


# 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 6 AUGUST 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	Mr Michael Regan
Member for Pittwater Mr R Stokes MP Representative	Mr Andrew Johnston
Member for Davidson Mr J O’Dea MP Representative	Mr Phil Corbett
Member for Wakehurst Mr B Hazzard MP Representative	Mr Toby Williams
Member for Manly Mr J Griffin MP Representative	Mr John O’Connor
Roads and Maritime Services	Mr Raymond Tran
Northern Beaches Police Command, Dee Why	Sergeant Nino Jelovic

## Non Voting Members

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

## Officers

Director Transport and Assets	Mr Jorde Frangoples
Executive Manager Transport and Civil Infrastructure	Mr Craig Sawyer
Manager Transport Network	Mr Phillip Devon
Senior Traffic Engineer	Mr Patrick Bastawrous
Traffic Engineer	Mr Ricky Kwok
Traffic Engineer	Mr James Brocklebank
Traffic Engineer	Mr Velsamy Sankaran
Traffic Engineer	Mrs Rezvan Saket
Traffic Engineer	Mr Anwar Subel
Traffic Officer	Mr Luke Nickson
Traffic Officer	Mr Brian Duong
Traffic Officer	Mrs Kajal Todd
Traffic Officer	Mr Ali Samimi Haghighi
Ranger Coordinator	Mr Michael Davey
Active Travel Officer	Ms Michelle Carter
Active Travel Officer	Mr Phillip Gray
Road Safety Officer	Mrs Karen Menzies
Road Safety Officer	Ms Robynann Dixon
Transport Support Officer	Ms Lisa Monk

## Visitors

To speak on Item 4.1	Ms Lee Smith
To speak on Item 4.2	Ms Tess Lavender



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

**to be held on Tuesday 6 August 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 2 July 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 Regent Street, Dee Why - Children's Crossing (Revised) .....7

4.2 Bower Street, Manly - No Parking Restrictions.....14

4.3 Lantana Avenue, Narrabeen - No Parking Restrictions .....20

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4.5 Patanga Road, Frenchs Forest - Timed Parking Restrictions .....27

4.6 Harbord Road, North Curl Curl - Parking Modifications .....30

4.7 Ronald Avenue, Narrabeen - Parking Modifications .....34

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4.9 Darley Street, Forestville - Accessible Parking .....40

4.10 Federal Parade, Brookvale - No Stopping Restrictions .....44

4.11 Argyle Street and York Terrace, Bilgola Plateau - Dividing Barrier Lines and No Stopping Restrictions .....47

4.12 Taiyul Road, North Narrabeen - Dividing Barrier Lines.....51

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4.14 Macpherson Street, Warriewood - Speed Cushions.....59

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**NEXT MEETING Tuesday 3 September 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 2 JULY 2019**

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#### **RECOMMENDATION**

That the Minutes of the Northern Beaches Council Local Traffic Committee held 2 July 2019, copies of which were previously circulated to all Members, be confirmed as a true and correct record of the proceedings of that meeting.

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### **2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST**

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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.

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## 4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

### ITEM 4.1 REGENT STREET, DEE WHY - CHILDREN'S CROSSING (REVISED)

REPORTING OFFICER TRAFFIC ENGINEER

TRIM FILE REF 2019/404364

ATTACHMENTS

- 1 Regent Street, Dee Why - Plan
- 2 Table of Consultation
- 3 Regent Street, Dee Why - Detailed Design
- 4 Details of Standard Pram Ramp

**GEOCODES:** -33.749056, 151.286278

### REPORT

#### BACKGROUND

Council has received a number of requests from parents to provide a children's crossing facility at Regent Street, Dee Why. The Principal of the Dee Why Public School supports this request.

Council had proposed to install a Children's Crossing at Regent Street, Dee Why, and the proposal was considered by the Northern Beaches Council Local Traffic Committee on 9 October 2018 and approved subject to RMS approval of detailed design. However, Council revised the proposal based on submissions received from community consultation.

The traffic counts on Regent Street have revealed the following:

- Average traffic counts (bidirectional) of a one hour duration, before and after school hours, was 150 vehicles per hour and 168 vehicles per hour respectively
- Observations show that in the same hour more than 20 children crossed in the vicinity
- 85<sup>th</sup> percentile speed is 48km/h (comparing both directions).

The Austroads Guide to Traffic Management has established a warrant that must be met before a site is considered suitable for a children's crossing. Roads and Maritime Services (RMS) have adopted this warrant for use within NSW. The crossing is located on a local and lightly trafficked road where in a one hour duration, immediately before and after school hours, the traffic flow exceeds 50 vehicles per hour in each direction and during the same hour 20 or more children cross the road within 20m of the proposed crossing location. Therefore, the volume of children and vehicles meets the warrant for the provision of a children's crossing at Regent Street.

Council proposes a children's crossing facility with modifications to the existing parking arrangements. This children's crossing facility is an interim measure until the signal is upgraded to provide a pedestrian phase on Regent Street.

#### LOCATION

- The Dee Why Public School is surrounded by Fisher Road, Regent Street and Holborn Avenue.
- Regent Street is a two-way local street, approximately 11m wide, allowing parking on both sides of the street, which makes a single traffic lane in each direction.
- Regent Street is a Bus route.

## ISSUES

There is a midblock children's crossing at Holborn Avenue and no other crossing facilities on Fisher Road or Regent Street. Therefore, Council is proposing to install a Children's Crossing at Regent Street, Dee Why, and believes that it will benefit school children to cross the road more safely as they walk to and from school.

## PROPOSAL

- Extend the existing 10m No Stopping restrictions on the northern side of Regent Street to 20m to comply with the statutory No Stopping distance at a signalised intersection.
- Install 26.5m No Stopping, 8:00am – 9:30pm, 2:30pm – 4:00pm, School Days on the northern side of Regent Street which requires removing the existing 12.5m P5 minutes, 8:00am – 9:30am, 2:30pm – 4:00pm School Days. (*Loosing two parking spaces*).
- Reduce the existing 30m Bus Zone to 18.5m Bus Zone 8:00am–9:30am and 2:30pm–4:00pm School Days on the northern side of Regent Street. The No Stopping zone can be used for draw-in and draw-out purposes. (*Gaining two parking spaces*).
- Install 37.5m No Stopping, 8:00am – 9:30pm, 2:30pm – 4:00pm, School Days on the southern side of Regent Street. (*Loosing three parking spaces*).
- Remove the existing No Parking signs installed on the southern side of Regent Street across the driveway.
- Extend the existing 15m No Stopping restrictions on the eastern side of Fisher Road to 20m to comply with the statutory No Stopping distance at a signalised intersection.
- Remove the existing 14.5m No Parking on the eastern side of Fisher Road.
- Remove the existing 7m No Parking Australia Post Vehicles Excepted zone on the eastern side of Fisher Road.
- Remove the existing 18m Bus Zone and relocate the 24m Bus Zone 8:00am–9:30am and 2:30pm–4:00pm School Days towards the signal on the eastern side of Fisher Road. The No Stopping zone can be used for draw-out purpose.
- Install 55.5m No Parking restrictions on the eastern side of Fisher Road.
- Install a Children's Crossing with necessary No Stopping and Warning signs and line markings
- Install additional Children's Crossing warning signs with Crossing on Side Road supplementary signs on Fisher Road approaches.
- Install Zig-Zag lines.
- Construct pram ramps as per the standard requirements.
- Install dividing barrier lines with bi-directional RRPMS.
- The school agreed to arrange the display of the children's crossing flags or signs during school crossing times of operation (8:00am – 9:30am and 2:30pm – 4:00pm School Days).

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Improved safety for pedestrians and people cycling

## CONSULTATION

Consultation letters have been distributed to 317 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

