remove further parking.</p> <p>Council will investigate additional warning signs to improve safety for all road users.</p>

Issue	Resident Comment	Council Response
Parking for residents	<p>Should provide Resident Parking Permits to prevent other people from parking in Hillcrest Avenue</p> <p>Most households have 2 or more cars and rely on street parking.</p>	<p>Resident parking schemes can only be approved by the RMS, and the situation in Hillcrest Avenue does not satisfy the necessary RMS guidelines and eligibility criteria. All properties have or could construct parking spaces on their private property, and there is unrestricted on-street parking available near their residence.</p> <p>Parking for private vehicles remains the responsibility of the property owners. Long term parking of vehicles should be on the private property, and residents should better utilise garages and existing driveways for off-street parking.</p>

ITEM 4.14**PITTWATER ROAD, BAYVIEW - NO STOPPING
RESTRICTIONS AND BUS ZONE RESTRICTIONS****REPORTING OFFICER****ENGINEER - TRAFFIC****TRIM FILE REF****2019/150556****ATTACHMENTS**

- 1 Pittwater Road, Bayview - Plan**
- 2 Table of Consultation**

GEOCODES: -33.665771, 151.301360**REPORT****BACKGROUND**

Council has received concerns from local residents regarding reduced traffic sight distances for vehicles exiting Bayview Place onto Pittwater Road, Bayview, when vehicles, including boat trailers park close to the intersection.

LOCATION

- The section of Pittwater Road under consideration is a Regional Road with a width of 12.5m between kerbs. The speed limit along this section of road is 60km/h which changes to 50km/h, 20m north of Bayview Place.
- Bayview Place is a local road which intersects Pittwater Road as the stem of a 'T' intersection. The Pittwater Road/Bayview Place intersection was previously upgraded from Give Way to Stop with the construction of a raised traffic island.
- The statutory 10m No Stopping restrictions prevents parking near the Pittwater Road/Bayview Place intersection. A No Stopping Unbroken Yellow Line has previously been installed at the intersection to reinforce these restrictions.
- A roundabout is located at the Pittwater Road/Cabbage Tree Road intersection and a pedestrian refuge is situated approximately 20m north of this intersection.
- Pittwater Road is a bus route for the 156 McCarrs Creek to Mona Vale service which runs approximately every 30 minutes in each direction. The bus stop for the service is located 50m south of Bayview Place.

ISSUES

- Local residents have raised concerns regarding difficulties with visibility when exiting Bayview Place onto Pittwater Road, particularly when undertaking right turn manoeuvres.
- There are an increasing number of boat trailers and vehicles parking near the intersection, especially during periods of high demand.

PROPOSAL

Council has undertaken a review of the above location and proposes to extend the existing No Stopping restrictions on the western side of Pittwater Road (indicated by a No Stopping Unbroken Yellow Line) southwards from the intersection of Bayview Place to the bus stop. It is also proposed to formalise the bus stop area by installing a Bus Zone 30m in length.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- Improves safety for people cycling along Pittwater Road due to unobstructed sightlines for vehicles exiting Bayview Place
- There is an existing footpath for off-road cycling on the eastern side of Pittwater Road and it is noted that this section of Pittwater Road is included on the future Safe Cycling Network (Draft). The proposed Bus Zone signs will be located on the western side of the road and will not obstruct users as it will be located behind the footpath.

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 following changes to parking restrictions on Pittwater Road, Bayview:

- A. The installation of Bus Zone restrictions for the bus stop located on the western side of the road outside No.1829 (20m south and 10m north of the bus stop)
 - B. Extension of the existing No Stopping Unbroken Yellow Line from Bayview Place to the new Bus Zone.
-



PROPOSAL

Pittwater Road, Bayview
'No Stopping' restrictions

Drawn RK

Approved




northern
beaches
council

Table of Consultation

Address	Pittwater Road, Bayview
Proposal	'No Stopping' restrictions

Properties Consulted	15
Responses Received	4
Support	4
Do Not Support	

Issue	Resident Comment	Council Response
Sight distances due to parked vehicles and boat trailers	It has been particularly dangerous to exit Bayview Place as the parked vehicles and trailers seriously inhibit traffic sight. We often have to edge half way across the western sided of Pittwater Road in order to check for oncoming vehicles. Another safety consideration is for cyclists. Pittwater Road is popular with cyclists everyday but especially on the weekends. Edging out on this blind corner because of parked vehicles is fraught with danger.	The proposed extension of 'No Stopping' restrictions on the western side of Pittwater Road from the intersection of Bayview Place to the bus stop, will prevent parking near the intersection and improve sight distances for through traffic including people cycling along Pittwater Road.

ITEM 4.15	GRIFFIN ROAD, NORTH CURL CURL - BUS ZONE RELOCATION
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/136715
ATTACHMENTS	1 Griffin Road, North Curl Curl - Plan 2 Table of Consultation

GEOCODES: -33.765292, 151.294897

REPORT

BACKGROUND

Council has received concerns from local residents regarding buses parking for extended periods of time during driver changeovers at the Bus Stop on the west side of Griffin Road, south of Pitt Road, North Curl Curl. This creates congestion on approach to the traffic lights and results in access to residents' driveways being blocked.

Council staff have met with State Transit Authority (STA) to discuss more appropriate arrangements for driver changeovers and a solution has been developed.

LOCATION

Griffin Road is a Regional Road running in a north south direction linking Dee Why Beach to Curl Curl. It carries approximately 14000 vehicles per day. The 136 Bus Route passes along Griffin Road and stops at bus stops on the western side of Griffin Road, north of Abbott Street and south of Pitt Road.

