

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 4 JUNE 2019

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

Jorde Frangoples
Director Transport and Assets

Voting Members

Chair – Mayor – Northern Beaches Council

Member for Pittwater Mr R Stokes MP Representative

Member for Davidson Mr J O’Dea MP Representative

Member for Wakehurst Mr B Hazzard MP Representative

Member for Manly Mr J Griffin MP Representative

Roads and Maritime Services

Northern Beaches Police Command, Dee Why

Mr Michael Regan

Mr Andrew Johnston

Mr Phil Corbett

Mr Toby Williams

Mr John O’Connor

Mr Raymond Tran

Sergeant Nino Jelovic

Non Voting Members

State Transit Authority, Brookvale Depot

Forest Coach Lines

Manly Warringah Cabs Co-operative Society Ltd

Cycling Representative

Mr Egwin Herbert

Mr Jay Zmijewski

TBC

Mr Owen Dunne

Officers

Director Transport and Assets

Executive Manager Transport and Civil Infrastructure

Manager Transport Network

Senior Traffic Engineer

Traffic Engineer

Traffic Engineer

Traffic Engineer

Traffic Engineer

Traffic Officer

Traffic Officer

Traffic Officer

Ranger Coordinator

Active Travel Officer

Active Travel Officer

Road Safety Officer

Road Safety Officer

Transport Support Officer

Mr Jorde Frangoples

Mr Craig Sawyer

Mr Phillip Devon

Mr Patrick Bastawrous

Mr Ricky Kwok

Mr James Brocklebank

Mr Velsamy Sankaran

Mr Anwar Subel

Mr Luke Nickson

Mr Brian Duong

Mr Ali Samimi Haghighi

Mr Michael Davey

Ms Michelle Carter

Mr Phillip Gray

Mrs Karen Menzies

Ms Robynann Dixon

Ms Lisa Monk

Visitors

Nil

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

to be held on Tuesday 4 June 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 7 May 2019 | |
| 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 | 7 |
| 4.1 | Council Traffic Delegations | 7 |
| 4.2 | Parni Place, Frenchs Forest - Dividing Barrier Line | 9 |
| 4.3 | Maxwell Street and Jeanette Avenue, Mona Vale - Dividing Barrier Lines and No Stopping Restrictions | 13 |
| 4.4 | Carew Street, Dee Why – No Stopping Restrictions | 18 |
| 4.5 | New Street East, Balgowlah Heights - No Stopping Restrictions | 22 |
| 4.6 | New Street West, Balgowlah Heights - No Stopping Restrictions | 26 |
| 4.7 | Wallumatta Road, Newport - No Stopping Restrictions | 31 |
| 4.8 | Grandview Drive, Newport - No Stopping Restrictions | 36 |
| 4.9 | King Street, Newport - No Parking Restrictions | 41 |
| 4.10 | Balgowlah Road, Balgowlah - No Parking Restrictions | 45 |
| 4.11 | Hill Street, Balgowlah - Parking Restrictions | 49 |
| 4.12 | Tristram Road, Beacon Hill - Parking Modifications | 56 |
| 4.13 | Abbott Road, Curl Curl – Parking Modifications | 58 |
| 4.14 | Cromer Park, Cromer – Parking Modifications | 62 |
| 4.15 | Fisher Road North, Cromer – Parking Modifications | 67 |
| 4.16 | Roseberry Street, Balgowlah - Raised Pedestrian Crossing | 70 |
| 4.17 | Dundilla Road, Frenchs Forest - Median Island | 75 |



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5.0 MATTERS FOR NOTATION

Nil

NEXT MEETING Tuesday 2 July 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 7 MAY 2019

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 7 May 2019, copies of which were previously circulated to all Members, be confirmed as a true and correct record of the proceedings of that meeting.

2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

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

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

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

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

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

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

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1 COUNCIL TRAFFIC DELEGATIONS

REPORTING OFFICER SENIOR TRAFFIC ENGINEER

TRIM FILE REF 2019/272794

ATTACHMENTS NIL

GEOCODES: N/A

REPORT

BACKGROUND

Council's Transport Network Team receives a number of requests which, when tabled at the Northern Beaches Council Local Traffic Committee (LTC) meetings, are approved in the same manner.

Subsequently, to improve efficiency of both the Transport Network Team and also to reduce the need to acquire LTC approval for simple items, it is requested that the current delegations assigned to Council's Transport Team are altered as outlined in the following report.

SUMMARY

The Northern Beaches Council Local Traffic Committee has no decision-making powers and is primarily a technical review committee. It only advises the Council on matters for which the Council has delegated authority, being certain 'prescribed traffic control devices and traffic control facilities'.

The Council must refer all traffic related matters to the LTC prior to exercising its delegated functions. Matters related to State Roads or functions that have not been delegated to the elected Council must be referred directly to Roads and Maritime Services or relevant organisations. Such matters must not be referred to the LTC.

Council is not bound by the advice given by its LTC. However, if Council does wish to act contrary to the unanimous advice of the LTC or when the advice is not unanimous, it must notify Roads and Maritime Services and the NSW Police and wait 14 days before proceeding.

For the purposes of the definition of 'prescribed traffic control devices and traffic control facilities' in section 121 of the Act, the following traffic control devices are prescribed:

- i. Any traffic control device of a kind mentioned in the Road Rules 2014 that has effect for the Rules under rule 315 of the Rules
- ii. Any word, figure, symbol or anything else used on or with a traffic control device referred to in paragraph (i)
- iii. Any pay parking device, parking meter or parking ticket machine.

REPORT

In accordance with the Australian Road Rules, Council Delegations are limited to implementation of Statutory Regulations. Any Road Rule that is applied, with or without the need for signage, can be implemented without the need for LTC concurrence and Council approval.

The following items are raised frequently to the LTC and in all instances are approved in a similar manner by Council.

No Stopping Zones: The current 10m Statutory No Stopping zones at intersections is permitted to be signposted or line marked without approval of the LTC. In instances where longer distances are required to improve sight visibility, LTC would be required to concur on any length longer than this. It is recommended that delegation be granted for lengths up to and including 15m so sight distance concerns can be addressed in a timelier manner.

Double Dividing Barrier Lines: The current regulation is that vehicles are not able to park within 3.0m of a double dividing barrier (BB) line. Installation of these BB lines is usually implemented at bends where sight visibility is poor and the road is narrow. The application also extends further to intersections to ensure vehicles do not cross the center of the road when entering/exiting a road. Implementation of BB lines in any form requires LTC concurrence and Council approval. It is recommended that delegation be granted so that BB lines can be installed at intersections for lengths up to 10m, and in locations where road widths are less than 8.2m. This will prevent drivers from crossing the center of the road and preventing unfavorable scenarios.

No Parking: In accordance with the Australian Road Rules, No Parking restrictions permit drivers to essentially drop-off/pick-up in marked zones. Drivers are entitled to stay in a No Parking zone for up to 2 minutes provided they do not leave the car unattended. Installation of the No Parking zones is generally applied in areas where there is high congestion issues. It is recommended that delegations be granted to the Transport Network Team to implement No Parking zones across driveways and for areas up to 5m from a No Stopping zone at intersections.

Bus Stop/Zone: Bus Stops are a major concern. Australian Road Rules identify that a driver must not stop within 20m on approach to a bus stop sign, or 10m on departure. There are many instances in which drivers are unable to accurately assess the length of space required and as such tend to impede into the Bus Stop. It is recommended that delegations be granted to convert Bus Stops into Bus Zones to identify the extents of the zone required for buses. This will ensure that buses can fit wholly within the allocated space without impacting on travelling lanes.

PROPOSAL

Council has undertaken a review of the request and proposes that the Northern Beaches Transport Network Team be provided delegation to implement the above devices without Council approval. However, notification to the LTC will still be required for each instance.

CONSULTATION

Consultation is not required for this item. However, subject to approval, implementation of any devices will require consultation as per standard practice.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. Delegation being granted for No Stopping zones to be implemented for lengths up to and including 15m at intersections.
- B. Delegation being granted so that Double Dividing Barrier Lines can be installed at intersections for lengths up to 10m, and in locations where road widths are less than 8.2m.
- C. Delegations being granted to the Transport Network Team to implement No Parking zones across driveways and for areas up to 5m from a No Stopping zone at intersections.
- D. Delegations being granted to convert Bus Stops into Bus Zones to identify the extents of the zone required for buses.

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| ITEM 4.2 | PARNI PLACE, FRENCHS FOREST - DIVIDING BARRIER LINE |
| REPORTING OFFICER | TRAFFIC ENGINEER |
| TRIM FILE REF | 2019/275226 |
| ATTACHMENTS | 1 Parni Place, Frenchs Forest - Plan 2 Table of Consultation |

GEOCODES: 33.755628, 151.227925

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles on both sides of the bend at Parni Place, Frenchs Forest. Given the narrow width, steepness and low visibility due to curvature and bushes, vehicles have difficulty negotiating around the bending section of Parni Place, Frenchs Forest due to these hazardous conditions.

LOCATION

- Parni Place is a two-lane thoroughfare road. However, Monday to Friday morning peak time (7:00am – 8:45am) entry restrictions apply for motor vehicles with exemptions given to buses, taxis and Australia Post vehicles at the intersection of Kanya Street and Rangers Retreat Road to reduce the volume of westbound traffic using Kanya Street as a by-pass to the intersection of Fitzpatrick Avenue East and Warringah Road
- It is a local road with a 50 km/h speed limit
- Parni Place is a two-lane road with average width of approximately 7.5m
- There are no parking restrictions along Parni Place, except for the statutory No Stopping 10m from the intersection
- There are 3-speed humps and one raised pavement along Parni Place
- It is predominantly a residential street.

ISSUES

- Vehicles parked on both sides of the bend of Parni Place, Frenchs Forest, reduce the width of the trafficable lane and visibility
- Parked vehicles obstruct visibility of the oncoming vehicles at the curvature of Parni Place, Frenchs Forest
- 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.
- Both the vertical and horizontal alignment of the street varies a lot, especially at the curvature where it has a sag.

PROPOSAL

Council has undertaken a review of the above location and proposes to introduce a length of Dividing Barrier Lines in Parni Place. Parking is not permitted within 3m of a dividing barrier line and, as such, it will not be permissible to park on either side of Parni Place adjacent to the Dividing Barrier Lines. This will provide an adequate trafficable lane width for vehicles to travel safely and legally. The measure will delineate the vehicles on the lane and improve the flow and safety of the vehicles along the bending section of Parni Place, Frenchs Forest.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Improved safety for people cycling due to improvements to the visibility and trafficable lane width

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:

- A. Installation of a Dividing Barrier Line for a length of 80m along the bending section of the Parni Place, Frenchs Forest, to delineate vehicles on the lane.
 - B. Installation of Dividing Barrier Lines at the intersection of Parni Place and Kanya Street, Frenchs Forest, to improve the safety of the intersection and guide the vehicles.
-



PROPOSAL



Parni Place, Frenchs Forest
Dividing Barrier Line



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Drawn AS

Approved

Table of Consultation

| | |
|-----------------|------------------------------------|
| Address | Parni Place, Frenchs Forest |
| Proposal | Double Barrier Line |

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|-----------------------------|----|
| Properties Consulted | 30 |
| Responses Received | 10 |
| Support | 5 |
| Do Not Support | 5 |

| Issue | Resident Comment | Council Response |
|------------------------|--|--|
| Extend the BB line | Requests extending the BB lines. | The BB has been proposed by considering the optimum outcome. Extending it further will have negative effect. |
| Speed calming device | Alternative treatment like speed hump or single lane treatment | A traffic calming device (speed hump/chicanes) installed at this location would be inappropriate and counterproductive due to curvature and steepness of the street. |
| Parking restriction | No Stopping signs to be installed on one side of the street. | Allowing parking at the bending section reduces the visibility and width of the trafficable carriageway. It creates risk to motorists. |
| Speed due to clear way | Removing parking will invite people to speed. | The curved section of the street is narrow with a very steep slope. Allowing to park reduces the width of the carriageway and restricts visibility. |
| Reduce speed | Reduce speed to 40km/h | Council is working on a Local Area Traffic Management scheme for this area with a view to reduce the speed limit in the area down to 40km/h |
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| ITEM 4.3 | MAXWELL STREET AND JEANETTE AVENUE, MONA VALE - DIVIDING BARRIER LINES AND NO STOPPING RESTRICTIONS |
| REPORTING OFFICER | TRAFFIC ENGINEER |
| TRIM FILE REF | 2019/276248 |
| ATTACHMENTS | 1 Maxwell Street and Jeanette Avenue, Mona Vale - Plan 2 Table of Consultation 3 Maxwell Street and Jeanette Avenue, Mona Vale - Site Photographs |

GEOCODES: -33.675566, 151.293432

REPORT

BACKGROUND

Council has received concerns from local residents regarding traffic safety along the curved section of road near No.10 Maxwell Street, Mona Vale.

LOCATION

- Maxwell Street is a collector road with a 50km/h speed limit, and a road width of around 9.6m between kerbs
- Jeanette Avenue is a local road with a 50km/h speed limit, and a road width of approximately 7.5m between kerbs
- Jeanette Avenue intersects Maxwell Street as the stem of a T intersection. There are no signposted controls or holding lines at the Maxwell Street/Jeanette Avenue intersection.
- Parking is unrestricted on both sides of Maxwell Street and Jeanette Avenue, except for the statutory No Stopping 10m from the intersection
- The existing footpath is located on the western side of Maxwell Street.

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.10 Maxwell Street, which further increases the risk of head on collisions
- The Road Rules do not permit parking within 3m of a continuous line; however, drivers may have more difficulty interpreting the Rule on roads that are between 9 and 10m in width.