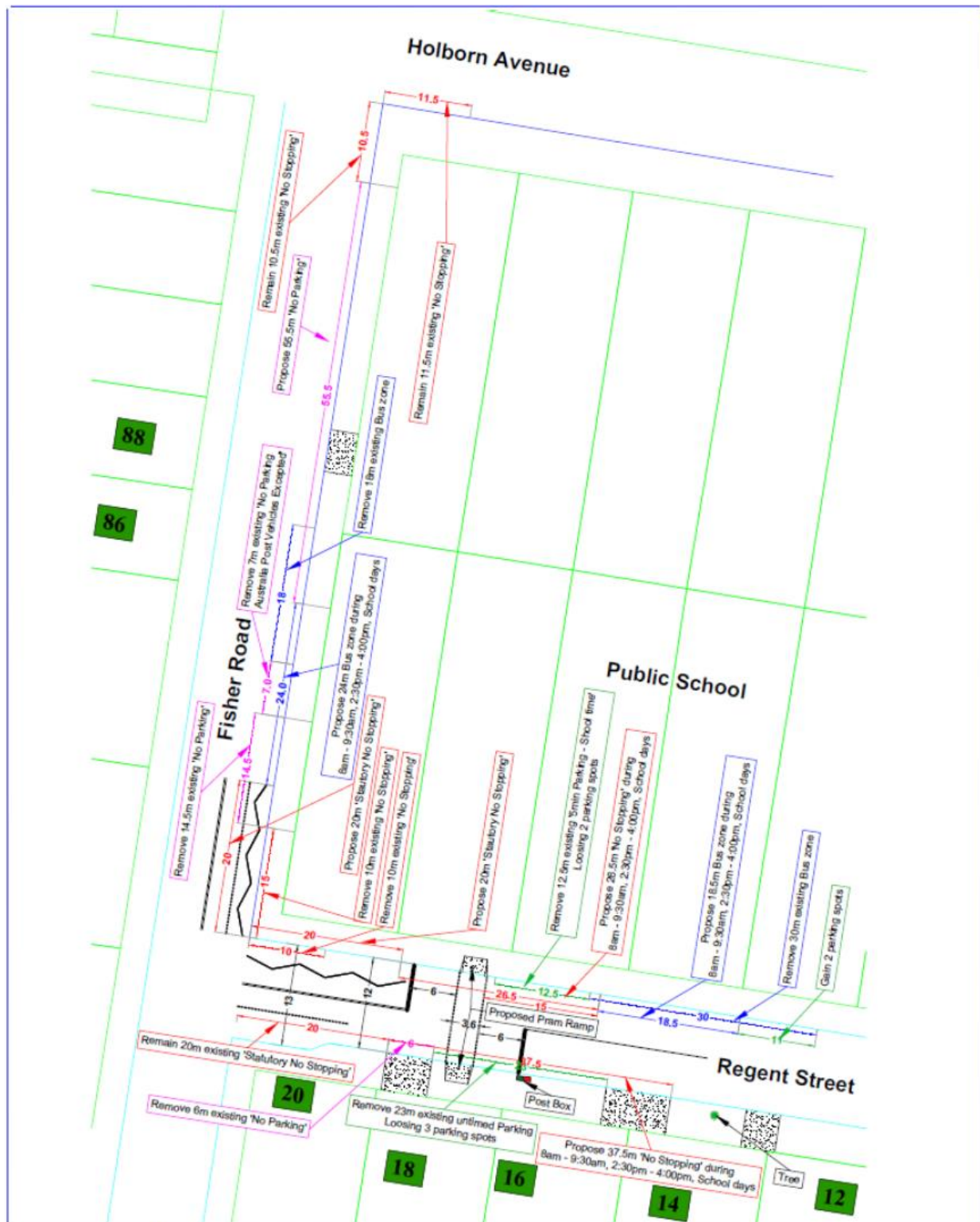


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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Extension of the existing 10m No Stopping restrictions on the northern side of Regent Street to 20m to comply with the statutory No Stopping distance at a signalised intersection.
  - B. Installation of 26.5m No Stopping, 8:00am – 9:30pm, 2:30pm – 4:00pm, School Days on the northern side of Regent Street which requires removing the existing 12.5m P5 minutes, 8:00am – 9:30am, 2:30pm – 4:00pm School Days.
  - C. Reduction of the existing 30m Bus Zone to 18.5m Bus Zone 8:00am–9:30am and 2:30pm–4:00pm School Days on the northern side of Regent Street. The No Stopping zone can be used for draw-in and draw-out purposes.
  - D. Installation 37.5m No Stopping, 8:00am – 9:30pm, 2:30pm – 4:00pm, School Days on the southern side of Regent Street.
  - E. Removal of the existing No Parking signs installed on the southern side of Regent Street across the driveway.
  - F. Extension of the existing 15m No Stopping restrictions on the eastern side of Fisher Road to 20m to comply with the statutory No Stopping distance at a signalised intersection.
  - G. Removal of the existing 14.5m No Parking on the eastern side of Fisher Road.
  - H. Removal of the existing 7m No Parking Australia Post Vehicles Excepted zone on the eastern side of Fisher Road.
  - I. Removal of the existing 18m Bus Zone and relocate the 24m Bus Zone 8:00am–9:30am and 2:30pm–4:00pm School Days towards the signal on the eastern side of Fisher Road. The No Stopping zone can be used for draw-out purpose.
  - J. Installation of 55.5m No Parking restrictions on the eastern side of Fisher Road.
  - K. Installation of a Children's Crossing with necessary No Stopping and Warning signs and line markings
  - L. Installation of an additional Children's Crossing warning sign with Crossing on Side Road supplementary signs on Fisher Road approaches.
  - M. Installation of Zig-Zag lines.
  - N. Construction of pram ramps as per the standard requirements.
  - O. Installation of Dividing Barrier Lines with bi-directional RRPMS.
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**PROPOSAL**

**Regent Street, Dee Why  
Children Crossing**

Drawn: VS

Approved



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council

### **Table of Consultation**

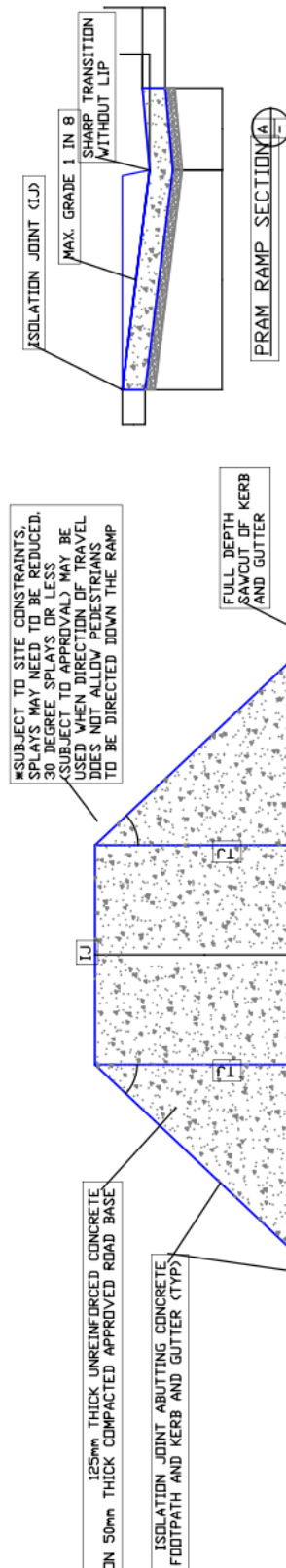
<b>Address</b>	Regent Street, Dee Why
<b>Proposal</b>	Children Crossing

<b>Properties Consulted</b>	317
<b>Responses Received</b>	15
<b>Support</b>	0
<b>Do Not Support</b>	15

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Safety	Crossing too close to the signalised intersection. Signalised crossing is the safest solution.	Additional Warning Signs on side roads and 'Zig-Zag' lines on pavements are proposed to alert motorists about the crossing facility. Interim measure until the signalised pedestrian crossing phase will be established.
Loss of parking	Parking demand is high and losing parking cannot be accepted.	To provide the 'Children Crossing' to comply with Standards and ensure safety, parking losses inevitable. However, minimise parking losses as much as possible.
Waste of money	Signalised crossing is the best solution and resolve all issues.	Interim measure until the signal has been upgraded.
Assisted crossing	Lollipop persons assistance needed to improve the safety at crossing.	Crossing has been designed to comply with Standards & Guidelines to operate without the lollipop person's assistance.
Map is too small	Hard to read and comment.	Council provided bigger maps to major stakeholders and concerned residents.

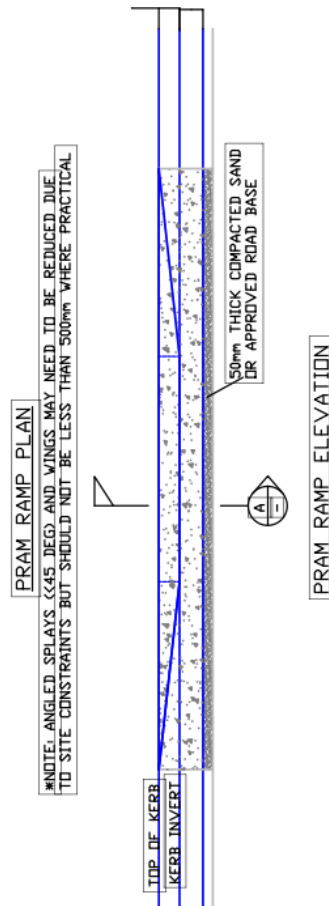






#### PEDESTRIAN (PRAM) RAMP NOTES

1. PEDESTRIAN RAMPS SHALL BE 125mm THICK, UNREINFORCED AND CONVE SURFACE FINISHED ON 50mm THICK SAND BEDDING OR APPROVED ROAD BASE.
2. PEDESTRIAN RAMP AND SLOPING SIDES SHALL BE COLOURED "DARK TERRACOTTA" OXIDE TINT OR EQUIVALENT UNDO.
3. ALL EXPOSED EDGES SHALL BE NEATLY ROUNDED WITH AN EDGING TOOL FORMING A 5mm CHAMFER.
4. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 25MPa AT 28 DAYS AND MAXIMUM SLUMP OF 80mm.
5. INTERFACING SHALL PLACE A 75mm DEEP SAW CUT IN THE GUTTER INTERFACING REMOVING THE KERB, UNLESS DIRECTED BY COUNCIL OR THE SUPERINTENDENT TO REMOVE THE INTEGRAL KERB AND GUTTER.
6. THE GUTTER SHALL BE STEEL FLOAT FINISHED. ALSO REFER TO JOINT DETAILS.
7. SUBGRADE SHALL BE THOROUGHLY COMPACTED BY USE OF A VIBRATORY COMPACTOR EQUIPMENT UNTIL IT SHOWS NO SIGNS OF MOVEMENT OR AS DIRECTED BY COUNCIL.
8. WHERE PRACTICABLE, PROVIDE UPPER LANDING WIDTH OF 1500mm.
9. REFER TO AUSTRALIAN STANDARD AS1428.1-2009 "DESIGN FOR ACCESS AND MOBILITY" FOR FURTHER DETAILS.
10. ALL DIMENSIONS SHOWN ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.