ISSUES

- Residents on the west side of Griffin Road have raised concerns about buses stopping for extended periods of time at the bus stop on the western side of Griffin Road south of Pitt Road. One bus can be stopped for several minutes awaiting the arrival of a second bus to facilitate driver changeover. During this time, through traffic on approach to the Pitt Road traffic signals is impeded and access to residents' driveways is blocked. This bus stop is unsuitable for driver changeovers.
- The existing bus stop on the west side of Griffin Road north of Abbott Road is sited close to the roundabout at Abbott Road where parked buses can obstruct through traffic. It is also sited where parked buses would block access to residents' driveways. This bus stop is unsuitable for driver changeovers.
- The west side of Griffin Road south of Abbott Road has no driveways and at most times is subject to low levels of parking activity. There is a pedestrian refuge sited approximately 90m south of Abbott Road which facilitates safe access across Abbott Road to/from Curl Curl Beach and from the bus stop sited on the east side of Griffin Road south of Abbott Road. This location would be more suitable for a Bus Zone to facilitate driver changeovers.
- A No Parking zone exists on the departure side of the existing pedestrian refuge on Griffin Road. If a Bus Zone were sited on Griffin Road at this point the No Parking zone would allow buses to "draw in" within the No Parking zone limiting the length of Bus Zone required.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to relocate the bus stop on the west side of Griffin Road north of Abbott Road to a new location south of Abbott Road. This

will site it near the pedestrian refuge (facilitating safe access over Griffin Road) and opposite the bus stop on the east side of Abbott Road. The new location is not sited near any residential driveways so driver changeover can occur without blocking access to driveways. Similarly, buses parked for extended periods of time south of Abbott Road will not create congestion as is currently the case when driver changeover occurs on approach to Pitt Road.

The proposal will have a positive impact upon the on road bicycle route which passes along Griffin Road. Access to the marked bike lane north of Abbott Road can, at present be obstructed by a bus using the bus stop. By relocating the bus stop south of Abbott Street, this obstruction is cleared and no obstruction of the bike lane will occur when a bus parks in the proposed bus stop location.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- There will be a positive impact upon the on road bicycle route which passes along Griffin Road. Access to the marked bike lane north of Abbott Road can, at present, be obstructed by a bus using the bus stop. By relocating the bus stop south of Abbott Street, this obstruction is cleared and no obstruction of the bike lane will occur when a bus parks in the proposed bus stop location.
- The proposal enhances pedestrian amenity and safety as the relocated bus stop will be sited nearer to the pedestrian refuge, facilitating safer crossing of Griffin Road.

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:

- A. Removal of the bus stop on the west side of Griffin Road, north of Abbott Road, North Curl Curl.
 - B. Creation of a new bus stop and supporting Bus Zone on the west side of Griffin Road, south of Abbott Road, North Curl Curl, (noting that the STA will be responsible for relocating the bus stop sign).
-



PROPOSAL

Griffin Road, North Curl Curl
Relocate Bus Stop

Drawn **JB**

Approved



northern
beaches
council



Table of Consultation

Address	Griffin Road, North Curl Curl
Proposal	Bus Zone

Properties Consulted	17
Responses Received	2
Support	2
Do Not Support	0

Issue	Resident Comment	Council Response
Trailers parking	trailers sometimes park on the west side of Griffin Road where the Bus Zone is sited request 10P between the Bus Zone and Abbott Road	creation of Bus Zone should solve this issue, number of trailers parked here is not high doesn't warrant restrictions at this time

ITEM 4.16	QUIRK ROAD, BALGOWLAH - ANGLE PARKING
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/145002
ATTACHMENTS	1 Quirk Road, Manly Vale - Plan 2 Table of Consultation

GEOCODES: -33.787339, 151.270039

REPORT

BACKGROUND

Council has received concerns from local residents and Rangers regarding vehicles parking in an unregulated fashion on the east side of Quirk Road, south of Kenneth Road, Balgowlah. Unless signposted for angle parking, by law, vehicles must park parallel to the kerb; however, on this section of Quirk Road, cars have been parking at an angle for many years on an informal basis. Vehicles also park on the western side of Quirk Road parallel to the kerb.

This item was deferred from the March Northern Beaches Council Local Traffic Committee meeting to allow for consideration of issues raised by Mr Phil Thorsen, a business owner in Quirk Road, at the March meeting. Staff have since met with Mr Thorsen on site to discuss potential options which are reflected in the proposal submitted in this report.

LOCATION

Quirk Road is a local road with a 50km/h speed limit. It is a two way road closed to traffic at its southern end. The subject section of Quirk Road is 11.4m in width. It is situated within the Balgowlah Industrial Area and carries low volumes of traffic. It is 120m in length with one connecting side street (Paton Place) which is 60m in length and is also a cul-de-sac. Quirk Road has a shared path on its eastern side offset a metre from the eastern kerb alignment.

ISSUES

- There is a high demand for kerbside parking in Quirk Road given that Quirk Road and Paton Place contain a number of motor mechanics and vehicle repair businesses.
- Parking has been occurring safely in an ad hoc 60-90° angle parking arrangement on Quirk Road's eastern side for many years. Crash data for Quirk Road reveals no reported crashes on Quirk Road south of Kenneth Road in the 10 years to June 2018.
- Austroads Road Design guidelines suggest that for a road with a width of 11.4m that the road is too narrow even for 30° angle parking on one side and no parking on the other. To meet the Austroads requirements for volumes up to 800 vehicles per hour a 60° angle parking arrangement requires a road width of 14.8m. Given the far lower level of traffic in the street the required width to maintain safe two way traffic flow could safely be reduced.
- There is a shared path running along the east side of Quirk Road. Given that the shared path is offset by approximately a metre from the kerb alignment a rear to kerb parking arrangement, which allows for a larger degree of end overhang (up to 900mm), is possible. This allows for parking space lengths to be reduced by 300mm.
- A No Stopping restriction was introduced in 2017 around the cul-de-sac end of Quirk Road to keep the end of the road clear of parked vehicles to facilitate emergency access to the SES compound at the end of the road. This No Stopping zone will be retained; however, its length on the eastern side of Quirk Road can be reduced and still maintain space for SES to turn in and out of the site.