PROPOSAL

Council has undertaken a review of the above location and issues and proposes to install Dividing Barrier Lines between No.8-12 Maxwell Street, to help delineate the road by separating the opposing traffic flows. No Stopping Unbroken Yellow Lines are required to prevent parking on both sides of the road and to maintain two clear lanes for through traffic. Additional linemarking is also proposed to formalise the Give Way priorities at the intersection with Jeanette Avenue.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

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

CONSULTATION

- Consultation letters have been distributed to 24 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- Council has noted some of the comments and further reviewed the issues and parking demand and recommends that the proposal be amended to install a No Stopping Unbroken Yellow Line only on the inside of the curve, from north of the driveway of No.8 Maxwell Street to a location 12m south of the driveway of No.12. Dividing Barrier Lines are to be installed between the driveways of No.8 and 10 Maxwell Street (offset 3.6m from the inside of the curve) to separate the opposing traffic flows and enable parking on the western side of the road. Additional linemarking is also proposed to formalise the Give Way priorities at the intersection with Jeanette Avenue.
- The amended proposal minimises the overall loss of parking by retaining parking on the western side of Maxwell Street, and improves visibility along the curve for through traffic. The offset Dividing Barrier Lines will help regulate parking to one side of the road, delineate the road and maintain two clear traffic lanes, as well as narrowing the road corridor to assist with traffic calming.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following changes in Maxwell Street and Jeanette Avenue, Mona Vale:

- A. Installation of a No Stopping Unbroken Yellow Line on the inside of the curve, from north of the driveway of No.8 Maxwell Street to a location 12m south of the driveway of No.12.
 - B. Installation of Dividing Barrier Lines between the driveways of No.8 and 10 Maxwell Street (offset 3.6m from the inside of the curve).
 - C. Installation of Dividing Barrier Lines in Jeanette Avenue (15m in length) from the intersection of Maxwell Street.
 - D. Installation of a Give Way line in Jeanette Avenue at the intersection with Maxwell Street.
-



PROPOSAL

MAXWELL STREET, MONA VALE
DIVIDING BARRIER LINES & 'NO STOPPING' RESTRICTIONS

Drawn RK

Approved



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Table of Consultation

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|-----------------|---|
| Address | Maxwell Street and Jeanette Avenue, Mona Vale |
| Proposal | Dividing Barrier Lines & 'No Stopping' restrictions |

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|-----------------------------|----|
| Properties Consulted | 24 |
| Responses Received | 6 |
| Support | 2 |
| Do Not Support | 4 |

| Issue | Resident Comment | Council Response |
|--|--|--|
| Location of 'No Stopping' restrictions | <p>Dividing barrier lines are definitely needed, however 'No Stopping' restrictions should only be on the eastern side to lessen the impact on resident and visitor parking, and reduces the likelihood of additional parking issues in Jeanette Avenue</p> <p>Due to recent accidents in the area we park on the western side of the street as there is no protective barrier outside our home. We are concerned that having no cars parked there would result in drivers going faster around the bend.</p> | <p>The proposal will be amended for 'No Stopping' restrictions to be installed on the inside of the curve only, to minimise the loss of parking.</p> <p>The changes will allow parking to continue on the western side of the road.</p> |
| Traffic speed | <p>Principal problem is excessive speed negotiating the curve and ending up on the wrong side of the road particularly at night.</p> <p>Drivers also cut the corner when turning right into Jeanette Avenue from Maxwell Street. There should be a roundabout at the intersection to slow drivers down.</p> | <p>The installation of dividing barrier lines will help delineate the road and separate the opposing traffic flows. The offsetting of the lines will enable parking to be retained on the western side of the road, and the removal of parking which obstructs sight distances on the inside of the curve. Two clear traffic lanes will be provided and the narrowing of the road will assist with traffic calming. Council has also recently recommended the installation of advanced warning signs for the curve.</p> <p>Additional linemarking is proposed to clearly mark the intersection with Jeanette Avenue, including a holding line and dividing barrier lines to prevent parking on the approach.</p> |
| Loss of parking | Suggests the installation of raised lane dividers to help separate traffic, which will have no impact on parking. | Additional road width is required for the installation of pavement flaps, and it does not address the issue of obstructed sight distances from vehicles parking on the inside of the curve. |



Maxwell Street looking north towards curve



Maxwell Street looking south towards Jeanette Avenue

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|--------------------------|---|
| ITEM 4.4 | CAREW STREET, DEE WHY – NO STOPPING RESTRICTIONS |
| REPORTING OFFICER | TRAFFIC ENGINEER |
| TRIM FILE REF | 2019/269603 |
| ATTACHMENTS | 1 Carew Street, Dee Why - Plan 2 Table of Consultation |

GEOCODES: -33.756388, 151.289473

REPORT

BACKGROUND

This proposal was presented to the Northern Beaches Council Local Traffic Committee on 4 December 2018 for consideration but was deferred to allow for public consultation on the matter.

- A. Council has received concerns from local residents regarding safety on the sharp and steep corner of Carew Street and The Crescent, Dee Why. Parked vehicles on the bend significantly restricts visibility of oncoming vehicles and pedestrians. There is also a concern about surface runoff hitting car tyres and overtopping the kerb and flowing into the adjacent property.
- B. Council's Engineering Delivery Team recently constructed the inner kerb at a height of 200mm to contain surface runoff to prevent stormwater overtopping the kerb and causing scouring to the nature strip. However, the problem arises when stormwater hits the tyres of parked vehicles along the steep bend and diverts into the footway resulting in scouring of the nature strip.

LOCATION

- Carew Street and The Crescent are two-way local streets with an average width of 9.7m and 9m respectively. Both streets have a default speed of 50 km/h.
- The corner of both streets are sharp and steep.

ISSUES

- Vehicles often park around the corner and create potential risks to road users
- Surface runoff hitting parked cars and overtopping the kerb causing scouring to the nature strip and flooding into the adjacent property

PROPOSAL

Council has undertaken a review of the location and issues and proposes the following No Stopping restrictions by installing a No Stopping Unbroken Yellow Line to prevent illegal and unsafe parking

- Formalising 20m Statutory No Stopping zone at the south-west corner of Carew Street and The Crescent.
- 40m No Stopping zone along the south–east bend of Carew Street.
- Formalising 20m Statutory No Stopping zone at the eastern corner of The Crescent.
- Extend the existing Statutory No Stopping zone by 50m along the north-west bend of Carew Street up to the corner of Carew Street and Delmar Parade.
- Formalising 20m Statutory No Stopping zone at the north-west corner of Carew Street and Delmar Parade.

- Formalising 20m Statutory No Stopping zone at the south-west corner of Carew Street and Delmar Parade.

The proposal will regulate parking and improve the visibility. Hence, vehicles navigate around the sharp bend safely.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Safety of people cycling enhanced due to improved visibility and trafficable lane width

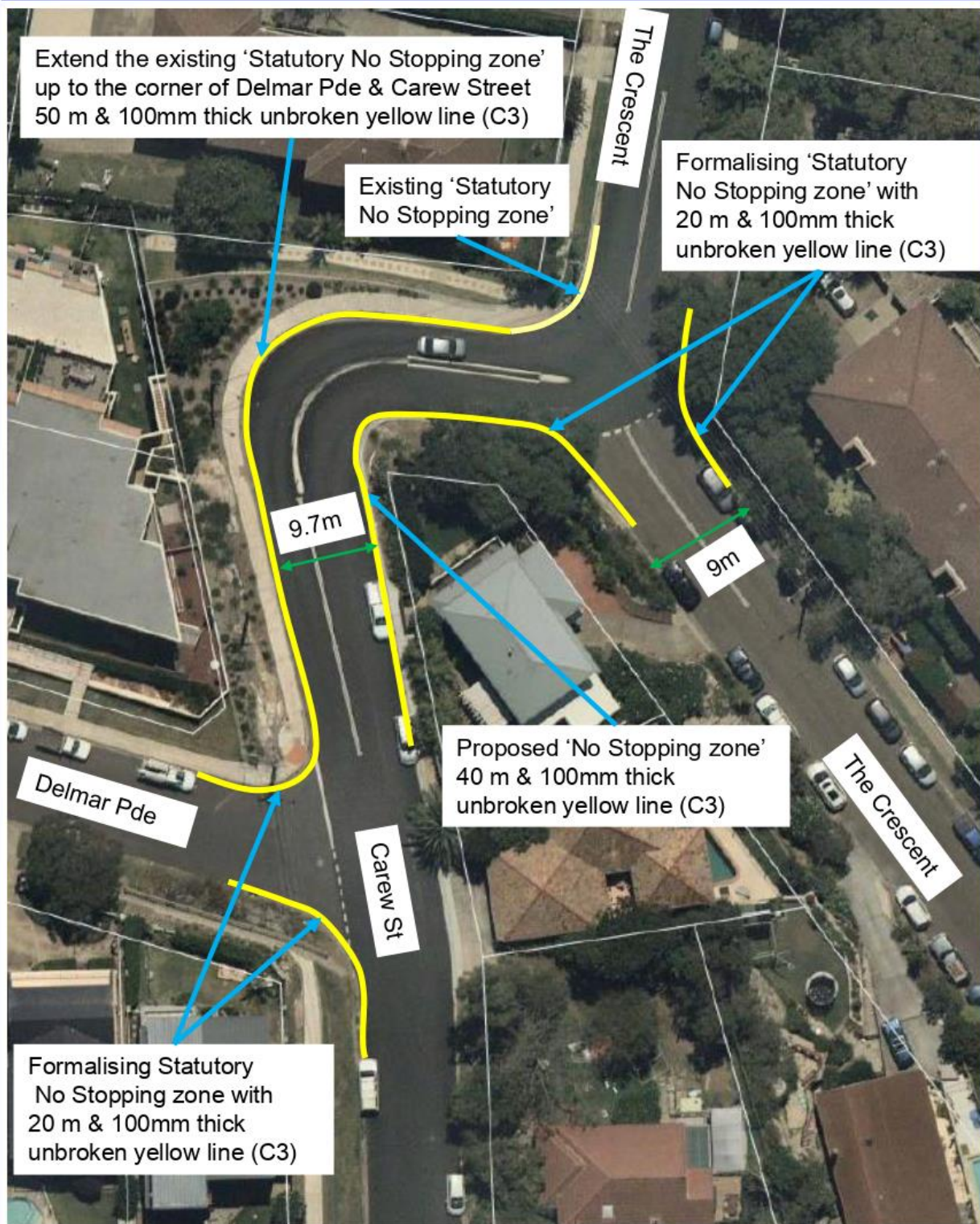
CONSULTATION

Consultation letters have been distributed to 451 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 Stopping Unbroken Yellow Lines to formalise the following restrictions:

- A. 20m Statutory No Stopping zone at the south-west corner of Carew Street and The Crescent.
 - B. 40m No Stopping zone along the south–east bend of Carew Street.
 - C. 20m Statutory No Stopping zone at the eastern corner of The Crescent.
 - D. Extend the existing Statutory No Stopping zone by 50m along the north-west bend of Carew Street up to the corner of Carew Street and Delmar Parade.
 - E. 20m Statutory No Stopping zone at the north-west corner of Carew Street and Delmar Parade.
 - F. 20m Statutory No Stopping zone at the south-west corner of Carew Street and Delmar Parade.
-



PROPOSAL

Carew Street, Dee Why
Proposed No Stopping

Drawn: VS

Approved



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Table of Consultation

| | |
|-----------------|------------------------|
| Address | Carew Street, Dee Why |
| Proposal | Proposed 'No Stopping' |

| | |
|-----------------------------|-----|
| Properties Consulted | 451 |
| Responses Received | 14 |
| Support | 8 |
| Do Not Support | 6 |

| Issue | Resident Comment | Council Response |
|---------------------------|--|---|
| Loss of Parking | Parking demand is high and additional parking restrictions further impacts road users. | Council propose to restrict illegal and unsafe parkings. |
| Speeding | Removal of parking will increase speeding. | Parking restrictions improve the visibility and motorists safely and easily negotiate around corners. Topography of the road itself reduce the speed of the road environment. |
| Other parking restriction | Request to consider parking restrictions on other streets. | Out of the scope. |
| Scouring | Not an issue. Only the proposal address the individual property. | Council's Projects delivery team reconstruct the kerb & gutter to reduce scouring and request for parking restrictions to prevent stormwater hitting parked cars and overtopping the kerb and damage naturestrip. |
| Trailers parking | Trailers parking need to be banned. | Out of the scope. |
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| ITEM 4.5 | NEW STREET EAST, BALGOWLAH HEIGHTS - NO STOPPING RESTRICTIONS |
| REPORTING OFFICER | TRAFFIC ENGINEER |
| TRIM FILE REF | 2019/268635 |
| ATTACHMENTS | 1 New Street East, Balgowlah Heights - Plan 2 Table of Consultation |

GEOCODES: -33.801719, 151.265510

REPORT

BACKGROUND

Council has received concerns from local residents regarding sight distance issues when exiting Gourlay Avenue to New Street East, Balgowlah Heights.

LOCATION

New Street East is a local road. It is approximately 9.7m in width with parking permitted on both sides of the road over most of its length. Gourlay Avenue intersects with New Street on its northern side. Wellings Reserve is sited to east of Gourlay Avenue. New Street is undulating in nature but on a straight alignment. A crest in the road exists approximately 190m to the east of Gourlay Avenue.

ISSUES

- Sight distance when exiting Gourlay Avenue is obstructed to the west by a number of trees situated close to the kerb alignment and to the east by dense bush in Wellings Reserve
- Vehicle Speeds on New Street can be high approaching Gourlay Avenue given the straight alignment of the road and the slope of New Street

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install No Stopping restrictions east and west of Gourlay Avenue to ensure adequate sight lines are available. It is also proposed to cut back vegetation which obscures visibility to the east.

PEDESTRIAN and CYCLING IMPACT STATEMENT

This proposal will have no impact on pedestrians and people cycling.

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:

- A. Introduction of approximately 17m of No Stopping restrictions on the north side of New Street East to the west of Gourlay Avenue, Balgowlah Heights.
- B. Introduction of approximately 18m of No Stopping restrictions on the north side of New

-
- C. Street East to the east of Gourlay Avenue, Balgowlah Heights.
Cutting back of bush in Wellings Reserve to the east of Gourlay Avenue to improve sight distance when exiting to New Street East, Balgowlah Heights.
-



PROPOSAL

New Street, Balgowlah
No Stopping

Drawn JB

Approved



Table of Consultation

| | |
|-----------------|---|
| Address | New Street East, Balgowlah Heights |
| Proposal | No Stopping |

| | |
|-----------------------------|----|
| Properties Consulted | 16 |
| Responses Received | 4 |
| Support | 4 |
| Do Not Support | 0 |

| Issue | Resident Comment | Council Response |
|---------------------|--|--|
| extend restrictions | need to extend restrictions to 20+ metres either side of Gourlay Ave | this is considered excessive, the proposed restrictions will be sufficient |
| clear vegetation | also need to clear some vegetation on the east side of Gourlay Ave | this will be undertaken in addition to the No Stopping restriction |
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| ITEM 4.6 | NEW STREET WEST, BALGOWLAH HEIGHTS - NO STOPPING RESTRICTIONS |
| REPORTING OFFICER | TRAFFIC ENGINEER |
| TRIM FILE REF | 2019/268645 |
| ATTACHMENTS | 1 New Street West, Balgowlah Heights - Plan 2 Table of Consultation |

GEOCODES: -33.800801, 151.259266

REPORT

BACKGROUND

Council has received concerns from local residents regarding hazardous conditions at the intersection of New Street West and Lewis Street, Balgowlah Heights, created by vehicles parking too close to the intersection.

LOCATION

New Street West and Lewis Street are both local roads, carrying low volumes of traffic. New Street West terminates in a cul-de-sac to the east of Lewis Street and as such the priority at the intersection has been amended to give priority to traffic proceeding to/from Lewis Street into and out of New Street West. Both New Street West and Lewis Street are 7.3m in width.

ISSUES

- There are existing unbroken double barrier lines on both approaches to the intersection of New Street and Lewis Street. These have been installed to assist in keeping traffic to the correct side of the road as they round the bend. Some vehicles do not do so which can place them in the path of oncoming vehicles
- No Stopping restrictions have been installed at the bend; however, the extent of these restrictions is insufficient and vehicles parking at the end of the signposted No Stopping zones can be parked within 3m of the dividing separation lines
- Extension of the signposted No Stopping zones will remove some parking for residents, some of whom have expressed concern about the loss of parking.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to extend and reinforce existing No Stopping restrictions at the intersection by installing No Stopping Unbroken Yellow Lines so that sufficient road space is available for opposing vehicles to safely pass each other at the intersection.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- There is a low level of cycling activity in this vicinity; however, the proposal should have minimal impact upon cycling activity with the removal of parked vehicles from the intersection likely to improve safety as people cycling will have more room to safely negotiate the intersection.
- There will be minimal impact on people walking. The extent of the No Stopping on the east side of Lewis Street has been minimised to ensure that the residents at the adjacent home can still park near their pedestrian access and walk easily to their front door.