## Details of Standard Pram Ramp

<b>ITEM 4.2</b>	<b>BOWER STREET, MANLY - NO PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2019/268617</b>
<b>ATTACHMENTS</b>	<b>1 Bower Street, Manly - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.801379, 151.294518

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding congested traffic conditions on Bower Street, Manly, particularly during summer. This is a result of heavy parking activity on both sides of the road. With the growing popularity of Shelley Beach it is often the case that vehicles heading in either direction on Bower Street form queues and are unable to proceed. This is because parked cars have reduced the available carriageway width to a single lane.

### **LOCATION**

Bower Street is a local road a little over 8m in width along its full length. It is the only road access to Shelley Beach. The width of Bower Street is insufficient to allow for parking on both sides and still maintain enough road width for two cars to pass abreast. While much of Bower Street has had parking restrictions introduced which restrict parking on one or both sides of the road there are long lengths where parking is still permissible on both sides.

The eastern end of Bower Street terminates at the carpark serving Shelley Beach. This carpark contains 77 car spaces and 2 motorcycle spaces. The carpark is controlled by a 10P Ticket parking restriction to which Northern Beaches Beach Parking Permit holders are exempt.

### **ISSUES**

- Parked vehicles on both sides of the road restrict access along the street to a single lane.
- On weekdays and during winter, traffic volumes and visitor levels to Shelley Beach are low enough that parking activity on both sides of the road does not create congestion.
- On weekends in summer the popularity of Shelley Beach leads to increased traffic in the street and queues in both directions can form.
- There is a real concern that parked vehicles and associated congestion could potentially restrict a timely emergency vehicle response to an incident at Shelley Beach or to a residential address on Bower Street.
- There is a distance of approximately 800m along Bower Street between the last side street (College Street) and the Shelley Beach carpark. Once past College Street the only way drivers can turn around is either at the Shelley Beach carpark or by using residential driveways.
- Current parking provisions at Shelley Beach are insufficient to cater for parking demand at peak times. Adjustments to time limits and/or electronic parking availability signage on Bower Street, near College Street, would assist in reducing numbers of vehicles driving along Bower Street to Shelley Beach only to find no parking available.
- The existing 10P restriction at Shelley Beach does not allow sufficient turnover of parking
- Northern Beaches Council Beach Parking permit holders are exempt from ticket parking restrictions at Shelley Beach and can therefore occupy much of the space all day without making payment. Parking surveys reveal on average 70% of those parked at the Shelley Beach carpark are displaying Council Beach Parking permits.
- Existing No Parking restrictions applying on both sides of the road adjacent to Dividing Barrier Lines should be replaced by No Stopping restrictions. Any vehicle parked adjacent to the

Dividing Barrier Lines would be well within 3m of those lines and a No Stopping restriction is therefore required.

## PROPOSAL

Council has undertaken a review of the location and issues. It was originally proposed to introduce a full time No Parking restriction on the north side of Bower Street between No.s 44 - 56 and No.s 68-86. After considering resident feedback, which highlighted that vehicles parked on both sides of the road usually only created problems on weekends and public holidays in summer, it is now proposed to introduce restrictions which apply only between 10:00am and 4:00pm on weekends and public holidays and only during the months of December, January and February, from 1 December to 1 March. In addition, residents raised concerns about the retention of parking on the south side of the road adjacent to an open drain and a steep embankment. Alighting from the passenger side of a vehicle in this vicinity was considered unsafe and impractical and as such it is now proposed to switch the No Parking restriction to the south side between No.s 69 and 87.

Flip style signage which allows the restriction to be changed as necessary will be used. In this way the existing 2P Permit parking restriction can remain in place between 1 March and 30 November at times when the No Parking restriction is not required.

It is also proposed to change existing full time No Parking restrictions to full time No Stopping restrictions adjacent to lengths of Bower Street which have unbroken Dividing Barrier Lines. This will take place on both sides of Bower Street between College Street and No.86 and between No.s 47 and Montpelier Place.

Finally, further investigations are required to determine the most appropriate way forward to improve turnover at the Shelley Beach carpark and reduce the number of drivers having to turn around after failing to find parking. Options include one or more of the following:

- Reducing the time restriction in the Shelley Beach carpark from 10P to 4P
- Amending the beach parking permit time limits at Shelley Beach carpark
- Introducing parking sensors in all spaces at the Shelley Beach carpark and an electronic parking availability sign on Bower Street near its intersection with College Street

## PEDESTRIAN and CYCLING IMPACT STATEMENT

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

- There is a footpath on the northern side of Bower Street. The parking restriction will not impact upon access to this footpath and will improve sight distance to pedestrians on the footpath for drivers seeking to cross it when accessing driveways
- Although there is a Shared Path along the beachfront linking Shelley Beach and Manly Beach access to this path is not permitted for cyclists on weekends. Cyclists wishing to travel to Shelley Beach on weekends must therefore use Bower Street. The proposed parking restrictions will have a positive impact on cyclist safety by increasing the available road width for cyclists.

## CONSULTATION

Consultation letters have been distributed to 78 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation. A notification letter advising of the amended proposal has also been circulated to the above properties.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports:

- A. The introduction of the following restrictions on a trial basis during the 2019/2020 summer period:
    - i. The introduction of No Parking (10:00am to 4:00pm Saturday, Sunday and Public Holidays) on the north side of Bower Street, Manly, between No.s 44-56. These restrictions are to apply only during December, January and February
    - ii. The retention of existing 2P permit parking restrictions between No.s 44-56 between 1 March and 30 November inclusive
    - iii. The introduction of No Parking (10:00am to 4:00pm Saturday, Sunday and Public Holidays) on the south side of Bower Street, Manly, between No.s 69 and 87. These restrictions are to apply only during December, January and February from 1 December to 1 March.
    - iv. The retention of existing 2P permit parking restrictions between No.s 69 and 87 between 1 March and 30 November inclusive
    - v. Monitoring of the above changes to take place during the summer of 2019/20 with further liaison with residents to take place at the conclusion of summer and reporting to the Traffic Committee in early 2020 with regard to any proposed changes.
  - B. The replacement of existing No Parking restrictions adjacent to Dividing Barrier Lines with No Stopping restrictions (on both sides of Bower Street between College Street and No.86 and between No.47 and Montpelier Place).
  - C. Further investigations are being undertaken with regard to the most appropriate means to improve availability of parking at the Shelley Beach carpark and to reduce the numbers of drivers circulating looking for parking.
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# PROPOSAL

Bower Street, Manly  
No Parking

Drawn JB

Approved 



northern  
beaches  
council

## Table of Consultation

<b>Address</b>	<b>Bower Street</b>
<b>Proposal</b>	<b>No Parking</b>

<b>Properties Consulted</b>	78
<b>Responses Received</b>	48
<b>Support</b>	19
<b>Do Not Support</b>	29

Issue	Resident Comment	Council Response
days of week restriction	problems are most prevalent in summer on weekends and public holidays	propose to use No Parking (Sat, Sun and Public Holidays) as an alternative given the number of submissions raising this issue
resident ONLY parking restrictions	with the removal of so much parking, demand for remaining spaces will increase and parking should be for residents ONLY	there are existing 2P Permit parking restrictions in the street already - no possibility for resident ONLY restrictions
electronic parking availability sign	Council needs to install an electronic parking availability sign on Bower Street near College St to limit numbers using Bower St to access the Shelley Beach carpark only to find it full and then have to return along Bower Street	parking surveys show that around half of those who currently park at Shelley Beach do not have to pay for parking as they have Northern Beaches Council Beach Parking permits. Any information obtained from the parking meters would therefore be very inaccurate. Parking space sensors would be required to provide accurate information. This can be explored separately
emergency access	currently vehicles parked both sides of the road restrict available carriageway to a single lane. At busy times gridlock can result and emergency access could feasibly be blocked or delayed	this is acknowledged.
No Stopping rather than No Parking near double separation lines	currently there are No Parking restrictions adjacent to double separation lines, can these be changed to No Stopping?	vehicles parking near existing double separation lines in Bower Street would be within 3m of those lines. A change from No Parking to No Stopping is required.
parking for building works	the introduction of No Parking will make it difficult to complete building work	If restrictions were to apply only on weekends and public holidays this issue would be minimised. In addition Stand Plant permits and Works Zones could still be obtained
duration of restrictions	do restrictions need to apply 24 hours a day, problems only really occur in the middle of the day on weekends and public holidays	propose to use a No Parking restriction applying 10am to 4pm Sat, Sun & Public Holidays as an alternative to focus on the problem times and given the number of submissions raising this point
south side is dangerous	introducing restrictions on the north side will force people to park on the south. That side has no footpath and is dangerous to alight from a vehicle	drivers have been parking on the south side for many years. The south side has less driveways and therefore yields more parking spaces



visitors parking	visitors will be unable to find parking	the change will intensify pressure for parking but this is a trade off that comes from improved access
speeds will increase	removing parking will increase speeds	at busy times speeding is currently not possible and is unlikely to be possible even with removal of parking. Introducing restrictions which apply only on weekends and public holidays will ensure speeds remain low during quieter times
enforcement	there is inadequate parking enforcement at present and drivers park where they chose, in No Parking zones, across driveways etc. Increased enforcement is required	noted
Shelley Beach parking restrictions	Parking is currently 10P at Shelley beach, this should be reduced to 3P or 4P to increase turnover	this is worth considering however northern beaches beach parking permit holders would be exempt from the time restriction so the benefit would be diluted
traffic lights to manage traffic	suggest that a temporary traffic light be installed during summer to manage traffic rather than removing parking	this is unlikely to improve traffic conditions
linemark parking spaces	all parking spaces and driveways should be linemarked to improve parking discipline	parking spaces would need to be marked at lengths suitable for the 85th percentile vehicle. This would be an inefficient use of the parking space and result in less legal parking spaces
boat and trailer parking	given high parking demand boats and trailers should be banned in the street	the number of boats and trailers parked in the street is not currently high enough to warrant No Parking (Motor Vehicles Excepted)