- To provide for the turning of heavy rigid vehicles it is not possible to extend angle parking all the way to Kenneth Road. The statutory 10m No Stopping zone would be maintained plus a short length of parallel parking on the eastern side.
- Responses to consultation have highlighted the need to maximise parking in the street and it has been noted that angle parking has been occurring in the street for many years without issue. Strong opposition to any removal of parking has been expressed.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce 60° angle parking (rear to kerb) on the eastern side of Quirk Road. Parking would be banned on the bulk of the western side; however, it is proposed to create three indented parallel parking bays on the western side of Quirk Road between Paton Place and Kenneth Road. This will result in a total of three parking spaces on the western side of Quirk Road and 31 legal angle parking spaces plus one parallel space on the eastern side.

The above will maintain a 6.6m road width beyond the parked vehicles. This is sufficient for a lane of traffic in either direction. Although the proposal does not meet the Australian Standard requirements, these requirements are framed around a traffic volume of up to 800 vehicles per hour and speeds of 60km/h. Given that the volume of traffic in Quirk Road is very low (under 50 vehicles per hour) and the speed of traffic well below 60km/h with a low turnover of parking (parking will remain unrestricted), it is considered that the proposed arrangement will be safe.

By removing parking from the bulk of the western side of the road and indenting the remainder there will be sufficient road width to reverse into an angle parking space and sufficient space and good visibility to exit from an angle parking space. These manoeuvres will require some encroachment onto the opposing traffic lane; however, given the low volume and speed of traffic in the street such encroachment will not result in a significant risk of collision. It should be noted that the street has operated safely for many years with an informal angle parking arrangement operating on one side and parallel parking on the other.

A length of 6m of parallel parking will be retained on the east side of Quirk Road to allow for the swept path of heavy vehicles entering the street from Kenneth Road.

Existing No Stopping zones in the cul-de-sac of Quirk Road will be retained; however, the length of the No Stopping zone on the eastern side will be reduced but retained at a length which is sufficient to facilitate the turning of vehicles and access to and from the SES site.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- No impact on available shared path width on the eastern side of Quirk Road
- Additional road space on Quirk Road for those cyclists who choose not to use the shared path.

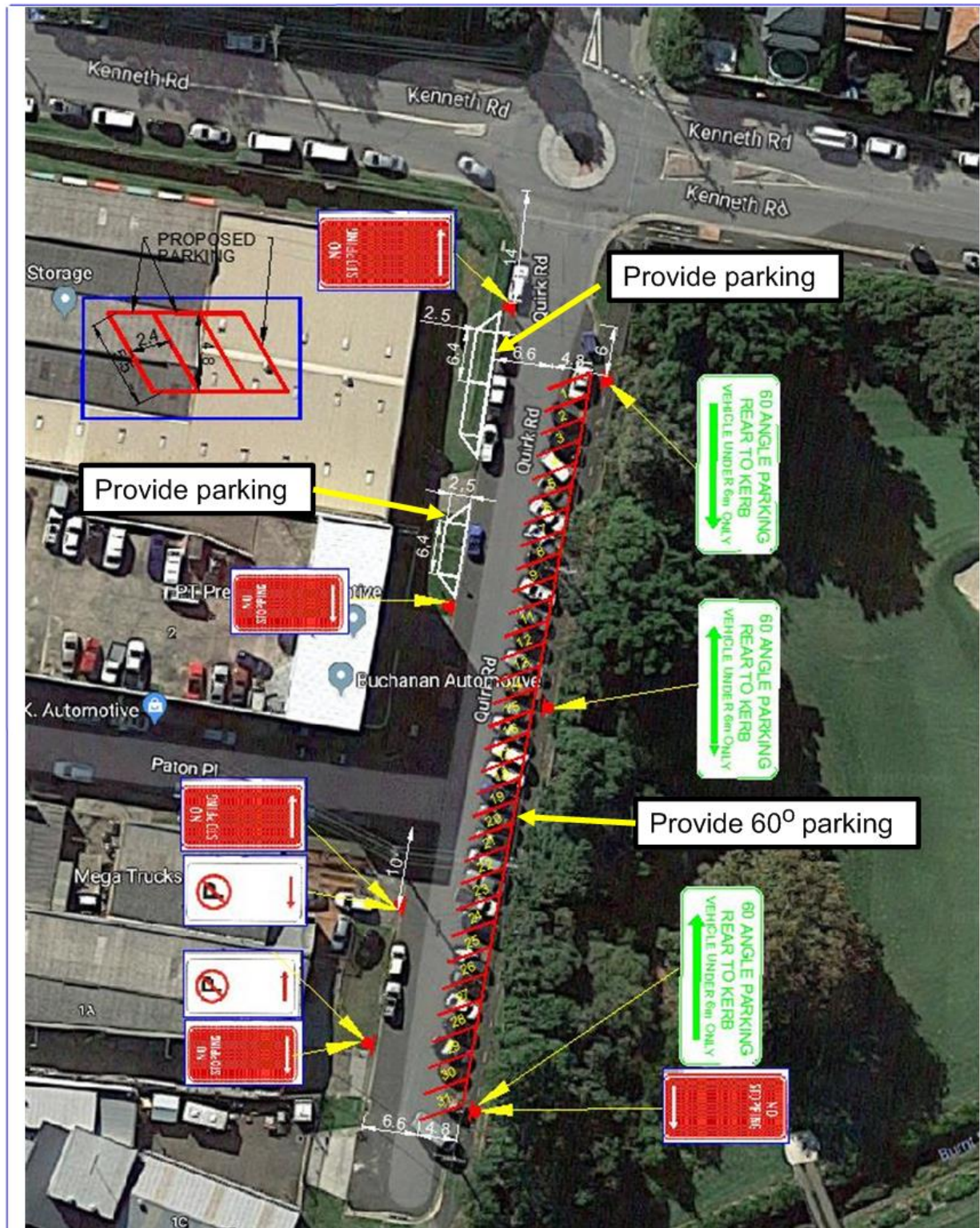
CONSULTATION

Consultation letters have been distributed to 55 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Signposting and linemarking of 31 x 60° angle parking spaces, rear to kerb, on the east side of Quirk Road, south of Kenneth Road, Balgowlah but with:
 - i. a retention of 6m of parallel parking on the east side of Quirk Road immediately south of the kerb blister at its Kenneth Road intersection
 - ii. a reduction in the length of the No Stopping zone on the eastern side of Quirk Road at its southern end by approximately 5.6m
 - B. Creation of indented parking bays on the western side of Quirk Road, between Paton Place and Kenneth Road, accommodating three parallel parking spaces
 - C. Signposting of No Parking and No Stopping restrictions on the balance of the western side of Quirk Road, between the SES site and Kenneth Road, Balgowlah.
-