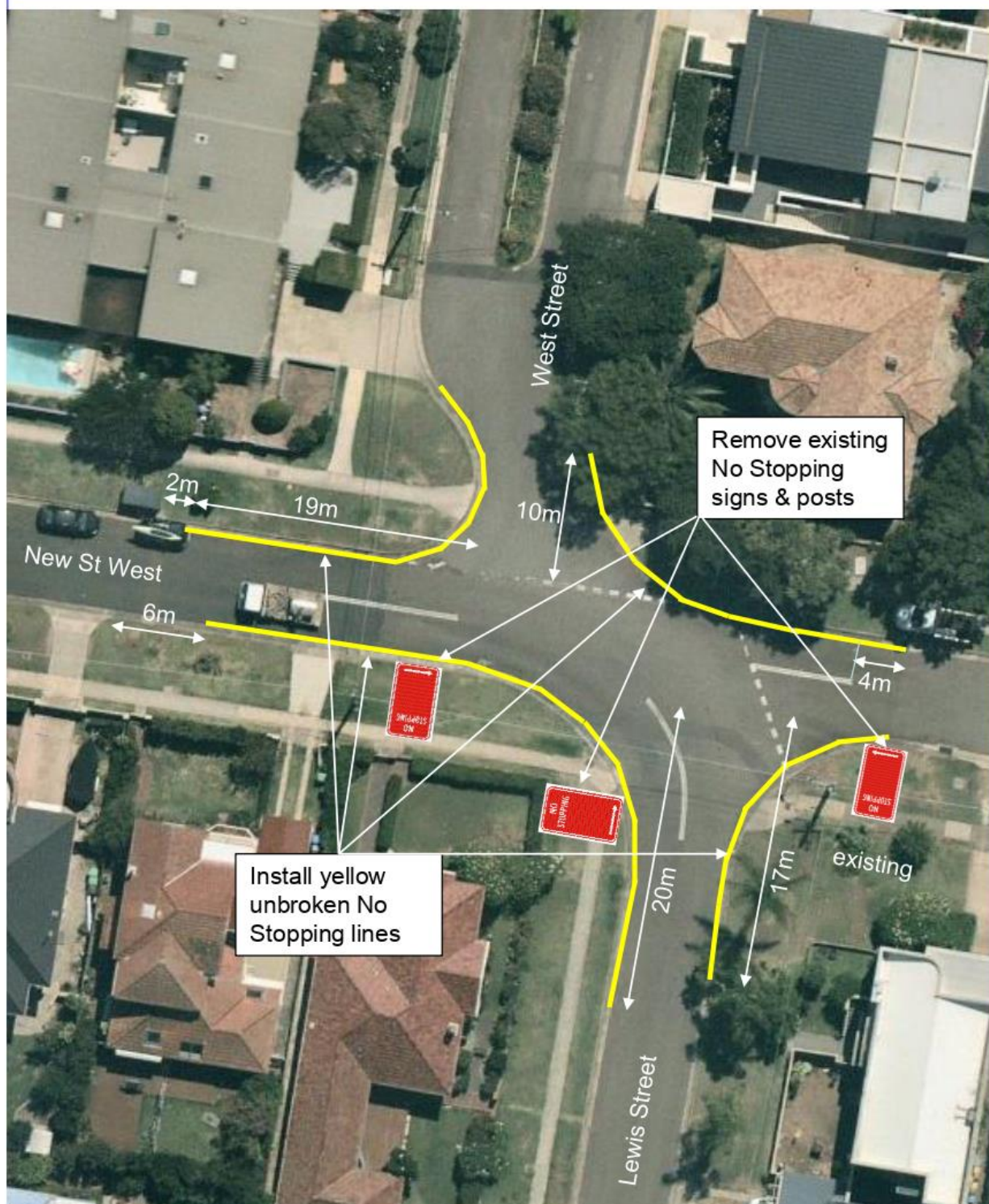
CONSULTATION

Consultation letters have been distributed to 42 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 20m of a No Stopping Unbroken Yellow Line on the west side of Lewis Street, south of New Street West, Balgowlah Heights.
 - B. Installation of 17m of a No Stopping Unbroken Yellow Line on the east side of Lewis Street, south of New Street West, Balgowlah Heights.
 - C. Installation of 19m of a No Stopping Unbroken Yellow Line on the north side of New Street West, west of West Street, Balgowlah Heights.
 - D. Installation of 32m of a No Stopping Unbroken Yellow Line on the south side of New Street West, west of Lewis Street, Balgowlah Heights.
 - E. Extension of No Stopping Unbroken Yellow Lines into West Street and New Street West (east of Lewis Street) to reinforce the 10m No Stopping rule at intersections.
 - F. Removal of three existing No Stopping signs.
-



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|---|---|--|---|
|  | PROPOSAL | |  northern beaches council |
| | New Street West, Balgowlah Heights No Stopping | | |
| | Drawn JB | Approved  | |

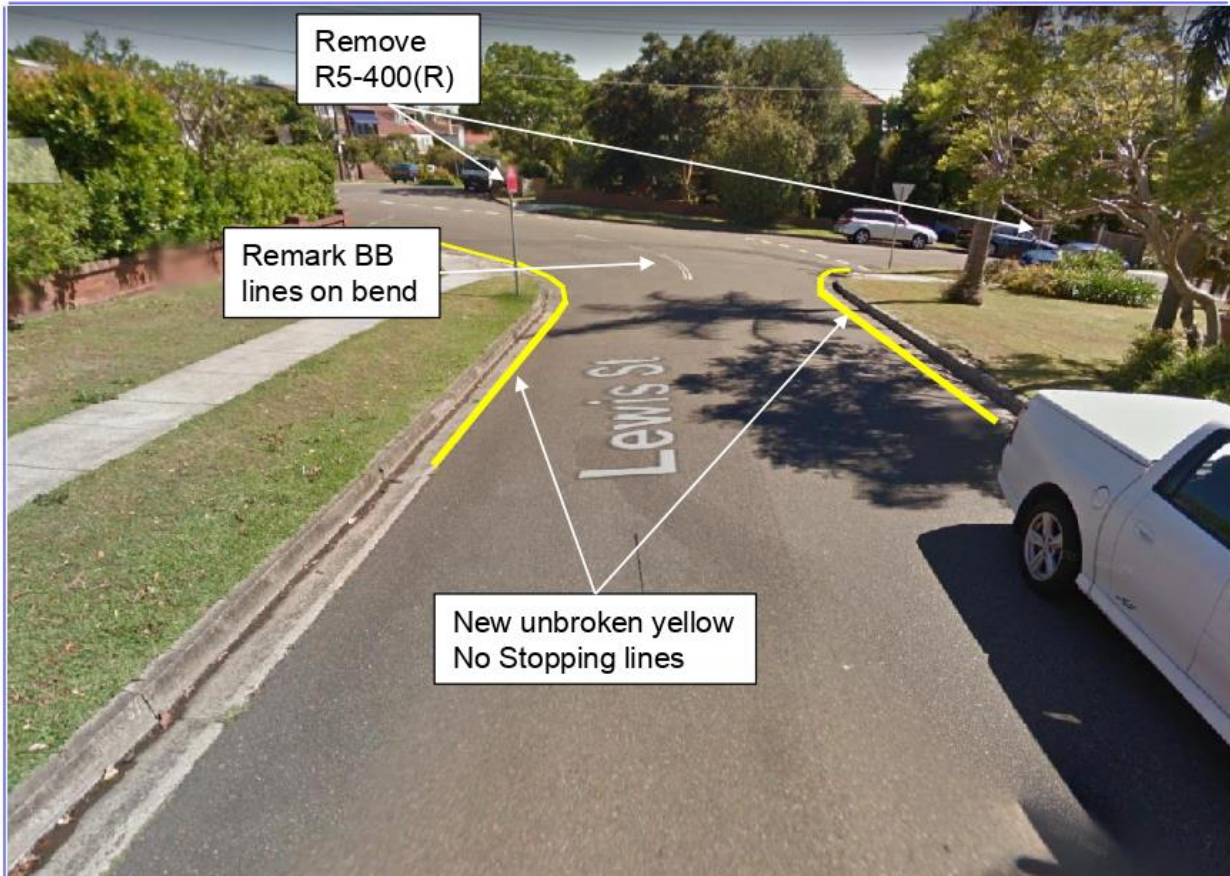


Table of Consultation

| | |
|-----------------|---|
| Address | New Street West, Balgowlah Heights |
| Proposal | No Stopping |

| | |
|-----------------------------|----|
| Properties Consulted | 42 |
| Responses Received | 4 |
| Support | 4 |
| Do Not Support | 0 |

| Issue | Resident Comment | Council Response |
|---|---|--|
| concrete median | support restrictions but also need a concrete median to prevent corner cutting | a median would be likely to be hit on a regular basis by larger vehicles. Existing BB lines are sufficient |
| reduce extent of restrictions NE corner | restrictions are no required on NE corner | restrictions on NE corner are no larger than the statutory 10m No Stopping at an intersection |
| reduce extent of restrictions east side of Lewis Street | resident at 45 New Street West has mobility issues and request that No Stopping on east side of Lewis St be reduced to maintain parking near their property entry | a slight reduction in length of the No Stopping zone on the east side has been made. |
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| ITEM 4.7 | WALLUMATTA ROAD, NEWPORT - NO STOPPING RESTRICTIONS |
| REPORTING OFFICER | TRAFFIC ENGINEER |
| TRIM FILE REF | 2019/276242 |
| ATTACHMENTS | 1 Wallumatta Road, Newport - Plan 2 Table of Consultation 3 Wallumatta Road, Newport - Site Photographs |

GEOCODES: -33.654057, 151.314101

REPORT

BACKGROUND

Council has received concerns from local residents regarding reduced traffic sight distances for vehicles exiting Cheryl Crescent onto Wallumatta Road, Newport, when vehicles park close to the intersection.

LOCATION

- Wallumatta Road is a local road with a 50km/h speed limit, and a road width of approximately 11m between kerbs.
- Cheryl Crescent is a collector road with a 50km/h speed limit. The road width is approximately 7.3m, which widens to 18m at the intersection with Wallumatta Road.
- Cheryl Crescent forms a Y intersection with Wallumatta Road, as the road meanders down from Bilgola Plateau. The intersection is controlled by a stop line and sign.
- The existing footpath is located only on one side of the road, and runs along the eastern side of Cheryl Crescent and the northern side of Wallumatta Road.
- Dividing Barrier Lines have been installed along the entire length of Cheryl Crescent, where parking is not permitted within 3m of the unbroken line.
- There are no parking restrictions along Wallumatta Road, except for the statutory No Stopping 10m from the intersection.

ISSUES

- Council has received reports from local residents that vehicles are parking too close to the intersection with Cheryl Crescent, including instances of illegally parked vehicles within 10m of the intersection.
- Traffic sight distances for vehicles exiting Cheryl Crescent are partly restricted due to the curved approach and topography of the area.
- Vehicles parking in Wallumatta Road near the intersection can obstruct and further affect traffic sight distances for drivers turning left out of Cheryl Crescent, forcing vehicles closer towards the centre of the road towards oncoming traffic.

PROPOSAL

Council has undertaken a review of the location and issues and consulted on a proposal to extend the existing the statutory No Stopping restrictions from the intersection with Cheryl Crescent to the driveway of No.16 Wallumatta Road (indicated by a No Stopping Unbroken Yellow Line), to improve sight distances and prevent parking near the intersection.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- Improves safety for people cycling by providing a wider road width and improved sightlines for traffic near the intersection.
- No effect on pedestrian use of the footpath. The installation of linemarking could remove the need for signage of the restrictions.

CONSULTATION

- Consultation letters have been distributed to 21 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- Council has noted some of the comments and further reviewed the issues and parking demand, and recommends that the proposal be amended to retain the existing legal car park space outside No.16 Wallumatta Road due to concerns with access to the property which has a high level skew driveway profile. An additional section of a No Stopping Unbroken Yellow Line is proposed adjacent to the shared driveway access outside No.2A Goodwin Road, to improve visibility for vehicles exiting the driveway. The changes will retain two on-street car park spaces between the driveways of No.16 and No.2A, and not reduce the number of standard parking spaces at this location. It is also recommended that a section of Dividing Barrier Lines be installed along the centre of Wallumatta Road, from the intersection of Cheryl Crescent to the driveway of No.16, to help delineate the road and separate the opposing traffic flows. The existing road width in Wallumatta Road will still allow parking on the southern side of the road and areas without No Stopping Unbroken Yellow Lines.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following changes in Wallumatta Road, Newport:

- A. Installation of a No Stopping Unbroken Yellow Line from 6m west of the driveway of No.16 to the intersection with Cheryl Crescent, Newport.
 - B. Installation of a No Stopping Unbroken Yellow Line 12m in length from 12m east of the driveway of No.16.
 - C. Installation of Dividing Barrier Lines from the intersection of Cheryl Crescent to the driveway of No.16.
-



PROPOSAL

Wallumatta Road, Newport
Proposed 'No Stopping' restrictions

Drawn EK

Approved




northern
beaches
council

Table of Consultation

| | |
|-----------------|----------------------------|
| Address | Wallumatta Road, Newport |
| Proposal | 'No Stopping' restrictions |

| | |
|-----------------------------|----|
| Properties Consulted | 21 |
| Responses Received | 6 |
| Support | 5* |
| Do Not Support | 1 |

* Four responses requesting minor amendments or additional changes

| Issue | Resident Comment | Council Response |
|--------------------------------------|---|---|
| Extent of 'No Stopping' restrictions | <ul style="list-style-type: none"> - Would support proposal if one car park space is retained west of the driveway to No.16 due to difficult access to property which requires reversing out of our driveway. - Support proposal but would like the parking restrictions to extend 12m down the hill to Goodwin Lane to give a proper line of sight for traffic coming down Wallumatta Road and would only take out 2 more car spots. - Cars often park on either side of the lane exit restricting visibility for vehicles exiting the lane. Suggest that the No Stopping zone and continuing to the east for another 2 car lengths - A mirror opposite the lane exit would also help drivers see cars travelling down Wallumatta Road | <ul style="list-style-type: none"> - The length of the 'No Stopping' restrictions will be amended to 6m west of the driveway to No.16 Wallumatta Road to retain the existing one car park space at this location. The existing statutory 10m 'No Stopping' restrictions do not allow more than one standard vehicle to park between the driveway and the intersection. - It is proposed that an additional section of unbroken yellow line be installed adjacent to the shared driveway access outside No.2A Goodwin Road, to improve visibility for vehicles exiting the driveway. The changes will retain two on-street car park spaces between the driveways of No.16 and No.2A, and not reduce the number of standard parking spaces at this location. - Traffic mirrors can only be considered for Traffic Committee approval if they meet the RMS guidelines for assessment. The 'Application for Traffic Mirror' form requires an application fee for Council to undertake traffic and speed counts at the proposed location. |
| Loss of parking | <ul style="list-style-type: none"> - Having cars parked legally near the corner prevents cars travelling at speed from Cheryl Crescent around the corner into Wallumatta Road, concerns also with the loss of parking. | <ul style="list-style-type: none"> - Traffic sight distances for vehicles exiting Cheryl Crescent are restricted due to the curved approach and topography. The length of 'No Stopping' restrictions has been reduced to minimise the loss of parking, and the amended proposal does not result in the reduction in the number of any legal car park spaces. |



Cheryl Crescent looking south towards Wallumatta Road



Wallumatta Road looking west towards Cheryl Crescent

ITEM 4.8 **GRANDVIEW DRIVE, NEWPORT - NO STOPPING RESTRICTIONS****REPORTING OFFICER** **TRAFFIC ENGINEER****TRIM FILE REF** **2019/276245****ATTACHMENTS**
1 Grandview Drive, Newport - Plan
2 Table of Consultation
3 Grandview Drive, Newport - Site Photographs**GEOCODES:** -33.647402, 151.315028**REPORT****BACKGROUND**

Council has received concerns from local residents regarding the narrow road width when vehicles park on both sides of Grandview Drive on the approach to Daly Street, Newport.