**ITEM 4.3                                      LANTANA AVENUE, NARRABEEN - NO PARKING RESTRICTIONS****REPORTING OFFICER                      TRAFFIC ENGINEER****TRIM FILE REF                              2019/332209****ATTACHMENTS                              1 Lantana Avenue, Narrabeen - Plan  
    2 Table of Consultation****GEOCODES:** -33.724043, 151.284585**REPORT****BACKGROUND**

Council has received concerns from local residents living at Lantana Lodge, Lantana Avenue, Narrabeen, that they cannot see when exiting Lantana Lodge due to vehicles being parked either side of the entrance. Further, they mentioned that this is the only vehicle access to their private parking and the number of vehicles parked along this area has increased significantly due to the construction of a new residential development that is underway within the RSL Lifecare Narrabeen Village site, with a proposed end date of April 2020. They requested no parking restrictions to enhance the safety.

**LOCATION**

- Lantana Avenue is a cul-de-sac with an average width of 8m and a default speed limit of 50 km/h.
- Lantana Avenue is a bus route and parking demand is reasonably high at times.

**ISSUES**

- Motorists, mainly construction related vehicles, often park close to or block the driveway access.
- Most of Lantana Lodge residents are elderly people having limited driving ability.

**PROPOSAL**

Council has undertaken a review of the location and issues and proposes to install 160m of No Parking restrictions temporarily until the completion of nearby construction works. These restrictions will be reviewed in 12 months time.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

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

**CONSULTATION**

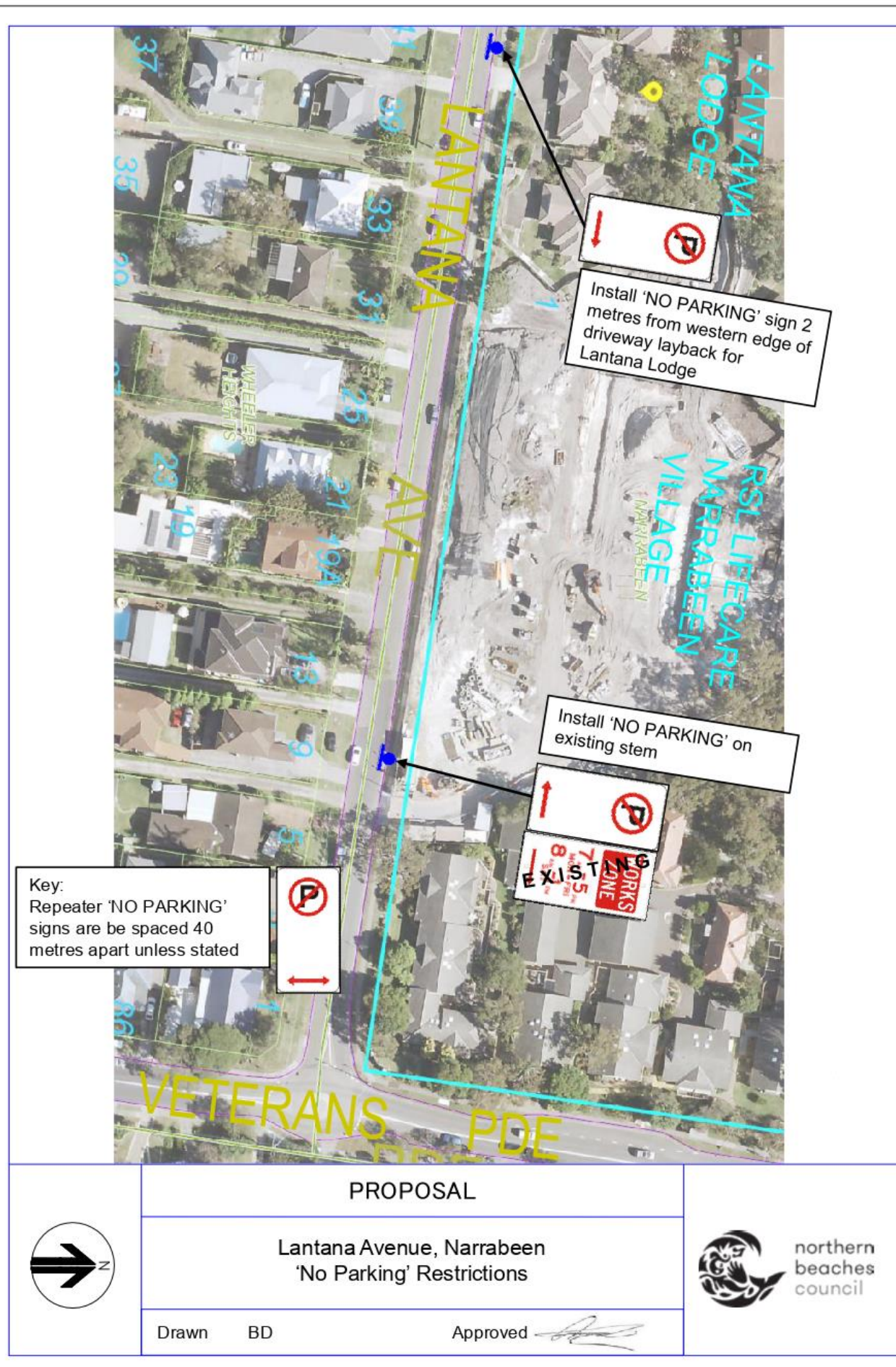
Consultation letters have been distributed to 56 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Installation of No Parking restrictions (160m in length) on Lantana Avenue, Narrabeen.
  - B. Review of the No Parking restrictions in 12 months' time or after the completion of the new residential development within the RSL Lifecare Narrabeen Village.
-



### **Table of Consultation**

<b>Address</b>	Lantana Avenue, Narrabeen
<b>Proposal</b>	No Parking' across the driveway

<b>Properties Consulted</b>	56
<b>Responses Received</b>	4
<b>Support</b>	3
<b>Do Not Support</b>	1

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Excessive parking	Construction activities cause parking issues and create vehicles to manuevre.	Construction is temporary. Cul-de-sac road and traffic flow is not that high. Road is not narrow.

**ITEM 4.4**                      **WARRIEWOOD ROAD, WARRIEWOOD - TIMED PARKING RESTRICTIONS****REPORTING OFFICER**              **TRAFFIC ENGINEER****TRIM FILE REF**                      **2019/403981****ATTACHMENTS**                      **1 Warriewood Road, Warriewood – Plan****GEOCODES:** -33.691809, 151.303024**REPORT****BACKGROUND**

Council has received concerns from local businesses regarding parking demand in the vicinity of Warriewood Road and Vuko Place, Warriewood.

**LOCATION**

- Warriewood Road is a major local road with a speed limit of 50 km/h.
- The southern side of Warriewood Road, in-between Vuko Place and Pittwater Road, consists of business premises whereas the northern side consists of residential premises.

**ISSUES**

Parking demand is high in the vicinity of Warriewood Road and Vuko Place, Warriewood.

**PROPOSAL**

Council has undertaken a review of the above location and proposes:

- To convert existing 60m No Stopping into 8P, 8:00am – 6:00pm Everyday on the southern side of Warriewood Road.
- To convert existing 55m No Stopping into '8P, 8:00am – 6:00pm Everyday on the southern side of Warriewood Road.
- To remove two redundant No Stopping (Left & Right) signs.
- To remove three redundant pavement markings (one Left Turn Only and two Merging Arrows)

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- 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 70 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. Converting the existing 60m No Stopping into 8P 8:00am – 6:00pm Everyday on the southern side of Warriewood Road.
  - B. Converting the existing 55m No Stopping into 8P 8:00am – 6:00pm Everyday on the southern side of Warriewood Road.
  - C. Removal of two redundant No Stopping (Left and Right) signs.
  - D. Removal of three redundant pavement markings (One Left Turn Only and two Merging Arrows).
-



## PROPOSAL

Warriewood Road, Warriewood  
Timed Parking

Drawn: VS

Approved

*Paul Fink*



northern  
beaches  
council

<b>ITEM 4.5</b>	<b>PATANGA ROAD, FRENCHS FOREST - TIMED PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2019/405507</b>
<b>ATTACHMENTS</b>	<b>1 Patanga Road, Frenchs Forest - Plan</b>

**GEOCODES:** 33.750402, 151.243836

## **REPORT**

### **BACKGROUND**

Council has received concerns from local business owners regarding the timed parking restriction on Patanga Road, Frenchs Forest, and requested short-term parking due to the nature of the businesses.