PROPOSAL



Quirk Rd & Kenneth St intersection, Manly Vale,
Installation of 60 – degree parking on eastern side.

Drawn: AS

Approved



northern
beaches
council

Table of Consultation

Address	Quirk Road, Manly Vale
Proposal	Angle Parking

Properties Consulted	55
Responses Received	2
Support	0
Do Not Support	2

Issue	Resident Comment	Council Response
retain parking on western side	opposed to ban on parking on the western side of Quirk Road as the parallel spaces are used for larger vehicles and drop off of vehicles. Around 9 spaces will be lost	it is not possible to retain parking on both sides of Quirk Road and meet standards or provide sufficient carriageway width for two way traffic flow. The proposed No Parking restriction will still permit drop off and pick up to occur. Parallel parking will remain in Paton Place
rear to kerb parking preferred	rear to kerb parking allows greater overhang thereby maximising available road width	although rear to kerb does maximise available road width it would also result in vehicles overhanging the shared path. Front to kerb is preferred for this reason
widen road to allow parking to be retained on both sides	if the road does not meet standards for angle parking one side and parallel parking on the other side. The road should be widened	The road would need to be widened by over 5m to meet Australian Standards requirements. Currently angle parking is taking place illegally, parking should be taking place parallel to the kerb on both sides of the road unless signposted otherwise
too much lost parking	6 parking spaces were lost last year as a result of the introduction of No Stopping at the end of the cul-de-sac. This will remove more, local business will suffer	Currently angle parking is taking place illegally, parking should be taking place parallel to the kerb on both sides of the road unless signposted otherwise, we are attempting with this proposal to maximise legal parking in the street
extend angle parking nearer to Kenneth Rd	angle parking can be extended by approximately 6-8m nearer to Kenneth Road than is shown on the plan. This will add 3-4 spaces	Quirk Road is used by trucks, parallel parking is required near the Kenneth Road intersection in order to allow for turning movements entering and exiting the roundabout
why change the status quo	the street has been working well for 30 year with one side angle parking and the other parallel. Why change it?	the proposal seeks to legalise parking which has been occurring contrary to the road rules. It is considered unsafe to retain parking on the western side with angle parking on the other

ITEM 4.17	PITTWATER ROAD AND KING EDWARD AVENUE, BAYVIEW - INTERSECTION LINEMARKING
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2019/150557
ATTACHMENTS	1 Pittwater Road and King Edward Avenue, Bayview - Plan 2 Table of Consultation

GEOCODES: -33.661182, 151.300901

REPORT

BACKGROUND

Council has received concerns from local residents regarding reduced traffic sight distances for vehicles exiting King Edward Avenue onto Pittwater Road, Bayview, when vehicles including boat trailers park close to the intersection.

LOCATION

- The section of Pittwater Road under consideration is a Regional Road with a 50km/h speed limit. The sealed carriageway width varies from 8.5m on the approach to 11.5m at the intersection with King Edward Avenue.
- King Edward Avenue is a local road which intersects Pittwater Road as the stem of a 'T' intersection. The road width is 6.5m between kerbs, and there are no signposted controls or holding lines at the intersection.
- Dividing barrier lines have been installed in King Edward Avenue approximately 20m from the intersection and also run along the length of Pittwater Road where parking is not permitted within 3m of the unbroken line.
- Pittwater Road is a bus route for the 156 McCarrs Creek to Mona Vale service which runs approximately every 30 minutes in each direction.

ISSUES

- Local residents have raised concerns regarding difficulties with visibility when exiting King Edward Avenue onto Pittwater Road, particularly when undertaking right turn manoeuvres.
- There are increasing numbers of boat trailers and vehicles parking on the road shoulder especially during periods of high demand.
- Traffic sight distances for drivers in King Edward Avenue at the intersection are also affected by the existing topography and alignment of the road.

PROPOSAL

Council has undertaken a review of the above location and proposes to install additional linemarking at the intersection including the extension of the dividing barrier lines in King Edward Avenue and diagonal markings in Pittwater Road to prevent parking immediately south of the intersection. The delineation and promotion of the Give Way holding line closer to Pittwater Road will also increase traffic sight distances at this location.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- Improves safety for people cycling along Pittwater Road due to unobstructed sightlines for vehicles exiting King Edward Avenue.
- There is an existing footpath for off-road cycling on the eastern side of Pittwater Road, and it is noted that this section of Pittwater Road is included on the future Safe Cycling Network (Draft). The proposal does not affect any future planned facilities.