LOCATION

- Grandview Drive is a collector road that links Newport with Bilgola Plateau
- The road has a 40km/h speed limit approved under a previous RMS Local Traffic Scheme
- The section of road under consideration is approximately 7.5m wide between kerbs
- The existing footpath is located on the western side of Grandview Drive
- Dividing Barrier Lines have been installed along the remaining length of Grandview Drive, where parking is not permitted within 3m of the unbroken line.

ISSUES

- Vehicles parked on both sides of the road narrow the overall road width for through traffic
- When the road is reduced to a single traffic lane oncoming vehicles are forced to reverse into driveways or other locations to enable a vehicle to pass, causing congestion and safety concerns
- There is limited on-street parking in Grandview Drive with Dividing Barrier Lines running along the remaining section of the narrow road.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a No Stopping Unbroken Yellow Line between the driveway of No.140 and the shared driveway to No.s 124-134 Grandview Drive. An existing section of Dividing Barrier Lines (between the threshold and driveway of No.140), which has faded over the years, will be reinstated as part of Council's maintenance program.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- Grandview Drive is part of the existing Road Cycling Network in the area. The proposal will improve safety for people cycling along Grandview Drive by providing a wider road width.
- The proposal does not affect pedestrian facilities or impacts on walking.

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of a No Stopping Unbroken Yellow Line between the driveway of No.140 and the shared driveway to No.s 124-134 Grandview Drive, Newport.



PROPOSAL

GRANDVIEW DRIVE, NEWPORT
'NO STOPPING' RESTRICTIONS

Drawn RK

Approved



northern
beaches
council

Table of Consultation

| | |
|-----------------|----------------------------|
| Address | Grandview Drive, Newport |
| Proposal | 'No Stopping' restrictions |

| | |
|-----------------------------|----|
| Properties Consulted | 22 |
| Responses Received | 6 |
| Support | 4 |
| Do Not Support | 2 |

| Issue | Resident Comment | Council Response |
|---------------------------|---|--|
| No Stopping' restrictions | <p>- Cars parked next to our driveway and opposite block sightlines as well as impede access. We look forward to the new markings easing traffic flow and making things a lot safer.</p> <p>- We have great difficulty getting out of our driveway when vehicles are parked on both sides of our driveway and on the opposite of the road, forcing us to block traffic while attempting to manoeuvre into and out of our driveway. The new 'No Stopping' restriction would be an instant improvement in traffic flow and driveway access.</p> | <p>- The proposed 'No Stopping' restrictions will improve safety along this section of road by allowing sufficient road width for vehicles travelling in opposite directions to pass, maintaining traffic flow and minimising congestion.</p> <p>The restrictions would also assist access to properties by providing additional road width to manoeuvre in and out of driveways.</p> |
| Loss of parking | <p>- Many houses have 2 or more cars and rely on street parking. The removal of parking would mean we will need to park further away from our property.</p> | <p>- The remaining length of Grandview Drive does not permit parking due to the narrow road width, however the proposal has tried to retain parking on one side of the road rather than removing all on-street parking. Parking for private vehicles remains the responsibility of the property owners. Residents with multiple vehicle should better utilise garages and existing driveways for off-street parking.</p> |
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Grandview Drive looking north towards Daly Street



Grandview Drive looking south

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|--------------------------|--|
| ITEM 4.9 | KING STREET, NEWPORT - NO PARKING RESTRICTIONS |
| REPORTING OFFICER | TRAFFIC ENGINEER |
| TRIM FILE REF | 2019/276239 |
| ATTACHMENTS | 1 King Street, Newport - Plan 2 Table of Consultation |

GEOCODES: -33.659220, 151.311417

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles parking in the turning circle on King Street, Newport, affecting safe access for waste collection vehicles servicing the street.

LOCATION

- The section of King Street, south of Gladstone Street, is an access road and no through road with a 50km/h speed limit.
- The road is approximately 90m long, providing access to three residential unit blocks located on the western side of the road. Trafalgar Park is located on the eastern side of the road.
- The sealed pavement width is approximately 5m wide, and there is no footpath or kerb and gutter.
- There are no existing parking restrictions in King Street, except for the statutory 10m No Stopping restrictions from the intersection with Gladstone Street.

ISSUES

- Parallel parking is unrestricted on both sides of the road, including the turning circle located at the southern end of King Street.
- Council's waste and recycling contractor, URM, has indicated that waste collection vehicles have to reverse into the street as they are unable to utilise the turning circle when vehicles are parked at this location.
- Safety of all road users and waste collection services would be improved if vehicles are able to drive in a forward direction when entering and exiting the street.

PROPOSAL

Council has undertaken a review of the above location and consulted on a proposal to introduce No Parking restrictions in the turning circle of King Street, Newport.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

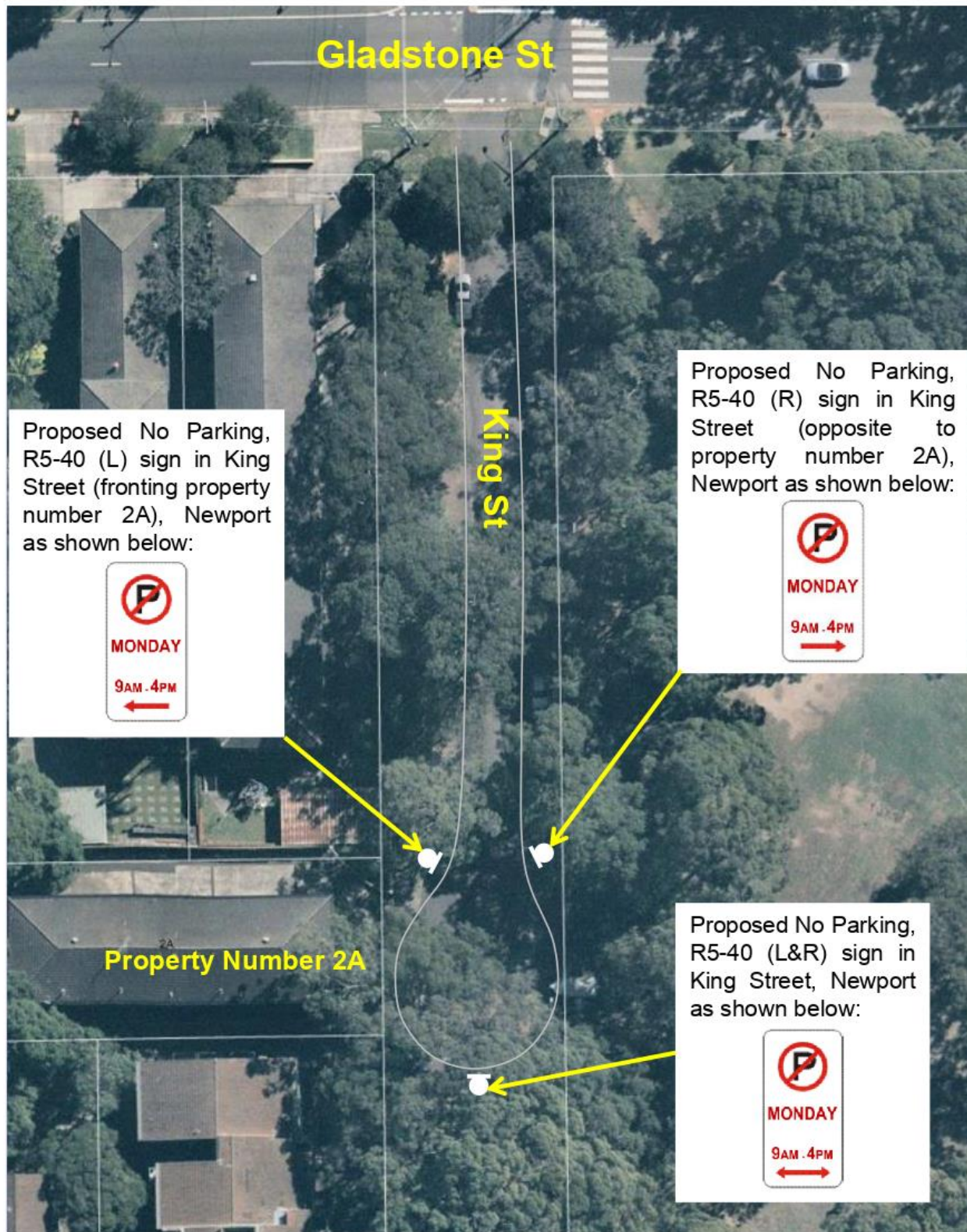
- The existing Road Cycling Network in the area runs along King Street (between Bardo Road and Gladstone Street), Gladstone Street, Kalinya Street and Beaconsfield Road. A future connection through Trafalgar Park is proposed as part of the Safe Cycling Network (Draft). The proposal does not affect people cycling in the southern section of King Street.
- Pedestrians are required to walk on the road as there is no footpath or kerb and gutter in the street. The proposal will improve safety for pedestrians and all road users as waste collection vehicles will be able to drive in a forward direction when servicing the street.

CONSULTATION

- Consultation letters have been distributed to 44 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- Council's Waste Services Manager has confirmed that URM have difficulties with access due to parked vehicles in the turning circle, forcing vehicles to reverse down the street. From the 1st July 2019, waste and recycling collection in King Street will be undertaken on Mondays between 9:00am-4:00pm.
- Council has noted some of the comments and further reviewed the issues and parking demand, and recommends that the proposal be amended to restrict parking in the turning circle only on waste collection days.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the introduction of No Parking Monday 9:00am-4:00pm in the turning circle located at the southern end of King Street, Newport, to enable safe vehicular access for waste and recycling collection services.



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|  | PROPOSAL | |  northern beaches council |
| | King Street, Newport 'No Parking Monday 9AM-4PM' restrictions | | |
| | Drawn E K | Approved <i>Paddy Hunt</i> | |

Table of Consultation

| | |
|-----------------|---|
| Address | King Street, Newport |
| Proposal | No Parking Monday 9am-4pm' restrictions |

| | |
|-----------------------------|----|
| Properties Consulted | 44 |
| Responses Received | 10 |
| Support | 2 |
| Do Not Support | 8 |

| Issue | Resident Comment | Council Response |
|-------------------------------------|---|---|
| Period of 'No Parking' restrictions | If no parking zones have to go ahead would it not make more sense to have No Parking WEDNESDAY 6AM-NOON. | The proposal will be amended so that the 'No Parking' restrictions will only be applied on waste collection days between 9am-4pm. Council's Waste Services Manager has advised that from the 1st July 2019, waste and recycling collection in King Street will be undertaken on Mondays between 9am-4pm. |
| Loss of parking | <p>Under the current proposal there will be a loss of 8 out of 30 parking spots. Removal of any parking spaces in King Street would push the parking congestion onto Gladstone Street, which is already at saturation point.</p> <p>Suggestions for road repairs and footpaths</p> <p>The removal of parking will force parents to use the already crowded area next to the school, increasing the danger for children.</p> <p>Simply banning parking is not an appropriate mitigation of risk.</p> | <p>The amended restrictions will impact residents only on the day of waste collection, affecting 4 standard parking spaces.</p> <p>Maintenance and new footpath requests to be referred to relevant section of Council for consideration.</p> <p>The amended restrictions will apply only on the day of waste collection. The 'No Parking' restrictions will still enable drop off and pickup (not exceeding 2 minutes) during these times.</p> <p>The proposed restrictions will enable waste collection vehicles to enter and exit King Street in a forward direction, providing safer access and preventing the need to reverse down the street.</p> |

ITEM 4.10 **BALGOWLAH ROAD, BALGOWLAH - NO PARKING
RETRICICTIONS****REPORTING OFFICER** **TRAFFIC ENGINEER****TRIM FILE REF** **2019/268624****ATTACHMENTS** **1 Balgowlah Road, Balgowlah - Plan**
2 Table of Consultation**GEOCODES:** -33.790353, 151.266045**REPORT****BACKGROUND**

Council has received concerns from local residents regarding extended delays and congested traffic conditions on Balgowlah Road on the westbound approach to Condamine Street, Balgowlah. The matter was also investigated in the Balgowlah and Manly Vale Industrial and Commercial Area Parking and Traffic Review completed for Council in 2018.

LOCATION

Balgowlah Road is a collector road running east west and it carries traffic volumes of up to 840 vehicles per hour between the State Roads Condamine Street and Pittwater Road. It performs an important support function to the State and Regional road network. A signalised intersection is present at the intersection of Balgowlah Road and Condamine Street.

ISSUES

- Lengthy queues of traffic form on Balgowlah Road on the westbound approach to Condamine Street. These queues can extend back beyond the roundabout at Roseberry Street
- Vehicles waiting to turn right at the traffic signals to access Condamine Street northbound are unable to do so as they must wait for a gap in through traffic flows in an eastbound direction. This often means only one or two vehicles turn right in a phase. There is no designated right turn phase for traffic approaching from the east.
- There is a length of approximately 33m of No Stopping on approach to the traffic signals; however, queues waiting to turn right extend back beyond the 33m and block access to kerbside lane. Extending parking restrictions in the kerbside lane would ease the situation.
- Residents on the south side of Balgowlah Road rely upon parking in the kerbside lane for visitor parking or for their own vehicles if they can't be parked offstreet.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a peak period No Parking restriction on the south side of Balgowlah Road. This will provide additional queuing space on approach to Condamine Street, assist vehicles wishing to turn left into Condamine Street or straight ahead onto Balgowlah Road and help prevent traffic queuing back through the roundabout at Roseberry Street.