### **LOCATION**

- Patanga Road is a local road with a posted speed limit of 50 km/h.
- The section of the road under consideration has a variable pavement width between 9.5m and 10m allowing two-way traffic with on-street parking on both sides of the road.
- Access to vehicles through the signalised intersection, except buses and garbage trucks, are restricted from exiting the Patanga Road into Frenchs Forest Road East.
- A turning facility (roundabout) is provided to facilitate motorists a safe turn around for vehicles proceeding south past Dareen Street along Patanga Road.
- There are a few 3P (6:00am - 6:00pm Monday to Saturday) parking spaces opposite the angle parking spaces and the rest of the street has unrestricted parking.
- Patanga Road is the bus route for 136 service which runs approximately every 10 minutes in peak hour in each direction and there is a Bus Stop for the outbound service on the western side of Patanga Road.
- Allambie Grove Business Park is located nearby on Frenchs Forest Road East.

### **ISSUES**

There are a few shops and cafes at the corner of Patanga Road and Frenchs Forest Road East (Skyline Shops) that depend on the availability of short-term on street parking spaces for their customers due to the nature of their businesses.

### **PROPOSAL**

Council has undertaken a review of the above location and proposes to change the duration of the existing 3P parking and install 1P (6:00am – 6:00pm Monday to Saturday) parking restrictions on the western parking spaces near the reserve at Patanga Road, Frenchs Forest, to increase the turnover for the customers visiting the shops. Council will retain the existing 3P parking restrictions on the eastern side near the residential properties.

### **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- There is no impact on pedestrians and people cycling.

## CONSULTATION

Consultation letters have been distributed to 70 properties within the immediate vicinity of the location providing notification of the proposed changes. Only one response in support of the proposal was received at the time of reporting.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of 1P 6:00am – 6:00pm Monday to Saturday parking restrictions on the 90° angle parking spaces near Patanga Park, Patanga Road, Frenchs Forest.

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**ITEM 4.6** **HARBORD ROAD, NORTH CURL CURL - PARKING MODIFICATIONS****REPORTING OFFICER** **TRAFFIC ENGINEER****TRIM FILE REF** **2019/403847****ATTACHMENTS** **1 Harbord Road, North Curl Curl – Plan**  
**2 Table of Consultation****GEOCODES:** -33.760932, 151.280320**REPORT****BACKGROUND**

Council has identified that traffic congestion on Harbord Road, North Curl Curl, due to parked vehicles on the northbound lane between Winbourne Road and Pittwater Road. Harbord Road is one of the major regional roads and maintaining traffic flow is significant. There is a service lane available parallel to Harbord Road to facilitate parking demand for businesses.

**LOCATION**

- Harbord Road is one of the major regional roads between Pittwater Road (state road) and Lawrence Street (regional / local road).
- It has two lanes in each direction with an average width of 12.5m and a speed limit of 60 km/h.
- Traffic volume is high mainly during morning and evening peak hours.
- A service lane is available with sufficient parking facilities northbound of Harbord Road.

**ISSUES**

Traffic congestion on Harbord Road due to parked vehicles on the northbound lane between Winbourne Road and Pittwater Road.

**PROPOSAL**

Council has undertaken a review of the above location and proposes:

- Installing a 313m No Stopping Unbroken Yellow Kerb Line on the northbound lane of Harbord Road between Winbourne Road and Pittwater Road.
- To remove the No Parking (Left and Right) sign.
- Installing a 92m No Stopping Unbroken Yellow Kerb Line on the northbound lane of Harbord Road between Winbourne Road and Pittwater Road.
- To formalise the 30m bus zone.
- To reinforce the existing Statutory No Stopping with a No Stopping Unbroken Yellow Kerb Line
- To fix a few signage discrepancies.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- There is no impact on pedestrians and people cycling

## CONSULTATION

Consultation letters have been distributed to 69 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

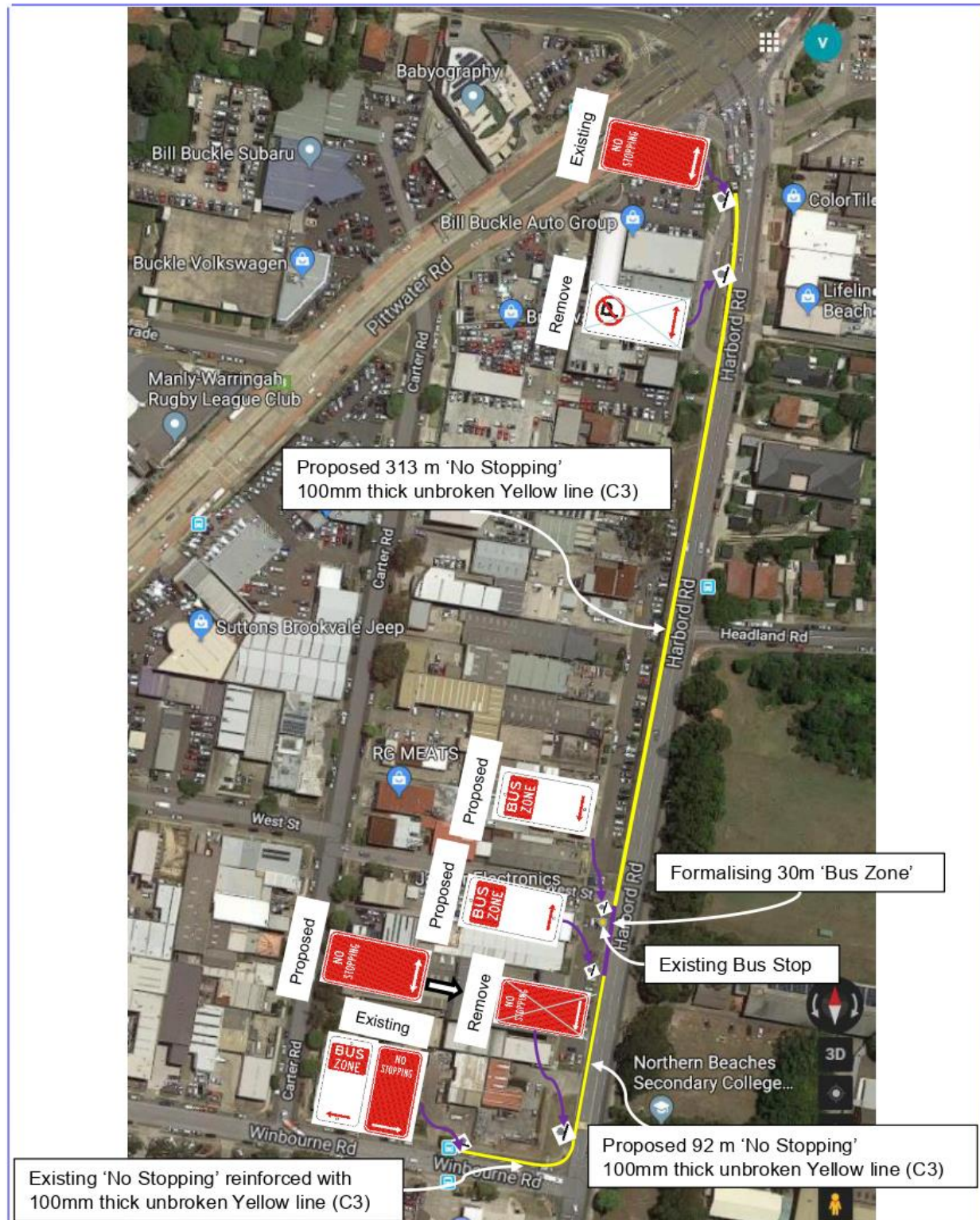
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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a 313m No Stopping Unbroken Yellow Kerb Line on the northbound lane of Harbord Road between Winbourne Road and Pittwater Road.
  - B. Removal of the No Parking (Left and Right) sign.
  - C. Installation of a 92m No Stopping Unbroken Yellow Kerb Line on the northbound lane of Harbord Road between Winbourne Road and Pittwater Road.
  - D. Formalisation of the 30m bus zone.
  - E. Reinforcement of the existing Statutory No Stopping with a No Stopping Unbroken Yellow Kerb Line
  - F. Signage discrepancies being fixed.
-

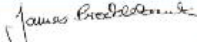




## PROPOSAL

### Harbord Road, North Curl Curl Parking modifications'

Drawn: VS

Approved 



### **Table of Consultation**

<b>Address</b>	Harbord Road, North Curl Curl
<b>Proposal</b>	Parking modifications

<b>Properties Consulted</b>	69
<b>Responses Received</b>	2
<b>Support</b>	1
<b>Do Not Support</b>	1

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Parking loss	Businesses get affected and allow parking during key business hours.	service lane is available parallel to Harbord Road to facilitate parking demand for businesses. Currently parking is not permitted and proposal is formalising the restriction.

<b>ITEM 4.7</b>	<b>RONALD AVENUE, NARRAWEENA - PARKING MODIFICATIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2019/404103</b>
<b>ATTACHMENTS</b>	<b>1 Ronald Avenue, Narraweena – Plan</b>

**GEOCODES:** -33.748682, 151.274027

## **REPORT**

### **BACKGROUND**

Council has received concerns from Narraweena Public School regarding parking concerns surrounding their school mainly at the Ronald Avenue, Narraweena, frontage. The school mentioned that parking facilities have been misused by road users, creating potential risks. The school requested a review of the parking facilities.