CONSULTATION

Consultation letters have been distributed to 26 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Upgrade to the intersection of Pittwater Road and King Edward Avenue, Bayview to improve sightlines and traffic safety for vehicles exiting King Edward Avenue.
 - B. Installation of Give Way linemarkings and diagonal markings on Pittwater Road, Bayview.
 - C. Extension of Dividing Barrier Lines on King Edward Avenue, Bayview, to the Give Way linemarking at the intersection with Pittwater Road, Bayview.
-



PROPOSAL



Pittwater Road & King Edward Avenue, Bayview
'Intersection Line Marking'

Drawn FR

Approved




northern
beaches
council

Table of Consultation

Address	Pittwater Road and King Edward Avenue, Bayview
Proposal	Intersection Linemarking

Properties Consulted	26
Responses Received	4
Support	4
Do Not Support	

Issue	Resident Comment	Council Response
Sight distances due to parked vehicles and boat trailers	Thank you for addressing problems at lower end of King Edward Ave Bayview. I choose to come out at bottom of Bayview place. It is impossible to turn right if their is a trailer or car parked on the right hand side of the street. The view is completely obstructed . That is the strip of parking on pittwater rd , between Bayview place and cabbage tree rd. Please look into this as well.	The proposed diagonal markings in Pittwater Road will prevent parking immediately south of the intersection with King Edward Avenue. Council has also put forward a separate proposal for extension of 'No Stopping' restrictions on the western side of Pittwater Road from the intersection of Bayview Place to the bus stop, will prevent parking near this intersection.
Boat trailer parking	Large boats on tandem trailers have been left in Pittwater Road for many months at a time adjacent to Bayview Park.	According to the Road Rules long vehicles (7.5m in length or over which includes any load projections), are not permitted to stop on a length of road in a built up area for longer than 1 hour. Rangers can also issue infringement notices for vehicles which are unregistered or parked illegally. The following Road Rules are enforceable without any additional signage.

ITEM 4.18	PARK STREET, MONA VALE - RIDE SHARE PICK UP/DROP OFF ZONE
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/150554
ATTACHMENTS	1 Park Street, Mona Vale - Plan

GEOCODES: -33.676858, 151.305496

REPORT

BACKGROUND

Council has received requests from residents who use the Keoride service for a more accessible pickup and drop off location in Mona Vale.

LOCATION

- Park Street is a local sub-arterial road which connects Barrenjoey Road and Pittwater Road. The section of road under consideration is located within a designated High Pedestrian Activity Area which has a reduced speed limit of 40km/h.
- The intersection of Park Street, Pittwater Road, and Golf Avenue is controlled by traffic lights, and a marked pedestrian crossing is located in Park Street approximately 60m west of the intersection.
- Timed parking restrictions, '2P 8:30am – 6:00pm Mon-Fri, 8:30am – 12:30pm Sat' apply to the section of 90° angle parking on the southern side of Park Street, and a Bus Zone is located on the northern side of the road between the marked pedestrian crossing and traffic lights.
- Mona Vale is the northernmost stop on the B-Line bus service and connects to a number of bus routes servicing the Northern Beaches area. The B-Line bus stops are located on opposite sides of Barrenjoey Road and there is also a bus stop for local services on the northern side of Park Street.
- The Mona Vale Hotel is located on the northern side of Park Street and Village Park on the southern side. Both the B-Line commuter car park and Mona Vale Park and Ride in Kitchener Park are located on the eastern side of Barrenjoey Road. The Mona Vale Scout and Guides Hall is situated adjacent to the B-Line commuter car park.

ISSUES

- The Keoride service on The Northern Beaches is part of the NSW Government's On Demand Public Transport Pilot Program which connects customers from Palm Beach to North Narrabeen to bus stops on the B-Line.
- The Keoride currently uses the B-Line commuter car park for pickup/drop off.
- The Mona Vale Scouts have raised concerns that customers of the Keoride affect access to their facilities when waiting outside the Scout Hall for pickup.
- Some users of the Keoride have also indicated difficulties crossing Barrenjoey Road and requested a more accessible pickup location at the end of the B-line in Mona Vale.

PROPOSAL

Council has undertaken a review of the area and proposes that two car park spaces be provided for the Keoride service and other Ride Share services in Mona Vale within the section of 90 degree

angled parking in Park Street (southern side) to better connect public transport users to their homes and is within a short 50m walk from the Mona Vale B-Line bus stop.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- No impact to people cycling along Park Street
- There is an existing footpath for off-road cycling in this area and it is noted that Park Street is included in the future Safe Cycling Network (Draft). The proposed parking signs will be located so that they do not obstruct users of the footpath.

CONSULTATION

Consultation letters have been distributed to 6 properties within the immediate vicinity of the location providing notification of the proposed changes, and no responses were received. Council also advised the Mona Vale Chamber of Commerce of the proposal who have indicated that they have no objections to the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of No Parking (Ride Share Drop Off/Pick Up Zone) restrictions for the Keoride service and other Ride Share services in Mona Vale. The signage is to be installed for two car park spaces within the section of 90 degree angled parking in Park Street (southern side) near the intersection with Barrenjoey Road, Mona Vale.



	PROPOSAL		 northern beaches council
	'No Parking Ride Share Vehicles Excepted' Park Street, Mona Vale		
	Drawn RK	Approved 	

ITEM 4.19	SYDNEY ROAD PLAZA, MANLY - AMENDED VEHICULAR ACCESS HOURS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/148578
ATTACHMENTS	1 Sydney Road Plaza, Manly - Plan 2 Table of Consultation 3 Sydney Road Plaza, Manly - Traffic and Pedestrian Counts

GEOCODES: -33.797173, 151.286940

REPORT

BACKGROUND

Council has received concerns from pedestrians using the Sydney Road Plaza, Manly, regarding the current arrangements which allows trucks (and other vehicles) to access the Sydney Road Plaza until 11:00am in the morning.

LOCATION

Sydney Road, between Whistler Street and The Corso, is closed to vehicular traffic other than between 5:00am and 11:00am. It is constructed as a pedestrian mall of some 15m in width. Between the hours of 5:00am and 11:00am bollards at the southern end of Henrietta Lane and Central Avenue, where these streets meet Sydney Road, are open to facilitate deliveries to commercial premises fronting the Sydney Road Plaza area.

The Sydney Road Plaza links with other pedestrianised areas in the Manly CBD, such as The Corso and Market Lane.