Council will also be investigating options for upgrading the signalised intersection of Balgowlah Road and Condamine Street to provide capacity improvements. This work requires a detailed design, RMS approval and funding before it can proceed.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- No impact on people walking

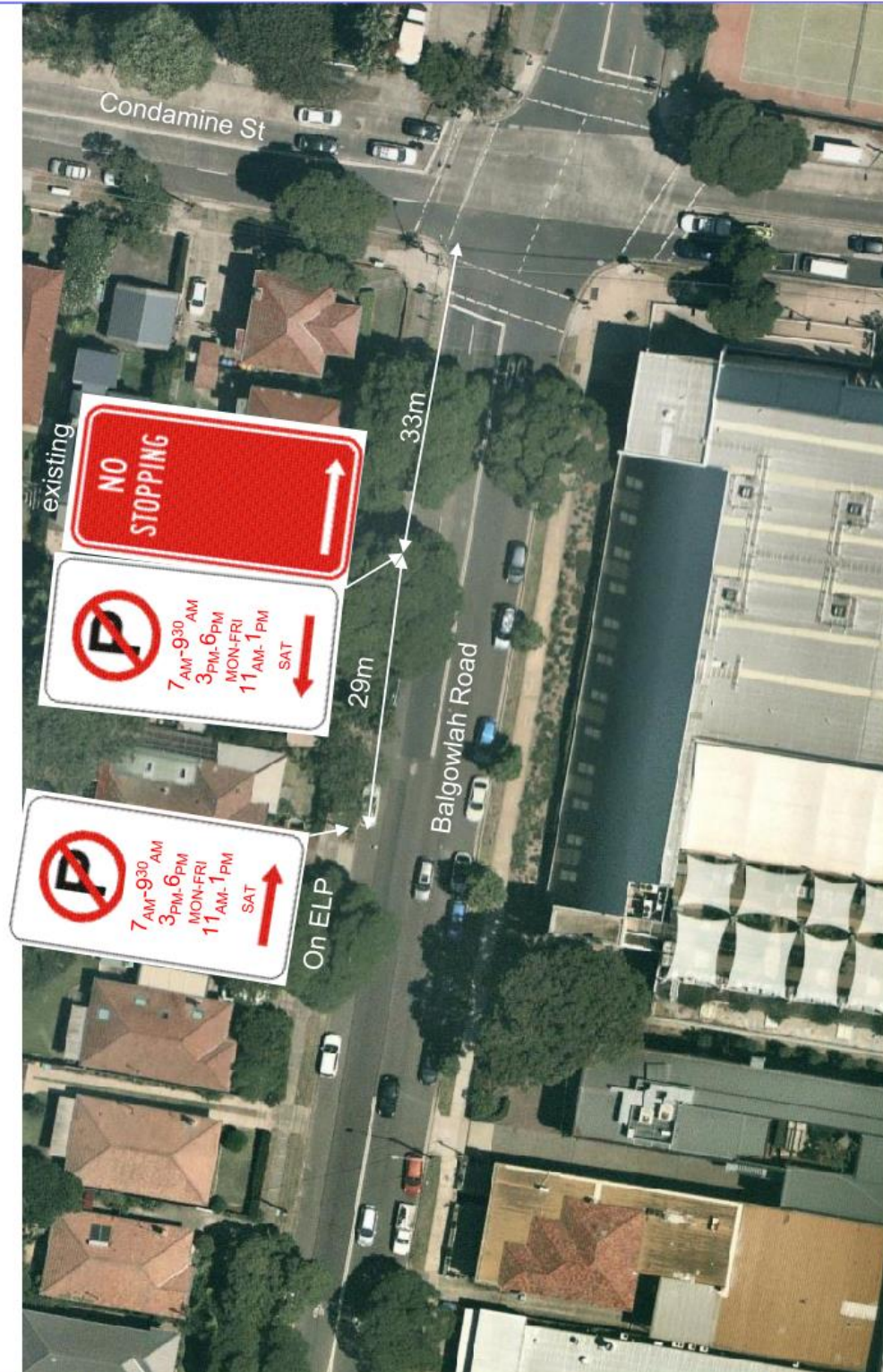
- There is both an on road marked bike route and a Shared Path on the north side of Balgowlah Road. The proposal will not impact upon the shared path; however, it should improve access for on road cyclists by reducing congestion on approach to the Condamine Street signals for westbound cyclists.

CONSULTATION

Consultation letters have been distributed to 21 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the introduction of approximately 29m of No Parking restrictions (7:00am - 9:30am, 3:00pm - 6:00pm Mon-Fri and 11:00am - 1:00pm Sat) on the south side of Balgowlah Road, Balgowlah, east of the existing No Stopping zone.



PROPOSAL

Balgowlah Road, Balgowlah
Peak period "No Parking"

Drawn JB

Approved



northern
beaches
council

Table of Consultation

| | |
|-----------------|---|
| Address | Balgowlah Road, Balgowlah |
| Proposal | No Parking (7am-9:30am, 3pm-6pm Mon-Fri & 11am-1pm Sat) |

| | |
|-----------------------------|----|
| Properties Consulted | 21 |
| Responses Received | 4 |
| Support | 2 |
| Do Not Support | 2 |

| Issue | Resident Comment | Council Response |
|-------------------------------|---|---|
| extent of restrictions | residents rely on on-street parking and extent of restrictions needs to be reduced | length of restrictions has been reduced so that they terminate at the driveway to No.171. At most 4 parking spaces are impacted and only in peak periods |
| right turn bay | banning parking on north side and creation of a right turn bay would be a better option | Council will be exploring a right turn bay in conjunction with proposed upgrades to the traffic signals at Condamine Street |
| right turn phase | a right turn phase is needed at the Condamine Street signals | this will be explored in conjunction with the proposed upgrade of the traffic signals at Condamine Street |
| resident parking restrictions | if parking is to be banned on the south side of Balgowlah Road, parking on the north side should be redesignated as a permit parking zone | this is unlikely to be possible as all homes have offstreet parking so the location would not meet the eligibility criteria for permit parking restrictions |
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| ITEM 4.11 | HILL STREET, BALGOWLAH - PARKING RESTRICTIONS |
| REPORTING OFFICER | TRAFFIC ENGINEER |
| TRIM FILE REF | 2019/268666 |
| ATTACHMENTS | 1 Hill Street, Balgowlah - Plan 2 Hill Street and Griffiths Street, Balgowlah - Pedestrian Crossing Observations |

GEOCODES: -33.792380, 151.269724

REPORT

BACKGROUND

Council has received concerns from local residents regarding safety for students using the pedestrian crossings in Hill Street and Griffiths Road, Balgowlah, on the frontage of Manly West Public School.

LOCATION

Manly West Public School is situated in Balgowlah within the block bounded by Hill Street to the east, Griffiths Street to the south and Boyle Street to the west, its northern boundary backs onto the rear of homes fronting Balgowlah Road. The school has three active frontages each with a marked pedestrian crossing. School crossing supervisors are present during school drop off and pick up periods manning both the Hill Street and Griffiths Street pedestrian crossings. The Hill Street frontage is the busiest school frontage in terms of pedestrian and parent drop off/pick up activity while the Griffiths Street frontage carries the greatest volume of traffic.

ISSUES

- During the afternoon peak it is evident that there is a lack of capacity in the current Kiss and Drop zone on the school's Hill Street frontage. Parents sometimes queue back into the No Stopping area on departure from the school pedestrian crossing or double park as they wait for a space to open up. Many parents also arrive early and fill the 4P zone to the north of the Kiss and Drop zone which limits turnover of parking. Reducing the amount of 4P and increasing the No Parking zone will assist.
- Vehicles occupy the unrestricted parking on the eastern side of Hill Street south of the school pedestrian crossing for long periods of time. This area accommodates approximately three vehicles and would be better designated for half hour parking during school drop off pick up periods. This would ensure this space is available for parents to wait and/or drop off and pick up their children and would eliminate all day parking in this area, freeing the area up for visitors to the school.
- There is a single space on the west side of Hill Street, just north of Griffiths Street that is unrestricted. Observations suggest that this space is occupied by the same vehicle all day. Conversion of the space to 1/2P parking would increase the amount of short term parking for drop off/pick up and eliminate all day parking in this location which is more appropriately zoned for school parking related uses.

PROPOSAL

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

- Extend the existing No Parking (Kiss and Drop) zone on the west side of Hill Street by approximately four spaces to increase capacity.
- Introduce a 1/2P Timed Parking restriction on the east side of Hill Street, south of the school pedestrian crossing in kerbspace which is currently unrestricted (approximately three spaces).

- Introduce a 1/2P Timed Parking restriction on the west side of Hill Street, south of the school pedestrian crossing replacing a single unrestricted parking space.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- By reducing the likelihood of double parking or parking in No Stopping zones the changes will have a positive impact on the safety of both pedestrians and people cycling.

CONSULTATION

Consultation has been undertaken with the Manly West Public School and its P&C. As all the proposed changes are on the school frontage, and not in front of adjacent residential premises, broader consultation has not been undertaken. The school Principal and the school P&C are supportive of the changes.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Replacement of 25m of 4P Timed Parking restrictions on the west side of Hill Street, south of Harland Road, Balgowlah, with No Parking restrictions (8:00am - 9:30am and 2:30pm – 4:00pm School Days).
 - B. Replacement of 6m of unrestricted parking on the west side of Hill Street, north of Griffiths Street, Balgowlah, with P30min Timed Parking restrictions applying 8:00am - 9:30am and 2:30pm – 4:00pm School Days.
 - C. Replacement of 15m of unrestricted parking on the east side of Hill Street, north of Griffiths Street, Balgowlah, with P30min Timed Parking restrictions applying 8:00am - 9:30am and 2:30pm – 4:00pm School Days.
-



PROPOSAL



Hill Street, Balgowlah School parking restrictions



northern
beaches
council

Drawn JB

Approved

Griffiths & Hill Street –observations 8:55 to 9:40 – Weds 7 Nov

Hill Street “No Parking” kiss and drop zone accommodates 5-6 vehicles. Generally spare space for 1-2 cars within zone. No incidents of double parking observed. It could be extended by as much as 9 spaces to the school boundary.

Crossing supervisors present at pedestrian crossings in both Griffiths St and Hill Street. Hill Street crossing much busier, as it is adjacent to main entrance to the school.

Most parents walking to the school with their children from points east of the crossing

1/2P zone in Griffiths Street, east of Hill Street had many spare spaces

2 trailers observed parked in Griffiths Street, neither obscuring visibility to crossing. None in Hill Street

Crossing supervisor confirmed that other trailers that were previously parked there had recently relocated

Some parents with children observed crossing on Griffiths Street west of the crossing (near the speed hump) from between parked cars

Most parents and children crossed at the crossings

Crossing flags were out at both crossings. These were removed by the crossing supervisors when they finished their shifts at approx. 9:30am

No visibility issues noted at either crossing

No cars observed speeding on approach to either crossing. Griffiths Street crossing supervisor advised that this wasn't really an issue during the drop off pick up period with only an occasional vehicle travelling too fast.

No cars observed parking in the No Stopping zones at either crossing. Crossing supervisor said this does occasionally happen but more in afternoon pick up period.

Crossing Supervisor said that Council could consider installing some fencing near the crossings to combat illegal parking in the No Stopping zones and to force people to cross at the crossing. Particularly in Hill Street where school gate was offset from crossing.

Bus Zone on Hill street applying 7:00am to 9:30am School Days. Not observed to have been in use.

Markings on Hill Street crossing in good condition

Markings on Griffiths Street crossing okay but will need remarking soon

There is one car space on west side of Hill Street south of the crossing (near Griffiths Street) which is unrestricted. Possibly make No Parking or extend No Stopping

There are 3 car spaces on east side of Hill Street south of the crossing which are unrestricted. Possibly make No Parking (there is no No Parking on the east side currently)

Griffiths & Hill Street –observations 2:55 to 3:40 – Thurs 8 Nov

Parents parking in am Bus Zone on east side of Hill Street from 2:55

School not out until 3:20 – parents starting to park in Kiss & Drop from 3:05pm and not moving.
Zone was full by 3:15 and stayed that way until 3:25 when it started to turnover. Some tail back onto the crossing as parents waited for a car to leave

4 trailers observed parking in Harland Ave

1 vehicle parking Motorcycle only zone in Harland Ave

4P on west side extending all the way to balgowlah Road forward of kiss and drop. Fully occupied by 3:10 and stayed that way until 3:30

1/2P on Griffiths east of Hill Street – well used by parents. Full or near full until 3:30

School bus (727) articulated left at 3:25 from Griffiths St – blocked roundabout as it turned from Griffiths into Hill

Hop Skip Jump buses x 2 left from Griffiths Street and proceeded east along Griffiths at approx. 3:30

Parents queuing back into roundabout waiting for crossing to clear on Hill

3:35 parking on Griffiths east and west of Hill has cleared out

No speeding issues observed.

Proposed changes

1. Extend NP on west side of Hill by approx. 4 spaces to increase capacity
2. Create 1/2P both sides of Hill Street south of crossing – yielding 4 x 1/2P spaces
3. Replace No Parking on south side of Griffiths east of Hill with 1/2P
4. Possibly raise both crossings to ensure lower speeds outside of school periods



Hill Street crossing – potential for fencing between crossing and school gate



East side of Hill Street (south of crossing) potential 1/2P zone



Hill Street crossing – single car space on west is unrestricted. Possibly convert to 1/2P



No Parking on south side of Griffiths east of Hill St. Not used by parents for drop off/pick up but does improve visibility at driveways and to roundabout ensure space for two way traffic in peak periods



Hill Street north of Griffiths – unrestricted spaces either side of road – convert both to 1/2P

| | |
|--------------------------|---|
| ITEM 4.12 | TRISTRAM ROAD, BEACON HILL - PARKING MODIFICATIONS |
| REPORTING OFFICER | TRAFFIC ENGINEER |
| TRIM FILE REF | 2019/269424 |
| ATTACHMENTS | 1 Tristram Road, Beacon Hill - Plan |

GEOCODES: -33.751945, 151.259482

REPORT

BACKGROUND

Council has received concerns from the Principal of Beacon Hill Public School regarding the No Parking restrictions in-front of the school frontage which are only applicable to morning school hours. The Principal requested the No Parking restriction to be extended for evening school hours.

LOCATION

- Tristram Road is a cul-de-sac with an average width of 9.8m.
- It is a two-way local road with a default speed limit of 50 km/h except for the School Zone, which the speed limit is 40km/h.