### **LOCATION**

- Ronald Avenue is a local road with a speed limit of 50 km/h and 40km/h during school hours
- Narraweena Public School and Early Learning Centre are surrounded by McIntosh Road, Alfred Street, Ronald Avenue and Waratah Parade.

### **ISSUES**

Parking facilities have been misused by road users which creates potential risks.

### **PROPOSAL**

Council has consulted with the school and undertaken a review of the above location and proposes the following:

- Remove the 69m existing 10minute parking 8:00am – 9:30am, 2:30pm – 4:00pm School Days restrictions at the Eastern end of Ronald Avenue.
- Install 108m of No Parking 8:00am – 9:30am School Days restrictions at the eastern end of Ronald Avenue.
- Install 83m of 10minute parking 8:00am – 9:30am, 2:30pm – 4:00pm School Days restrictions at the Western end of Ronald Avenue near Waratah Parade.
- Install Statutory No Stopping restrictions on Ronald Avenue near Waratah Parade.
- Reduce existing 13m No Stopping restriction to 10m from the intersecting road to meet statutory Road Rules on Ronald Avenue near Alfred Street.

### **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- There is no impact on pedestrians and people cycling

## CONSULTATION

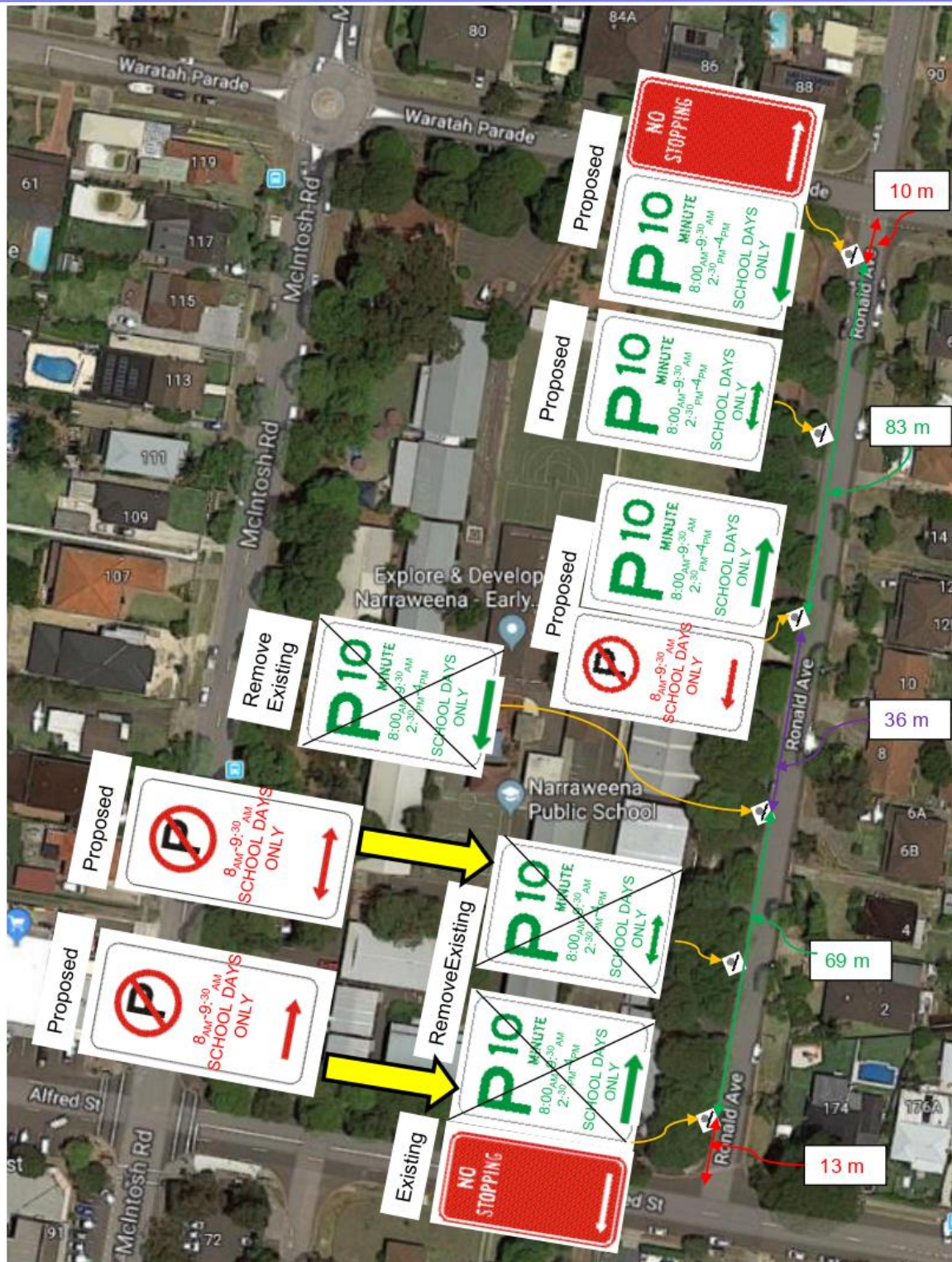
Consultation letters have been distributed to 35 properties within the immediate vicinity of the location providing notification of the proposed changes. No submissions were received at the time of reporting.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Removal of 69m existing 10minute parking 8:00am – 9:30am, 2:30pm – 4:00pm School Days restrictions at the Eastern end of Ronald Avenue.
  - B. Installation of 108m of No Parking 8:00am – 9:30am School Days restrictions at the eastern end of Ronald Avenue.
  - C. Installation of 83m of 10minute parking 8:00am – 9:30am, 2:30pm – 4:00pm School Days restrictions at the Western end of Ronald Avenue near Waratah Parade.
  - D. Installation of Statutory No Stopping restrictions on Ronald Avenue near Waratah Parade.
  - E. Reduction of existing 13m No Stopping restriction to 10m from the intersecting road to meet statutory Road Rules on Ronald Avenue near Alfred Street.
-



## PROPOSAL

Ronald Avenue, Narrabeena  
Parking Modifications

Drawn: VS

Approved: *James Brodie*



northern  
beaches  
council

<b>ITEM 4.8</b>	<b>BEACH ROAD, COLLAROY - ANGLED PARKING</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2019/403897</b>
<b>ATTACHMENTS</b>	<b>1 Beach Road, Collaroy – Plan</b>

**GEOCODES:** -33.733798, 151.304054

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding parking and manoeuvring conditions at the cul-de-dac end of Beach Road, Collaroy.

### **LOCATION**

- Beach Road is a cul-de-sac local road with an average width of 10.8m.
- Parking at the cul-de-sac end is in high demand as it close to Collaroy Rock pool and beach.

### **ISSUES**

Concerns regarding parking and manoeuvring at the cul-de-dac end of Beach Road, Collaroy.

### **PROPOSAL**

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

- Formalise the 90<sup>0</sup> angle parking with parking bay markings consisting of five parking spaces
- Install 4P 8:00am – 6:00pm everyday with the supplementary plate 90<sup>0</sup> angle parking Front to Kerb, Vehicles under 6m only
- Install 14m No Stopping Unbroken Yellow Kerb Line and white hatching (150mm width at an angle of 45<sup>0</sup> at 250mm spacing) on the western side of Beach Road
- Install 17m No Stopping Unbroken Yellow Kerb Line on the eastern side of Beach Road.

### **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- There is no impact on pedestrians and people cycling

### **CONSULTATION**

Consultation letters have been distributed to 45 properties within the immediate vicinity of the location providing notification of the proposed changes. Only one response in support of the proposal was received at the time of reporting.