ISSUES

- The Sydney Road Plaza is used by large volumes of pedestrians, particularly later in the morning (volume of pedestrians on Sydney Road Plaza at Henrietta Lane between 9:45am and 10:45am on 14 February 2019 was 530 pedestrians per hour).
- Although the Sydney Road Plaza is used by low volumes of trucks and other vehicles between 5:00am and 11:00am (peak vehicle movement volume was 14 vehicles per hour between 9:45am and 10:45 on 14 February 2019) these movements are in both directions and vehicles are often stopped on the Plaza for extended periods of time. The Plaza can become quite congested with delivery vehicles.
- Pedestrians often walk along the Plaza between moving or stationary trucks or past turning vehicles. This is a significant safety concern.
- Trucks and other vehicles are using Henrietta Lane and Central Avenue to access other pedestrianised areas of the Manly CBD, such as The Corso and Market Lane.
- Access hours for trucks to the paved areas of Market Lane are 5:00am to 8:00am. This differs from the access hours to the Sydney Road Plaza.
- Businesses fronting the Sydney Road Plaza rely upon truck access from Henrietta Lane and Central Avenue in order to receive deliveries. Loading Zones in Henrietta Lane and Central Avenue which currently apply for a limited range of hours are some distance from some premises.
- There is no turning circle on Central Avenue and during hours when access to the Sydney Road Plaza is not possible trucks turn in driveways in Central Avenue or drive onto the Plaza area and turn within a turning circle area demarcated with bollards on the Plaza. Pedestrians

are often unaware of the use of this area as a turning bay and although the turning of trucks occurs at low speeds there is a risk of collision with unwary pedestrians

PROPOSAL

Council has undertaken a review of the location and issues and proposes to reduce the hours during which vehicles may access the Sydney Road Plaza to 5:00am to 8:00am. Outside of these hours access to the Plaza would be assessed on a case by case basis in response to an application and would only be approved under traffic control. i.e. vehicles are to proceed at a walking pace and accompanied front and rear by Roads and Maritime Services (RMS) certified traffic controllers.

Consideration was given to installing No Entry (8:00am – 5:00am Everyday) – Authorised Vehicles Excepted signage at the southern ends of Henrietta Lane and Central Lane to reinforce the bollards as a means of preventing access; however, there are frequent occasions when access is permitted and, if signage was present, the wording may add to rather than resolve confusion over whether access was permissible. The benefit of the signage would be to act as a failsafe for times when the bollards were damaged and/or unoperational. On these occasions access could also be prevented by temporary barricades or temporary bollards.

To offset the loss of delivery access to the Plaza area, the existing Loading Zones on the east side of Henrietta Lane, at its southern end and at the rear of 49-52 North Steyne, which currently apply between 11:00am until 5:00am will be amended to apply from 8:00am until 8:00pm reverting to No Stopping at other times. The existing Loading Zone on the east side of Central Avenue, at its southern end, which currently applies 6:00am to 9:00am everyday will be amended so that it applies 6:00am to 8:00pm Everyday.

Improved marking of the turning area on the Sydney Road Plaza at the end of Central Road will also be introduced to improve pedestrian awareness of the likely presence of turning vehicles with the installation of a No Stopping Unbroken Yellow Line and Beware Turning Vehicles markings.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Sydney Road Plaza is signposted for Shared Use. By reducing vehicular access hours, cyclist safety is improved
- The proposal will improve pedestrian safety by reducing access to the Plaza area to hours when pedestrian volumes are lower

CONSULTATION

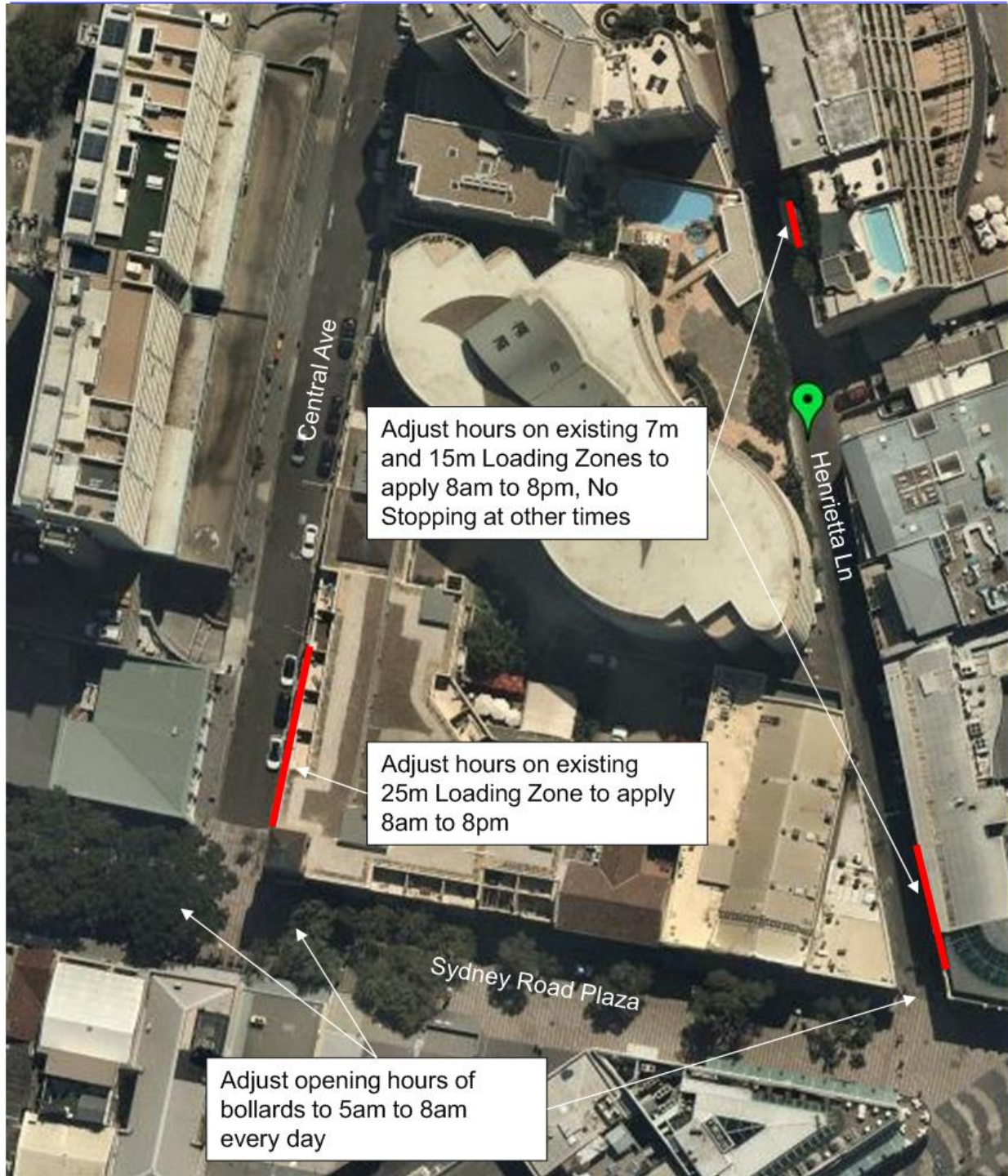
Consultation letters have been distributed to approximately 100 properties within the immediate vicinity of the location providing notification of the proposed changes. The Manly Business Chamber was also supplied with notification of the change for circulation amongst their members. The responses are noted in Attachment 2 – Table of Consultation.