ISSUES

- Motorists park long hours at the frontage of the school during afternoon school hours and create difficulties for parents who are picking their children up from school
- Existing No Parking restrictions are only applicable during morning school hours

PROPOSAL

Council has undertaken a review of the location and issues and proposes to remove the existing No Parking 8:30am – 9:30am, School Days Only sign and replace it with a No Parking 8:00am – 9:30am, 2:30pm – 4:00pm, School Days Only sign. The proposal will improve the pickup facilities during afternoon school hours.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

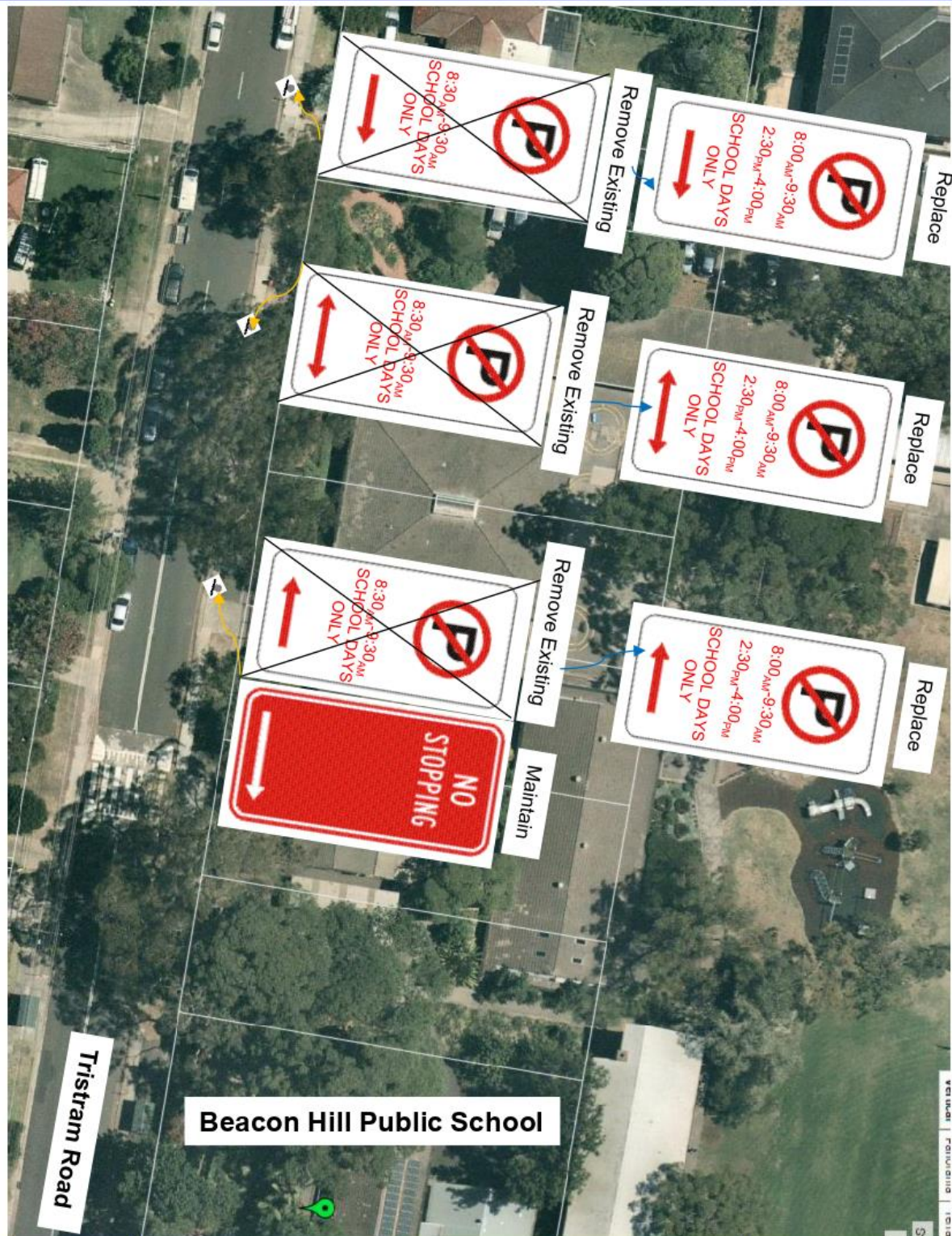
As the proposal is only modifying the parking restrictions there will be no impact on people cycling or pedestrian safety.

CONSULTATION

Consultation letters have been distributed to 42 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 removal of the existing No Parking 8:30am – 9:30am, School Days Only sign and replace it with a No Parking 8:00am – 9:30am, 2:30pm – 4:00pm, School Days Only sign on Tristram Road, Beacon Hill.



PROPOSAL

Tristram Road, Beacon Hill
Parking Modifications

Drawn: VS

Approved



northern
beaches
council

| | |
|--------------------------|--|
| ITEM 4.13 | ABBOTT ROAD, CURL CURL – PARKING MODIFICATIONS |
| REPORTING OFFICER | TRAFFIC ENGINEER |
| TRIM FILE REF | 2019/269690 |
| ATTACHMENTS | 1 Abbott Road, Curl Curl - Plan 2 Table of Consultation |

GEOCODES: -33.763941, 151.282812

REPORT

BACKGROUND

Council has received concerns from local residents regarding the high parking demand on Abbott Road, Curl Curl, which will further increase during the upcoming netball season. Boats, caravans and trailers are also parking for prolonged periods making the situation worse.

LOCATION

- Abbott Road, between Harbord Road and Pitt Road, is a regional road with an average width of 12.5m and rest of Abbott Road, between Pitt Road and Griffin Road, is a local road with an average width of 11m
- Most of Abbott Road has a speed limit of 40km/h due to the school zone and high pedestrian activity area. Only a small section of Abbott Road, between Fay Street and Pitt Road, has a default speed of 50 km/h.

ISSUES

- Boats, caravans and trailers are being parked for prolonged periods on Abbott Road and nearby car parks utilising valuable parking spots.
- Motorists are having difficulties in finding parking spots, especially during netball and rugby season.
- Visibility of motorists is also affected which creates a hazardous situation

PROPOSAL

Council has undertaken a review of the location and issues and proposes the following parking modifications:

- 33m 2P 8:00am – 4:00pm, Mon-Fri zone on the northern side of Abbott Road in front of Northern Beaches Secondary College.
- Convert 120m No Parking and untimed parking on the southern side of Abbott Road, opposite to Northern Beaches Secondary College, into a No Parking – Motor Vehicles Excepted zone.
- Convert 80m untimed parking on the southern side of Abbott Road, opposite to Burilla Avenue, into a No Parking – Motor Vehicles Excepted zone.
- Convert two 30m untimed parking restrictions on the southern side of Abbott Road, opposite to Fay Street, into a No Parking – Motor Vehicles Excepted zone.
- Install a 75m and 47m No Stopping zone at the southern and eastern corner of Abbott Road and Pitt Road respectively.
- Convert 30m untimed parking on the southern side of Abbott Road, in front of Creative Space, into a No Parking – Motor Vehicles Excepted zone.
- Convert 55m untimed parking on the southern side of Abbott Road, in between Blackwood Road and Griffin Road, into a No Parking – Motor Vehicles Excepted zone.

The proposal will eliminate the parking of boats, caravans and trailers and facilitate motor vehicle parking. In addition, visibility will be improved and hence safety enhanced.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The safety of pedestrians and people cycling will be enhanced due to improvements in visibility and traffic flow

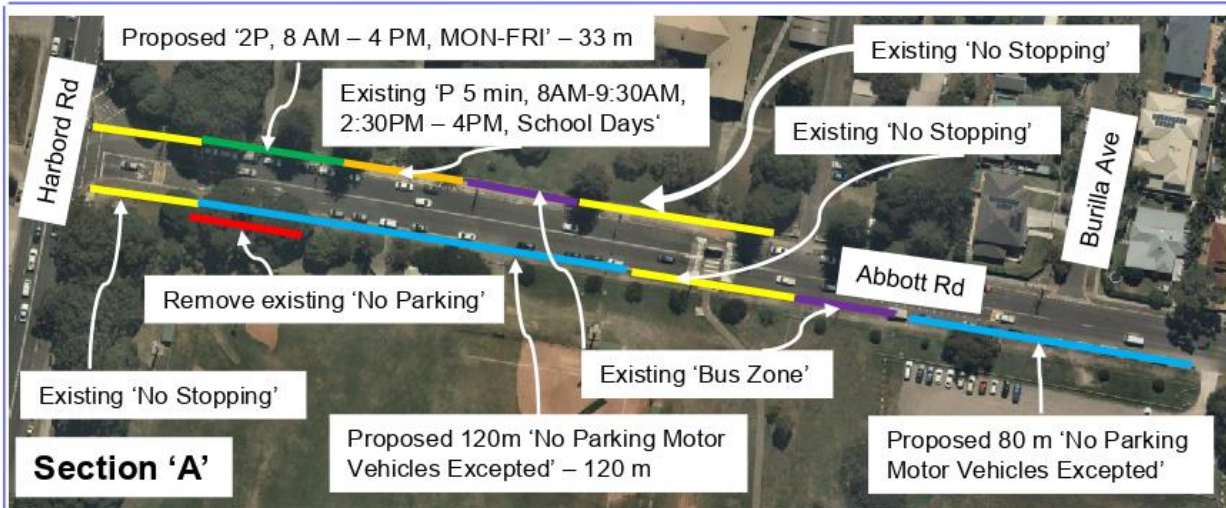
CONSULTATION

Consultation letters have been distributed to 434 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. 33m 2P 8:00am – 4:00pm, Mon-Fri zone on the northern side of Abbott Road, Curl Curl, in front of Northern Beaches Secondary College.
 - B. Convert 120m No Parking and untimed parking on the southern side of Abbott Road, Curl Curl, opposite to Northern Beaches Secondary College, into a No Parking – Motor Vehicles Excepted zone.
 - C. Convert 80m untimed parking on the southern side of Abbott Road, Curl Curl, opposite to Burilla Avenue, into a No Parking – Motor Vehicles Excepted zone.
 - D. Convert two 30m untimed parking restrictions on the southern side of Abbott Road, Curl Curl, opposite to Fay Street, into a No Parking – Motor Vehicles Excepted zone.
 - E. Install a 75m and 47m No Stopping zone at the southern and eastern corner of Abbott Road and Pitt Road, Curl Curl, respectively.
 - F. Convert 30m untimed parking on the southern side of Abbott Road, Curl Curl, in front of Creative Space, into a No Parking – Motor Vehicles Excepted zone.
 - G. Convert 55m untimed parking on the southern side of Abbott Road, Curl Curl, in between Blackwood Road and Griffin Road, into a No Parking – Motor Vehicles Excepted zone.
-



PROPOSAL

Abbott Road, Curl Curl
Proposed 'No Parking, Motor Vehicles Excepted'

Drawn: VS

Approved



Table of Consultation

| | |
|-----------------|------------------------|
| Address | Abbott Road, Curl Curl |
| Proposal | Parking Modifications |

| | |
|-----------------------------|-----|
| Properties Consulted | 434 |
| Responses Received | 39 |
| Support | 39 |
| Do Not Support | 0 |

| Issue | Resident Comment | Council Response |
|---|--|--|
| Car parks | Boats, Caravans & Trailers are parking nearby carparks and requested the same restrictions to car parks. | Council already considered and proposed parking modifications. |
| Extend the restriction to other streets | Residents commented to extend the restrictions to other surrounding streets and Griffin Road. | Stage by stage process depends on the outcome of the proposal. |
| Problem will not be removed. | This proposal will not solve the issue rather transfer to other streets. | True. However, Abbott Road has high parking demand especially during netball & rugby season and the proposal will help to resolve this. Council will continue to work on Boats & Caravan parking issues. |
| Heavy vehicle Parking | Heavy vehicles also park on Abbott Road and occupying valuable parking spots. | Heavy vehicles can't park on residential street more than an hour. |
| Parking permits for boats, trailers and caravans. | Resident suggested that parking permits for boats and caravans will resolve the issue. | Council may consider in future as an option. |
| Traffic flow | Removing the parking restriction closer to Harbord Rd intersection will impact the traffic flow. | Sufficient queue length has been in place at the intersection and traffic flow will not be impacted much. |
| Pedestrian facilities | Request for additional pedestrian crossing. | Out of the scope. |
| Anti Social behaviour | Car parks entertain anti social behaviours. | Parking restrictions on car parks may reduce these issues. |

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|--------------------------|---|
| ITEM 4.14 | CROMER PARK, CROMER – PARKING MODIFICATIONS |
| REPORTING OFFICER | TRAFFIC ENGINEER |
| TRIM FILE REF | 2019/269727 |
| ATTACHMENTS | 1 Cromer Park, Cromer - Plan 2 Table of Consultation |

GEOCODES: -33.737640, 151.284450

REPORT

BACKGROUND

Council has received concerns from local residents regarding boats, caravans and trailers parking for prolonged periods on streets surrounding Cromer Park and Cromer High School, creating parking difficulties and safety hazards. The situation will be worse during rugby season.

LOCATION

- Cromer Park and Cromer High School mainly surrounded by South Creek Road, Inman Road and Thew Parade, Cromer, with an average width of 13m, 12m and 11m respectively.
- All surrounding roads are local road with a default speed limit of 50 km/h except the School Zone, which has the speed limit of 40km/h.

ISSUES

- Boats, caravans and trailers are parking for prolonged periods on streets around Cromer Park and Cromer High School. Valuable parking spots are being used as storage.
- Motorists are having difficulties finding parking spots, especially during rugby season.
- Visibility for motorists is also affected which creates a hazardous situation.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the following parking modifications:

- Install a 40m and 20m No Stopping zone at the north-west and north-east corner of South Creek Road and Inman Road respectively.
- Formalise 30m Bus Zone at north-east and east-west side of South Creek Road.
- Convert 160m and 45m untimed parking on north-east side of South Creek Road into 8P 8:00am-6:00pm All Day zone.
- Convert 160m untimed parking on east-west side of South Creek Road into 8P 8:00am-6:00pm All Day zone.
- Install 25m and 20m No Stopping zones at the south-west and north-east corner of South Creek Road and Campbell Avenue respectively.
- Install 20m Statutory No Stopping zone at north-east and south-east corners of Inman Road and Orlando Road.
- Formalise 30m Bus Zone at the western side of Inman Road.
- Convert 90m, 100m and 45m untimed parking on eastern side of Inman Road into 8P, 8:00am-6:00pm All Day zone.
- Convert 90m, 6m and 160m untimed parking on western side of Inman Road into 8P, 8:00am-6:00pm All Day zone.

- Convert 140m and 20m untimed parking on northern side of South Creek Road into '8P, 8:00am-6:00pm All Day zone.
- Convert 40m and 80m untimed parking on southern side of South Creek Road into 8P, 8:00am-6:00pm All Day zone.
- Install 20m Statutory No Stopping zone at northern and southern corners of South Creek Road and Thew Parade.
- Convert 210m untimed parking on eastern and western side of Thew Parade into 8P, 8:00am-6:00pm, All Day zone.
- Install 20m Statutory No Stopping zone at south-east and south-west corners of Thew Parade and Middleton Road.