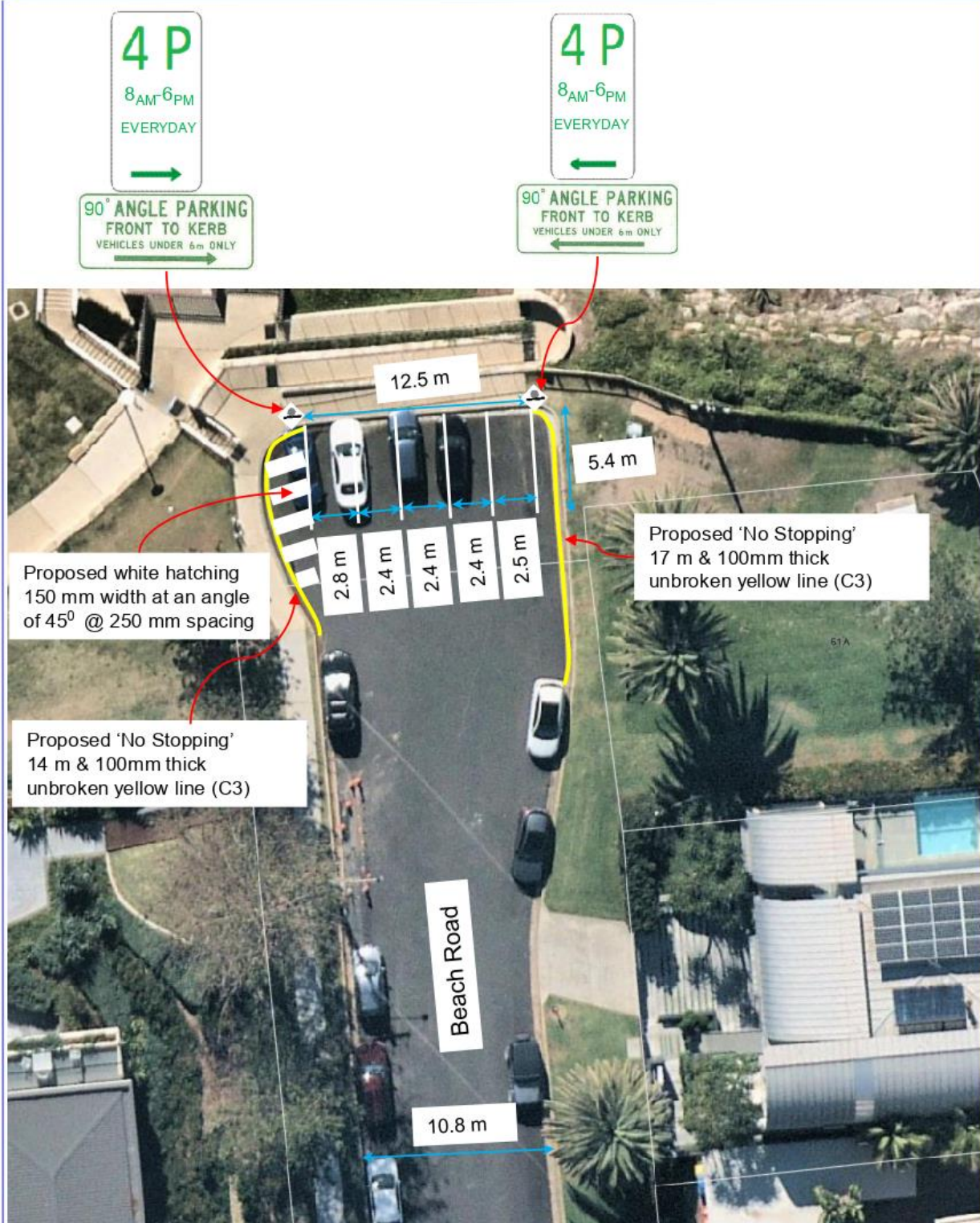


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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Formalisation of the 90° angle parking with parking bay markings consisting of five parking spaces on Beach Road, Collaroy.
  - B. Installation of 4P 8:00am – 6:00pm everyday parking restrictions with the supplementary plate 90° angle parking Front to Kerb, Vehicles under 6m only.
  - C. Installation of 14m No Stopping Unbroken Yellow Kerb Line and white hatching (150mm width at an angle of 45° at 250mm spacing) on the western side of Beach Road, Collaroy
  - D. Installation of 17m No Stopping Unbroken Yellow Kerb Line on the eastern side of Beach Road, Collaroy
-



## PROPOSAL

Beach Road, Collaroy  
Angled Parking

Drawn: VS

Approved

*Patty Hook*



northern  
beaches  
council

<b>ITEM 4.9</b>	<b>DARLEY STREET, FORESTVILLE - ACCESSIBLE PARKING</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2019/405816</b>
<b>ATTACHMENTS</b>	<b>1 Darley Street, Forestville - Plan</b> <b>2 Australian Standard for Accessible Parking</b>

**GEOCODES:** -33.762212, 151.214128

## **REPORT**

### **BACKGROUND**

Council has received concerns from visitors of Forestville Shopping Centre regarding the existing accessible parking spaces at the off-street carpark. The carpark is located opposite to the Forestville Library and is used by employees and visitors to the Forestville local shops.

### **LOCATION**

- Darley Street is a local road with a 50km/h speed limit
- The section of Darley Street is a two lane road with a width of approximately 12m between kerbs.
- There is a wombat pedestrian crossing on this section of the street.
- Arts Centre and Library, Forestville Public School, Pre-School and Uniting Church are nearby.
- There is an existing bus stop on Darley Street which serves the school bus services during the afternoon.
- There are existing parking restrictions of 2P (8.30am - 6.00pm Mon-Fri and 8.30am -12.30pm Sat) on this section of the street.

### **ISSUES**

People parking at the existing accessible parking spaces find it difficult to turn around and egress safely due to the unavailability of a turning circle and inadequate space within the off-street shopping centre carpark.

### **PROPOSAL**

Council has undertaken a review of the above location and proposes to relocate the existing accessible parking spaces onto the street near the shops due to inadequate manoeuvring space. The proposal is to convert three existing 90° degree angle parking spaces on the eastern side of Darley Street to two accessible parking spaces and provide a shared space with a bollard between them. A pram ramp will also be constructed. The accessible parking spaces will be constructed in accordance with the Australian Standard. The existing accessible parking spaces will be converted to general car spaces.



**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- There is no impact on pedestrian and people cycling.

**CONSULTATION**

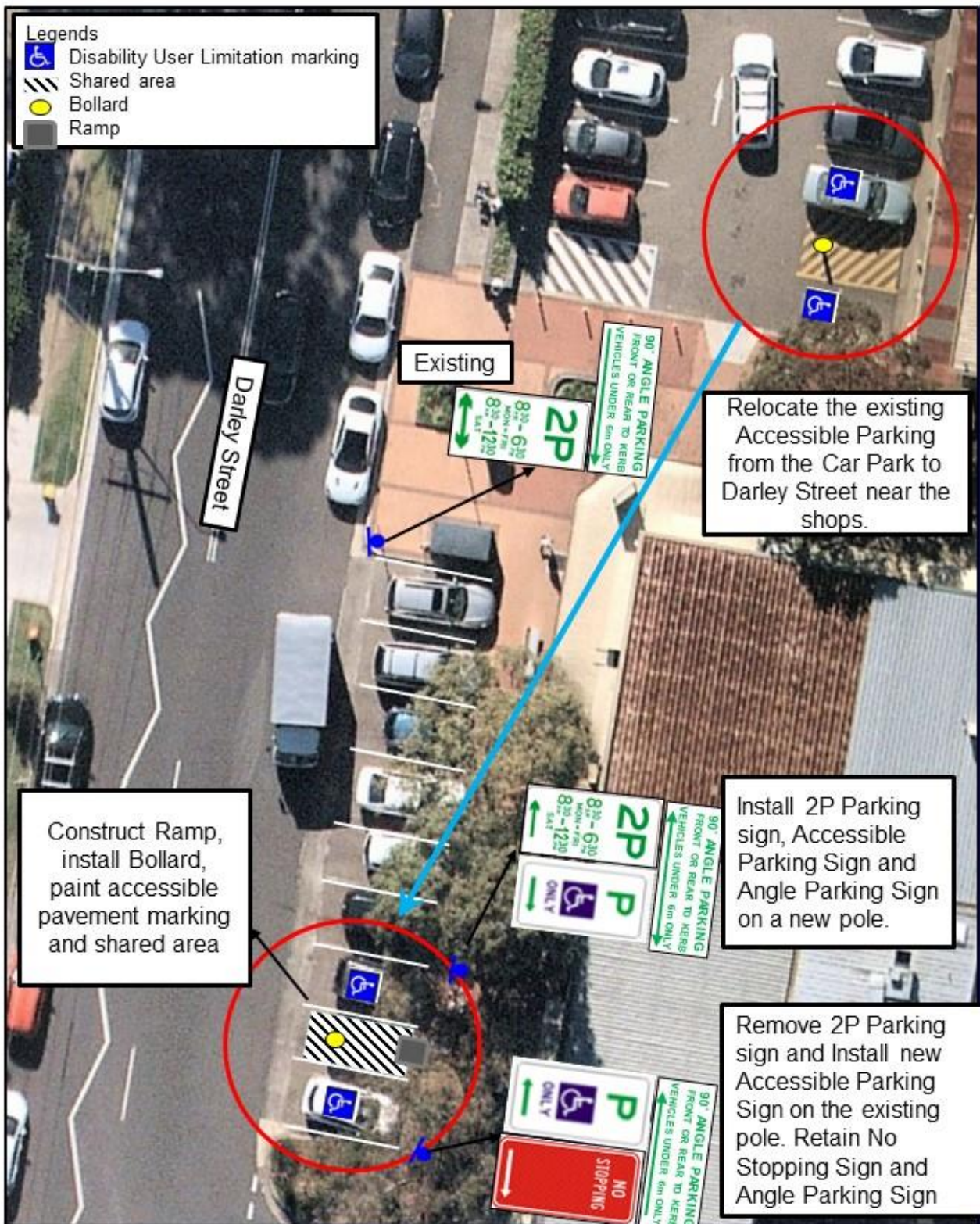
Consultation letters have been distributed to 52 properties within the immediate vicinity of the location providing notification of the proposed changes. No submissions were received at the time of reporting.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. The relocation of the two existing accessible car spaces onto Darley Street, Forestville in close proximity to the shops.
  - B. Installation of the required signage, shared space marking, bollard and pram ramps.
-