RECOMMENDATION TO TRAFFIC COMMITTEE

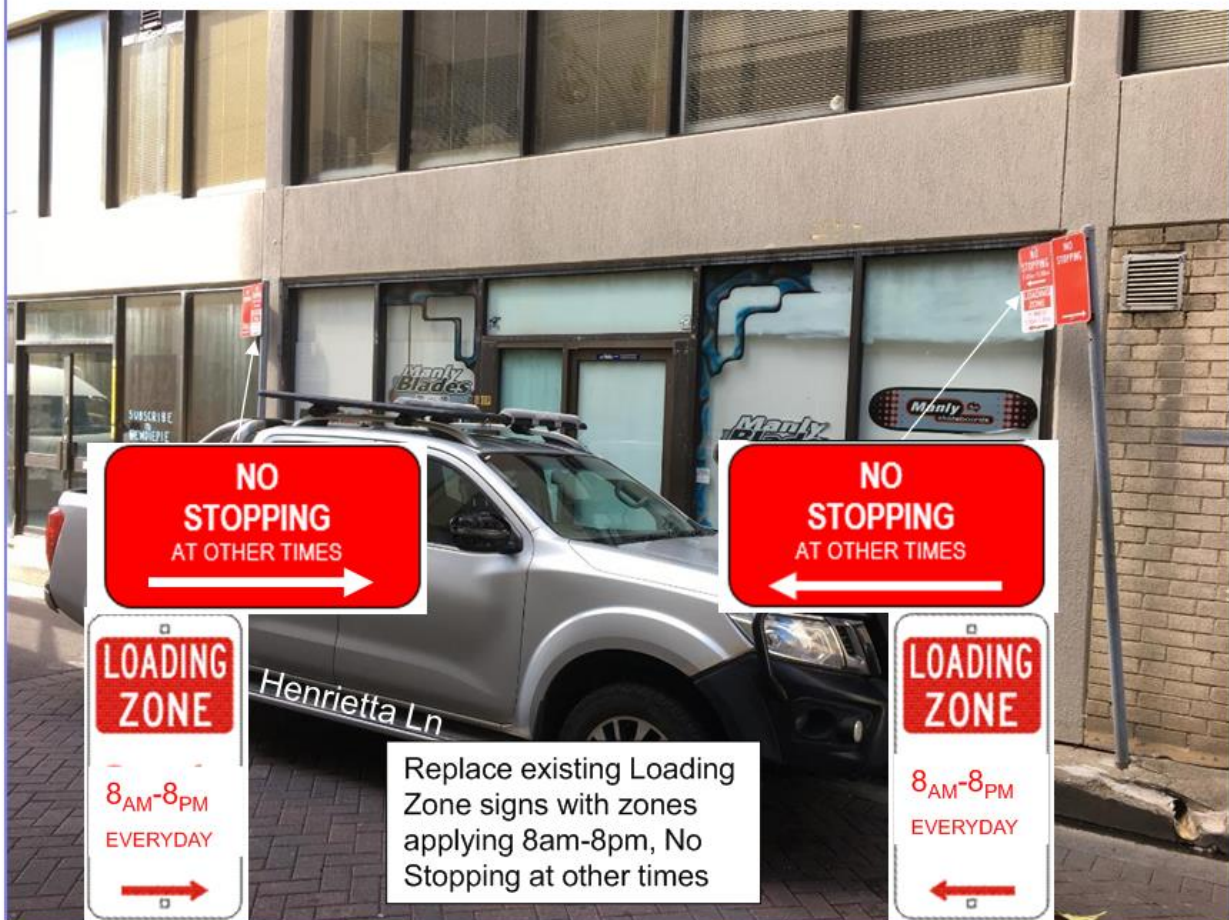
That the Traffic Committee supports:

- A. Amending the access hours to the Sydney Road Plaza, Manly, to 5:00am to 8:00am to match access hours to Market Lane
 - B. Amendment of the existing Loading Zones on the east side of Henrietta Lane, Manly, so that they apply 8:00am to 8:00pm Everyday, reverting to No Stopping at other times
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- C. Amendment of the existing part time Loading Zone on the east side of Central Avenue, Manly, so that it applies 6:00am to 8:00pm Everyday
 - D. The installation of a No Stopping Unbroken Yellow Line and Beware Turning Vehicles markings on the Sydney Road Plaza, Manly, turning area.
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	PROPOSAL		 northern beaches council
	Sydney Road Plaza, Manly Amended hours of access		
	Drawn JB	Approved 	