The proposal will discourage the parking of boats, caravans and trailers and facilitate motor vehicle parking. In addition, visibility will be improved and safety enhanced.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The safety of pedestrians and people cycling will be enhanced due to improvements in visibility and traffic flow

CONSULTATION

Consultation letters have been distributed to 130 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

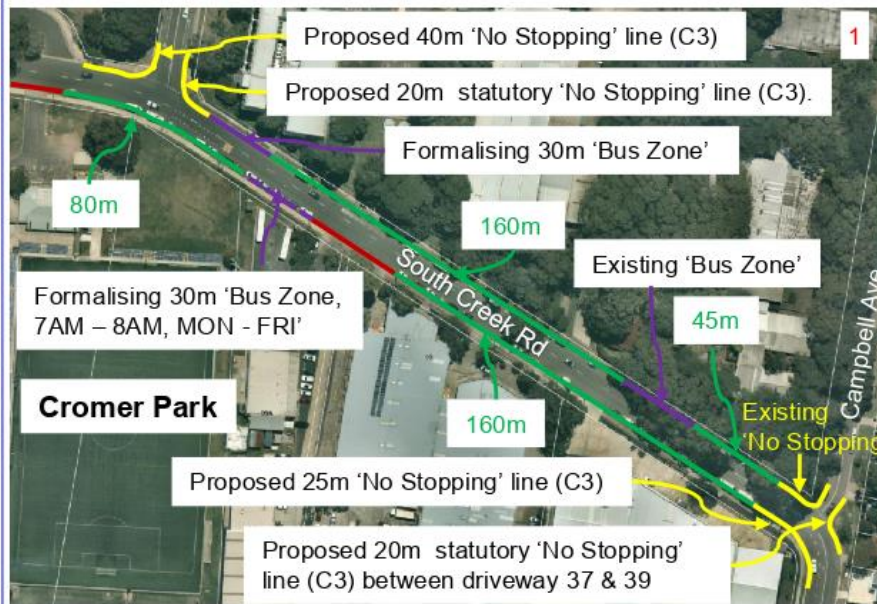
RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following:

- Install a 40m and 20m No Stopping zone at the north-west and north-east corner of South Creek Road and Inman Road, Cromer, respectively.
 - Formalise 30m Bus Zone at north-east and east-west side of South Creek Road, Cromer.
 - Convert 160m and 45m untimed parking on north-east side of South Creek Road, Cromer, into 8P 8:00am-6:00pm All Day zone.
 - Convert 160m untimed parking on east-west side of South Creek Road, Cromer, into 8P 8:00am-6:00pm All Day zone.
 - Install 25m and 20m No Stopping zones at the south-west and north-east corner of South Creek Road and Campbell Avenue, Cromer, respectively.
 - Install 20m Statutory No Stopping zone at north-east and south-east corners of Inman Road and Orlando Road, Cromer.
 - Formalise 30m Bus Zone at the western side of Inman Road, Cromer.
 - Convert 90m, 100m and 45m untimed parking on eastern side of Inman Road, Cromer, into 8P, 8:00am-6:00pm All Day zone.
 - Convert 90m, 6m and 160m untimed parking on western side of Inman Road, Cromer, into 8P, 8:00am-6:00pm All Day zone.
 - Convert 140m and 20m untimed parking on northern side of South Creek Road, Cromer, into '8P, 8:00am-6:00pm All Day zone.
 - Convert 40m and 80m untimed parking on southern side of South Creek Road, Cromer, into 8P, 8:00am-6:00pm All Day zone.
 - Install 20m Statutory No Stopping zone at northern and southern corners of South Creek
-

Road and Thew Parade, Cromer.

- M. Convert 210m untimed parking on eastern and western side of Thew Parade, Cromer, into 8P, 8:00am-6:00pm, All Day zone.
 - N. Install 20m Statutory No Stopping zone at south-east and south-west corners of Thew Parade and Middleton Road, Cromer.
-



— Proposed '8P, 8AM-6PM, All Day'
— Existing No Parking



PROPOSAL

Cromer Park, Cromer
Parking modifications'

Drawn: VS

Approved



Table of Consultation

| | |
|-----------------|-----------------------|
| Address | Cromer Park, Cromer |
| Proposal | Parking Modifications |

| | |
|-----------------------------|-----|
| Properties Consulted | 130 |
| Responses Received | 5 |
| Support | 5 |
| Do Not Support | 0 |

| Issue | Resident Comment | Council Response |
|---|--|--|
| Parking restriction time | Residents requested to change 8P into 10P. | If change it to 10P then vehicles park permanently and do not resolve the issue. |
| Extend the restriction to other streets | Residents commented to extend the restrictions to South Creek Road west, | Stage by stage process depends on the outcome of the proposal. |
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| ITEM 4.15 | FISHER ROAD NORTH, CROMER – PARKING MODIFICATIONS |
| REPORTING OFFICER | TRAFFIC ENGINEER |
| TRIM FILE REF | 2019/269774 |
| ATTACHMENTS | 1 Fisher Road North, Cromer - Plan |

GEOCODES: -33.741944, 151.282598

REPORT

BACKGROUND

Council has received concerns from local residents regarding boats, caravans and trailers parked for prolonged period on Fisher Road North, Cromer, in front of the Cromer Community Centre and creating parking difficulties and safety hazards.

LOCATION

Fisher Road North, Cromer, is a local road with an average width of 13m and a default speed limit of 50 km/h.

ISSUES

- Boats, caravans and trailers are parked for prolonged periods on Fisher Road North in front of Cromer Community Centre. Valuable parking spots are being used as a storage.
- Motorists are having difficulties finding parking spots.
- Motorists very often park near the bus stop.
- Visibility of motorists is affected which creates hazardous situations.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the following parking modifications:

- Install 27m and 75m No Stopping zone at the western and southern corners of Fisher Road North and Carawa Road, Cromer, respectively.
- Convert 80m and 70m untimed parking on south-west side of Fisher Road North into 8P, 8:00am-6:00pm, All Day zone.
- Formalising 6m Mail Zone on south-west side of Fisher Rd North near the existing post box.
- Formalising 30m Bus Zone on south-west side of Fisher Rd North near the existing Bus Stop.

The proposal will discourage the parking of boats, caravans and trailers and facilitate motor vehicle parking and bus operation. In addition, visibility will be improved and safety enhanced.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The safety of pedestrians and people cycling will be enhanced due to improvements in visibility and traffic flow

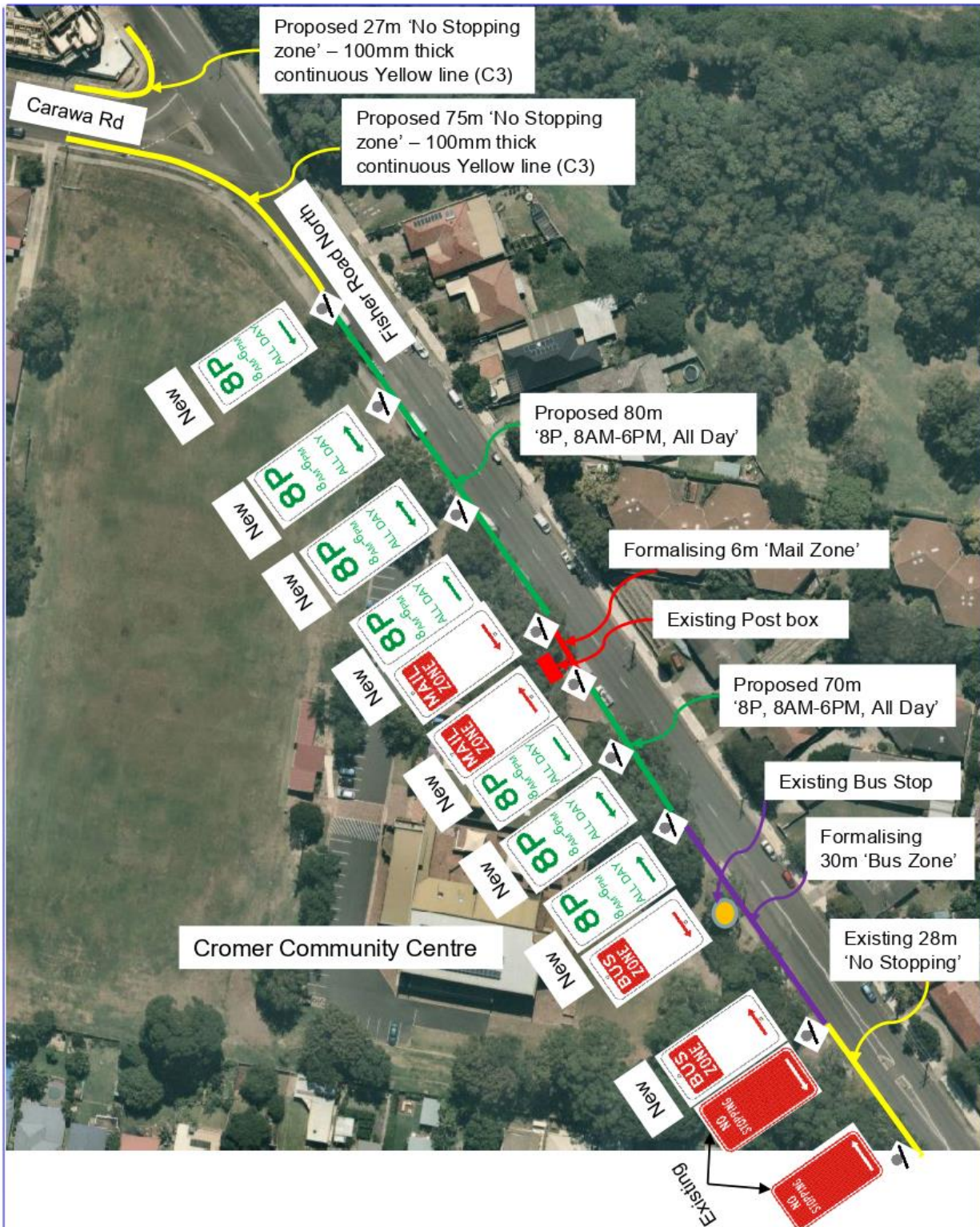
CONSULTATION

Consultation letters have been distributed to 50 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:

- A. Installing 27m and 75m No Stopping zone at the western and southern corners of Fisher Road North and Carawa Road, Cromer, respectively.
 - B. Converting 80m and 70m untimed parking on south-west side of Fisher Road North, Cromer, into 8P, 8:00am-6:00pm, All Day zone.
 - C. Formalising 6m Mail Zone on south-west side of Fisher Rd North, Cromer, near the existing post box.
 - D. Formalising 30m Bus Zone on south-west side of Fisher Rd North, Cromer, near the existing Bus Stop.
-



PROPOSAL

Fisher Road North, Cromer Parking modifications'

Drawn: VS

Approved




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council

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|--------------------------|--|
| ITEM 4.16 | ROSEBERRY STREET, BALGOWLAH - RAISED PEDESTRIAN CROSSING |
| REPORTING OFFICER | TRAFFIC ENGINEER |
| TRIM FILE REF | 2019/268651 |
| ATTACHMENTS | 1 Roseberry Street, Balgowlah - Plan 2 Roseberry Street, Balgowlah - Pedestrian and Vehicle Count |

GEOCODES: -33.788403, 151.267621

REPORT

BACKGROUND

Council has received concerns from a number of local residents and business premises in Roseberry Street, Balgowlah, regarding the number of pedestrians now crossing Roseberry Street between Woolworths and Aldi.

LOCATION

Roseberry Street is a local road of approx. 9.7m in width. It runs north south and carries close to 1000 vehicles per hour in peak periods. It is the main spine of the Balgowlah Industrial Area and carries traffic between Balgowlah Road and Kenneth Road.

ISSUES

- Pedestrians currently cross Roseberry Street without the aid of any midblock crossing facilities. The recent opening of the Aldi supermarket has increased pedestrian activity crossing between Aldi, on the east side of Roseberry Street, and Woolworths, sited directly opposite on the west side of Roseberry Street.
- Pedestrian and vehicle counts were undertaken on 21 March 2019 shortly after Aldi opened and revealed the location fell just short of the warrant for introduction of a marked footcrossing. Given that Aldi had, at that time, only recently opened, it was considered likely that the volume of pedestrians would soon increase and that the warrant would be met. On this basis RMS has supported the introduction of a marked crossing.
- Roseberry Street is used by heavy vehicles making deliveries to the supermarkets and other commercial/industrial premises in the street. The introduction of marked pedestrian crossing will ensure these larger vehicles travel safely
- In off peak times when volumes are lower, speeds can increase in Roseberry Street. A raised crossing will assist in keeping speeds low.

PROPOSAL

Council has undertaken a review of the location and issues and undertaken pedestrian and vehicular traffic counts. After having reviewed the location and following liaison with RMS it is proposed to introduce a raised pedestrian crossing (or wombat crossing) on Roseberry Street north of its intersection with Hayes Street.

It is proposed to initially introduce an at-grade crossing and when design plans are completed and funding is available, this will then be upgraded to a raised wombat crossing.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Significantly improve safety and amenity for pedestrians crossing Roseberry Street. Although the cycle routes heading north south in this vicinity are via Quirk Road or along the Condamine

Street shared path, the presence of a marked crossing will ensure that vehicle speeds are moderated on Roseberry Street improving safety for people cycling. Raising the crossing will further reduce speeds and improve safety for both pedestrians and people cycling on Roseberry Street.

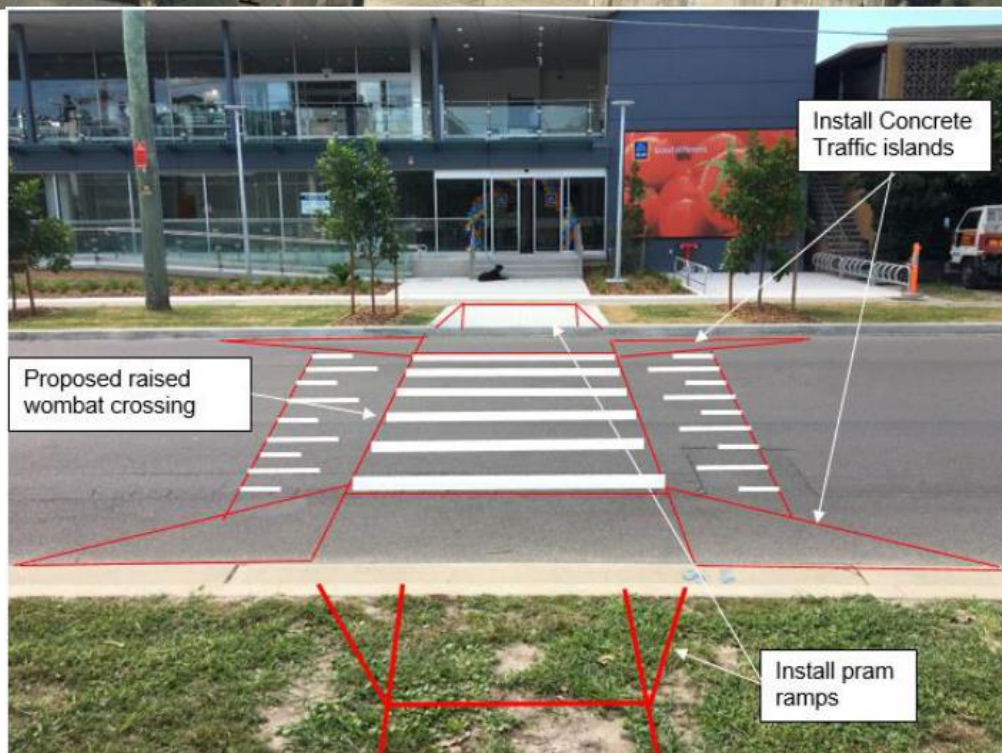
CONSULTATION

Consultation letters have been distributed to 6 properties within the immediate vicinity of the location providing notification of the proposed changes. Only one response has been received supporting the change. It should be noted; however, that Council has received numerous requests from users of both Aldi and Woolworths and workers in the Balgowlah Industrial Area requesting measures to improve safety for pedestrians crossing between the two supermarkets.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a marked pedestrian crossing on Roseberry Street, north of its intersection with Hayes Street, Balgowlah.
 - B. That design plans be prepared for a raised wombat crossing and this be installed when the plans have been finalised and funding secured.
-