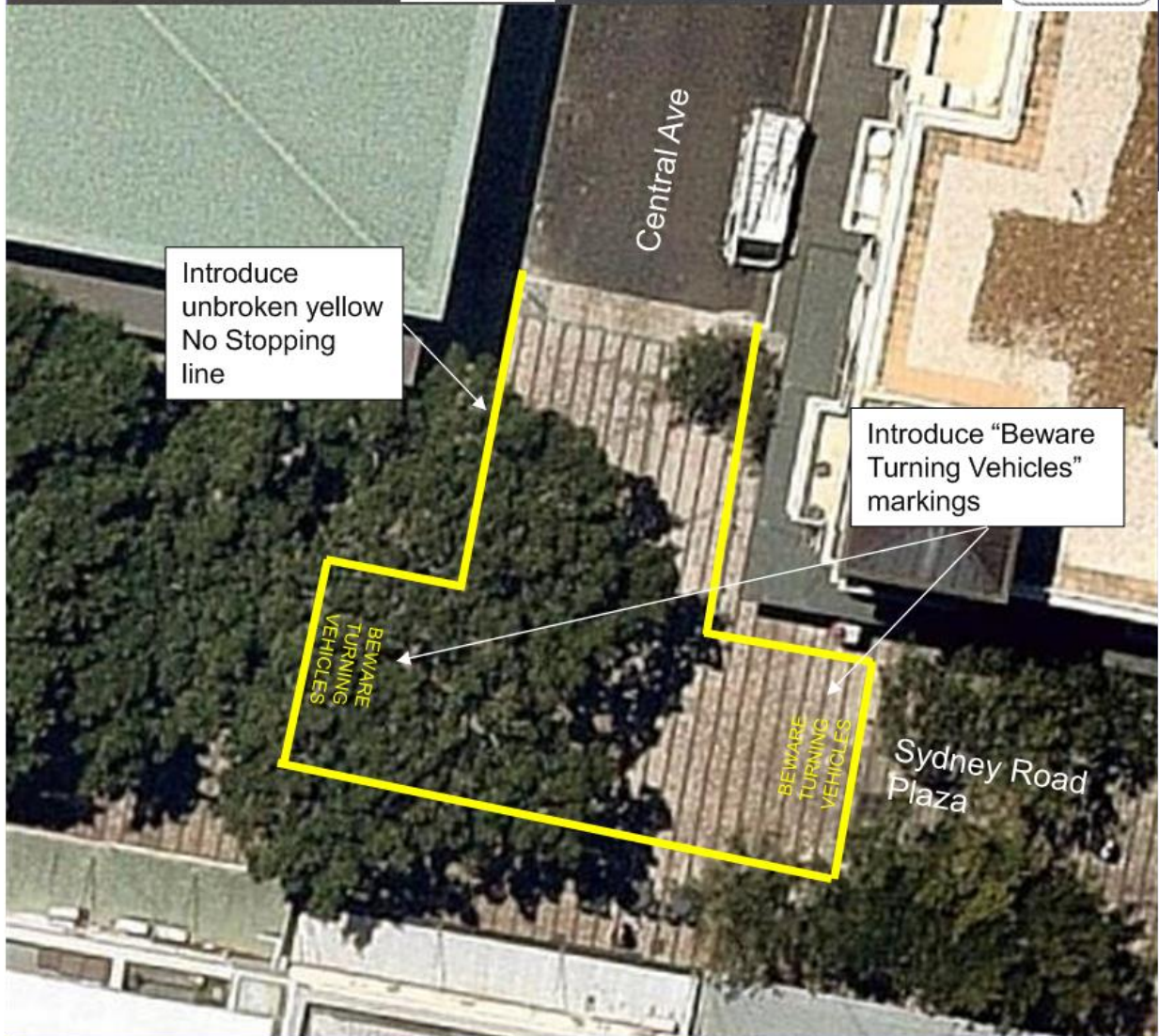


Table of Consultation

Address	Sydney Road Plaza, Manly
Proposal	reduced vehicular access hours

Properties Consulted	100
Responses Received	1
Support	1
Do Not Support	0

Issue	Resident Comment	Council Response
delivery hours too short	unreasonable to expect all deliveries to Sydney Road Plaza properties be completed before 8am	Council will review Loading Zone hours and consider additional Loading Zones or amended hours
extra Loading Zones	propose that the length of the western side of Henrietta Lane north of No.2 Sydney Road be signposted as full time Loading Zone	this is not possible without impacting on vehicular or emergency access to or from properties fronting Henrietta Lane.
Loading at southern end of Henrietta Lane	request that loading at the Loading Zone at the southern end of Henrietta Lane be restricted to deliveries to The Steyne Hotel	this is not possible, a Loading Zone cannot be confined to use by one address

Traffic & Pedestrian Counts - Sydney Road Plaza				
Time	At Central Avenue		At Henrietta Lane	
	Vehicles	Pedestrians	Vehicles	Pedestrians
7:00-7:15	2	42	2	46
7:15-7:30	4	67	2	76
7:30-7:45	1	56	0	45
7:45-8:00	1	50	2	70
8:00-8:15	1	70	1	83
8:15-8:30	2	101	2	78
8:30-8:45	3	98	4	100
8:45-9:00	3	92	2	97
9:00-9:15	1	132	0	118
9:15-9:30	1	105	0	114
9:30-9:45	5	115	4	113
9:45-10:00	6	73	3	126
10:00-10:15	1	95	3	136
10:15-10:30	2	96	0	118
10:30-10:45	2	126	8	150
10:45-11:00	3	109	1	122
hourly volumes				
7:00-8:00	8	215	6	237
8:00-9:00	9	361	9	358
9:00-10:00	13	425	7	471
10:00-11:00	8	426	12	526
peak volumes				
8:45-9:45	10	444		
9:45-10:45			14	530