PROPOSAL

Roseberry Street, Balgowlah
Raised Wombat Crossing



Drawn JB

Approved




northern
beaches
council



R.O.A.R. DATA

Reliable, Original & Authentic Results
Ph.88196847, Mob.0418-239019

Client : Northern Beaches Council
Job No/Name : 7037 BALGOWLAH Roseberry St
Day/Date : Thursday 21st March 2019

| ROSEBERRY ST | | | |
|--------------|-----------|-----------|------|
| Vehicles | | | |
| Time Per | Nth-bound | Sth-bound | TOT |
| 0700 - 0715 | 32 | 61 | 93 |
| 0715 - 0730 | 57 | 95 | 152 |
| 0730 - 0745 | 77 | 104 | 181 |
| 0745 - 0800 | 50 | 72 | 122 |
| 0800 - 0815 | 69 | 63 | 132 |
| 0815 - 0830 | 104 | 104 | 208 |
| 0830 - 0845 | 104 | 86 | 190 |
| 0845 - 0900 | 75 | 97 | 172 |
| 0900 - 0915 | 77 | 107 | 184 |
| 0915 - 0930 | 104 | 108 | 212 |
| 0930 - 0945 | 95 | 77 | 172 |
| 0945 - 1000 | 88 | 68 | 156 |
| 1000 - 1015 | 68 | 59 | 127 |
| 1015 - 1030 | 72 | 101 | 173 |
| 1030 - 1045 | 80 | 71 | 151 |
| 1045 - 1100 | 68 | 113 | 181 |
| 1100 - 1115 | 90 | 74 | 164 |
| 1115 - 1130 | 79 | 90 | 169 |
| 1130 - 1145 | 64 | 79 | 143 |
| 1145 - 1200 | 78 | 98 | 176 |
| 1200 - 1215 | 77 | 68 | 145 |
| 1215 - 1230 | 86 | 104 | 190 |
| 1230 - 1245 | 72 | 100 | 172 |
| 1245 - 1300 | 59 | 104 | 163 |
| 1300 - 1315 | 84 | 84 | 168 |
| 1315 - 1330 | 68 | 50 | 118 |
| 1330 - 1345 | 77 | 77 | 154 |
| 1345 - 1400 | 70 | 80 | 150 |
| 1400 - 1415 | 108 | 119 | 227 |
| 1415 - 1430 | 86 | 86 | 172 |
| 1430 - 1445 | 104 | 91 | 195 |
| 1445 - 1500 | 93 | 109 | 202 |
| 1500 - 1515 | 91 | 120 | 211 |
| 1515 - 1530 | 98 | 108 | 206 |
| 1530 - 1545 | 130 | 86 | 216 |
| 1545 - 1600 | 135 | 103 | 238 |
| 1600 - 1615 | 126 | 120 | 246 |
| 1615 - 1630 | 110 | 107 | 217 |
| 1630 - 1645 | 109 | 113 | 222 |
| 1645 - 1700 | 116 | 129 | 245 |
| 1700 - 1715 | 119 | 149 | 268 |
| 1715 - 1730 | 101 | 120 | 221 |
| 1730 - 1745 | 104 | 117 | 221 |
| 1745 - 1800 | 94 | 106 | 200 |
| Period End | 3848 | 4177 | 8025 |

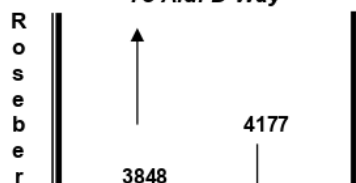
| ROSEBERRY ST | | | |
|--------------|-----------|-----------|-----|
| Vehicles | | | |
| Peak Per | Nth-bound | Sth-bound | TOT |
| 0700 - 0800 | 216 | 332 | 548 |
| 0715 - 0815 | 253 | 334 | 587 |
| 0730 - 0830 | 300 | 343 | 643 |
| 0745 - 0845 | 327 | 325 | 652 |
| 0800 - 0900 | 352 | 350 | 702 |
| 0815 - 0915 | 360 | 394 | 754 |
| 0830 - 0930 | 360 | 398 | 758 |
| 0845 - 0945 | 351 | 389 | 740 |
| 0900 - 1000 | 364 | 360 | 724 |
| 0915 - 1015 | 355 | 312 | 667 |
| 0930 - 1030 | 323 | 305 | 628 |
| 0945 - 1045 | 308 | 299 | 607 |
| 1000 - 1100 | 288 | 344 | 632 |
| 1015 - 1115 | 310 | 359 | 669 |
| 1030 - 1130 | 317 | 348 | 665 |
| 1045 - 1145 | 301 | 356 | 657 |
| 1100 - 1200 | 311 | 341 | 652 |
| 1115 - 1215 | 298 | 335 | 633 |
| 1130 - 1230 | 305 | 349 | 654 |
| 1145 - 1245 | 313 | 370 | 683 |
| 1200 - 1300 | 294 | 376 | 670 |
| 1215 - 1315 | 301 | 392 | 693 |
| 1230 - 1330 | 283 | 338 | 621 |
| 1245 - 1345 | 288 | 315 | 603 |
| 1300 - 1400 | 299 | 291 | 590 |
| 1315 - 1415 | 323 | 326 | 649 |
| 1330 - 1430 | 341 | 362 | 703 |
| 1345 - 1445 | 368 | 376 | 744 |
| 1400 - 1500 | 391 | 405 | 796 |
| 1415 - 1515 | 374 | 406 | 780 |
| 1430 - 1530 | 386 | 428 | 814 |
| 1445 - 1545 | 412 | 423 | 835 |
| 1500 - 1600 | 454 | 417 | 871 |
| 1515 - 1615 | 489 | 417 | 906 |
| 1530 - 1630 | 501 | 416 | 917 |
| 1545 - 1645 | 480 | 443 | 923 |
| 1600 - 1700 | 461 | 469 | 930 |
| 1615 - 1715 | 454 | 498 | 952 |
| 1630 - 1730 | 445 | 511 | 956 |
| 1645 - 1745 | 440 | 515 | 955 |
| 1700 - 1800 | 418 | 492 | 910 |
| PEAK HR | 445 | 511 | 956 |

| P | PV |
|----|-------|
| 17 | 9316 |
| 26 | 15262 |
| 29 | 18647 |
| 36 | 23472 |
| 41 | 28782 |
| 73 | 55042 |
| 77 | 58366 |
| 71 | 52540 |
| 63 | 45612 |
| 34 | 22678 |
| 42 | 26376 |
| 46 | 27922 |
| 50 | 31600 |
| 50 | 33450 |
| 40 | 26600 |
| 40 | 26280 |
| 48 | 31296 |
| 48 | 30384 |
| 55 | 35970 |
| 64 | 43712 |
| 60 | 40200 |
| 73 | 50589 |
| 66 | 40986 |
| 59 | 35577 |
| 54 | 31860 |
| 45 | 29205 |
| 50 | 35150 |
| 58 | 43152 |
| 59 | 46964 |
| 49 | 38220 |
| 42 | 34188 |
| 35 | 29225 |
| 42 | 36582 |
| 51 | 46206 |
| 67 | 61439 |
| 68 | 62764 |
| 64 | 59520 |
| 57 | 54264 |
| 41 | 39196 |
| 33 | 31515 |
| 25 | 22750 |



TOTAL VOLUMES
FOR PERIOD
COUNTED

To Aldi D-Way



PEAK HOUR
1630 - 1730

To Aldi D-Way



r
y
S
t



To Hayes St

r
y
S
t



To Hayes St

| | |
|--------------------------|---|
| ITEM 4.17 | DUNDILLA ROAD, FRENCHS FOREST - MEDIAN ISLAND |
| REPORTING OFFICER | TRAFFIC ENGINEER |
| TRIM FILE REF | 2019/275148 |
| ATTACHMENTS | 1 Dundilla Road, Frenchs Forest - Plan 2 Table of Consultation |

GEOCODES: -33.738939, 151.225512

REPORT

BACKGROUND

Council has received requests from local residents and police to consider improving the intersection of Dundilla Road and Wearden Road, Frenchs Forest. Concerns raised by residents include that drivers currently speed along Wearden Road and often 'cut the corner' when turning right from Wearden Road into Dundilla Road.

LOCATION

- Dundilla Road is a two-lane thoroughfare road running in a north-south direction
- It is a local road with a speed limit of 50 km/h
- The average width of Dundilla Road is approximately 9.5
- There are no parking restrictions along Dundilla Road, except for the statutory No Stopping 10m from the intersection
- Dundilla Road is predominantly a residential street
- The vertical alignment of the road varies a lot
- There are two speed humps on Wearden Road one of them is around 45m east of Dundilla Road

ISSUES

- Motorists entering Dundilla Road from Wearden Road are speeding and cutting the corner
- Vehicles, while entering Dundilla Road, manoeuvre a large turning radius and risk collision from the oncoming traffic of Dundilla Road
- The removal of the silent cop (cast iron rod) has increased the frequency of this illegal move and reduced the safety of the intersection.

PROPOSAL

Council has undertaken a review of the above location and proposes to install rumble bars within the painted centre Median Island and Dividing Barrier Line. The rumble bars are approximately 200mm by 400mm and 50mm in height and the desired effect is to deter motorists from driving over them, similarly to the function of a concrete island. The rumble bars will in effect tighten the radius of the corner for traffic entering Dundilla Road from Wearden Road. The disadvantages of rumble bars are that they are noisy if drivers do run over them, they can be knocked off the road if repeatedly hit and possibly damage the tyres of vehicles.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

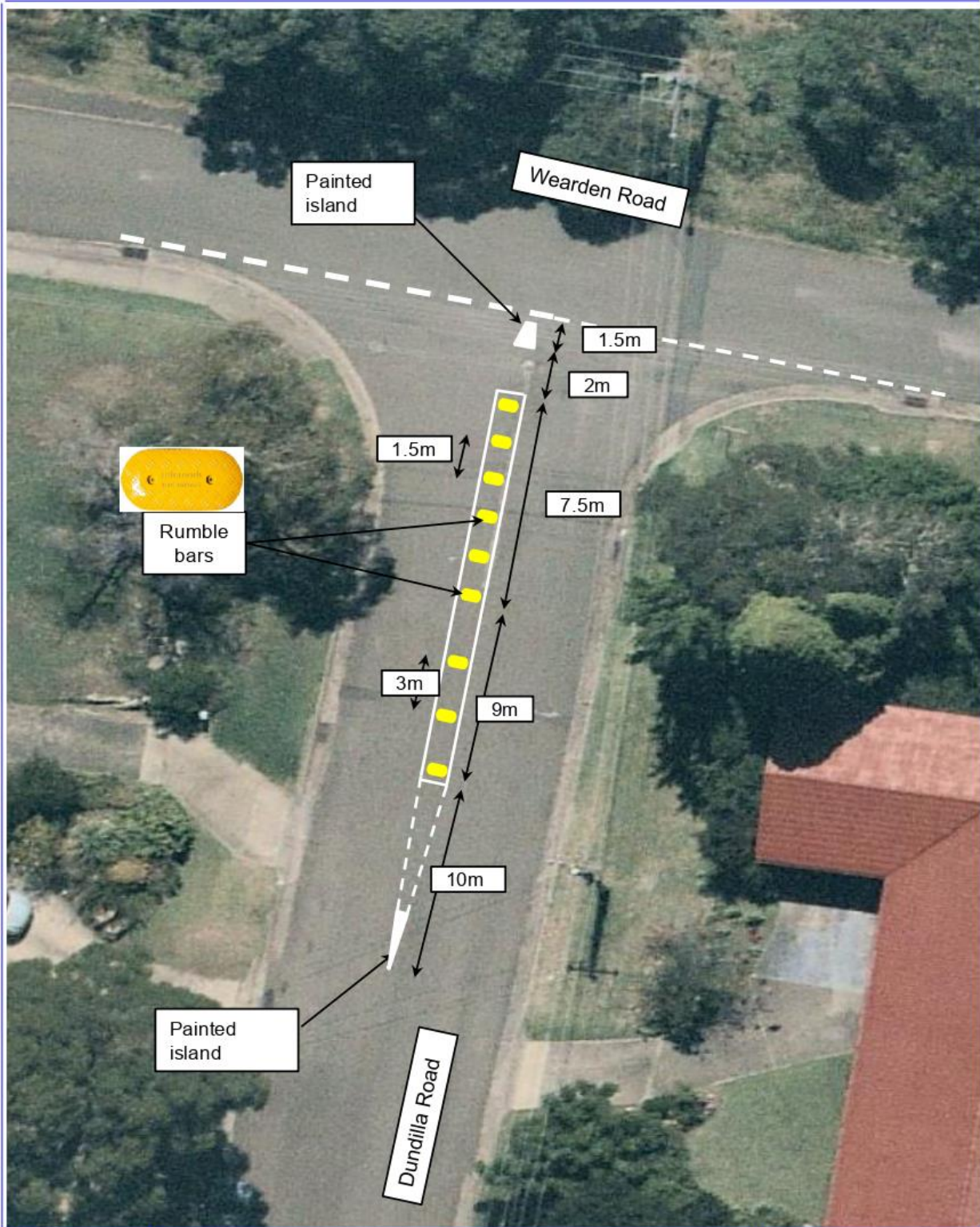
- As the proposal improves the intersection the safety of people cycling also will be improved

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of a painted Median Island with rumble bars (approximately 200mm by 400mm and 50mm in height) to physically deter motorists from cutting the corner and to increase the safety of the traffic at the intersection of Dundilla Road and Wearden Road, Frenchs Forest.



PROPOSAL

Wearden Rd and Dundilla Rd, Frenchs Forest
Median Island

Drawn **AS**

Approved




northern
beaches
council

Table of Consultation

| | |
|-----------------|--------------------------------------|
| Address | Dundilla Road, Frenchs Forest |
| Proposal | Median Island |

| | |
|-----------------------------|----|
| Properties Consulted | 15 |
| Responses Received | 5 |
| Support | 5 |
| Do Not Support | 0 |

| Issue | Resident Comment | Council Response |
|--------------------------------|---|---|
| Noise from the bars | Have concerns regarding the noise it will create | Noise from the rumble bars is unlikely to be an issue as few drivers would risk their tyres by running over them |
| Speed humps | More speed hump will be more effective | The topography of the street will make the speed hump hazardous for the motorists. |
| Local Street Only | Local Traffic should only be allowed to use the road | There are no provisions for non-residents to refrain from using these streets. |
| Silent Cop (cast iron bollard) | Reinstall the silent cop | Council does not maintain or install silent cop any longer, as it is not recommended by RMS due to visibility issue in low light. |
| Short length | The proposed island be shortened so that it does not extend so far into Dundilla Road | The length of the median island will be built by taking into consideration of the access of the driveway of the property at the corner. |