## PROPOSAL

### Darley Street, Forestville Relocate Accessible Parking

Drawn AS

Approved *Ruby Frost*

AS/NZS 2890.6:2009

8

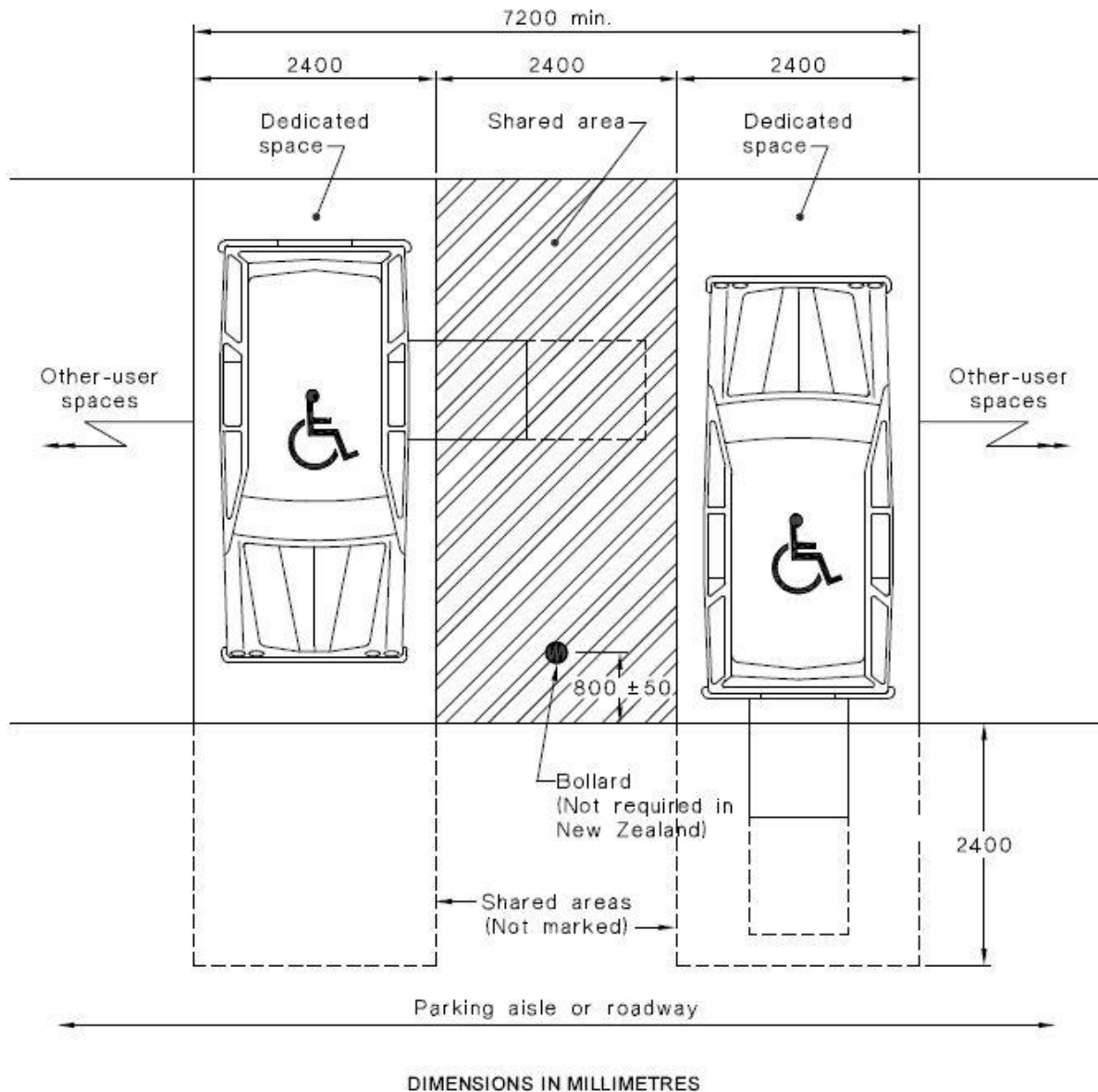


FIGURE 2.3 EXAMPLE OF TWO PARKING SPACES WITH A COMMON SHARED AREA—DIMENSIONS FOR AUSTRALIA ONLY\*

**ITEM 4.10**                      **FEDERAL PARADE, BROOKVALE - NO STOPPING RESTRICTIONS****REPORTING OFFICER**        **TRAFFIC ENGINEER****TRIM FILE REF**              **2019/404182****ATTACHMENTS**              **1 Federal Parade, Brookvale – Plan****GEOCODES:** -33.758728, 151.273849**REPORT****BACKGROUND**

Council has received concerns from local residents and Brookvale Children's Centre regarding parked vehicles at Federal Parade and Pine Avenue, Brookvale, causing traffic and safety conditions.

**LOCATION**

- Federal Parade is a local road with an average width of 7.2m and a speed limit of 50 km/h
- Pine Avenue is a local road with an average width of 7.8m and a speed limit of 50 km/h

**ISSUES**

Traffic and safety concerns due to parked vehicles at Federal Parade and Pine Avenue, Brookvale.

**PROPOSAL**

Council has undertaken a review of the above location and proposes:

- Installing No Stopping 7:00am – 7:00pm Mon-Fri / No Stopping swing sign along the southern side of Federal Parade. The No Stopping restriction will apply full time during events at Brookvale Oval.
- Removal of No Stopping signs at the southern side of Federal Parade and replace with No Stopping Unbroken Yellow Kerb Lines.
- Removal of No Stopping sign at the northern side of Federal Parade and replace with No Stopping Unbroken Yellow Kerb Lines.
- Installing a Children Crossing warning sign with Refuge Island supplementary warning sign at both approaches to the Pedestrian Refuge.
- Installing No Stopping 8:00am – 9:30am, 2:30pm – 4:00pm School Days on the eastern side of Pine Avenue.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- There is no impact on pedestrians and people cycling



## CONSULTATION

Consultation letters have been distributed to 83 properties within the immediate vicinity of the location providing notification of the proposed changes. No submissions were received at the time of reporting.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation No Stopping 7:00am – 7:00pm Mon-Fri / No Stopping swing sign along the southern side of Federal Parade. The No Stopping restriction will apply full time during events at Brookvale Oval.
  - B. Removal of No Stopping signs at the southern side of Federal Parade and replace with No Stopping Unbroken Yellow Kerb Lines.
  - C. Removal of No Stopping sign at the northern side of Federal Parade and replace with No Stopping Unbroken Yellow Kerb Lines.
  - D. Installation a Children Crossing warning sign with Refuge Island supplementary warning sign at both approaches to the Pedestrian Refuge.
  - E. Installation No Stopping 8:00am – 9:30am, 2:30am – 4:00pm School Days on the eastern side of Pine Avenue.
-





Picture - 2



Picture - 1



All Dimensions in 'm'



## PROPOSAL

Federal Parade, Brookvale  
'No Stopping'

Drawn: VS

Approved




northern  
beaches  
council

<b>ITEM 4.11</b>	<b>ARGYLE STREET AND YORK TERRACE, BILGOLA PLATEAU - DIVIDING BARRIER LINES AND NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2019/403541</b>
<b>ATTACHMENTS</b>	<b>1 Argyle Street and York Terrace, Bilgola Plateau - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.647332, 151.313496 and -33.647542, 151.314422

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding the narrow road width and sight distances when vehicles park on both sides of Argyle Street and York Terrace near the intersections with Grandview Drive, Bilgola Plateau. The State Transit Authority (STA) has also advised that they are experiencing difficulties accessing the streets when cars are parked on the approaches to the intersection.

### **LOCATION**

- The affected section of Grandview Drive is a collector road with a 50km/h speed limit, and a road width of approximately 8m between kerbs.
- The existing footpath is located only on one side of the road and runs along the eastern and northern side of Grandview Drive.
- Argyle Street and York Terrace are local roads with a 50km/h speed limit. Argyle Street has an approximate road width of 7.2m between kerbs and the road width in York Terrace is 7.5m.
- Both Argyle Street and York Terrace intersect Grandview Drive as the stem of a T intersection. The existing Give Way controls apply at each intersection with signs and holding lines installed.
- Parking is unrestricted on both sides of Argyle Street and York Terrace, except for the statutory No Stopping 10m from the intersection.
- Dividing Barrier Lines have been installed along Grandview Drive where parking is not permitted within 3m of the unbroken line.
- The 191 Avalon Beach to Taylors Point (Loop Service) operates in the area and runs from Grandview Drive via Argyle Street, Raymond Road and York Terrace.

### **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 near the intersections with Grandview Drive and on the curve outside No.3 York Terrace, creating a potential traffic hazard to road users and increasing the risk of head-on collisions.
- The STA has identified difficulties along the 191 Avalon Beach to Taylors Point (Loop Service), particularly the left turn into Argyle Street, where vehicles and trailers regularly park near the intersection. Parking at this location obstructs bus access, forcing buses to undertake multiple manoeuvres to enter the street.

### **PROPOSAL**

Council has undertaken a review of the above location and proposes to install Dividing Barrier Lines (two way) in Argyle Street and York Street on the approaches to the intersections, as well as

a No Stopping Unbroken Yellow Kerb Line on both sides of the roads to prevent parking near the intersection and on the curved approach.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

This 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 and turning into Argyle Street and York Terrace by providing a wider road for travel and improved sightlines through the intersections.
- The proposal does not affect pedestrian facilities or impacts on walking.

## CONSULTATION

Consultation letters have been distributed to 27 properties within the immediate vicinity of the location providing notification of the proposed changes. A summary of the responses is noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following proposals in Argyle Street and York Terrace, Bilgola Plateau:

- A. Installation of Dividing Barrier Lines in Argyle Street (12m in length) from the intersection of Grandview Drive.
  - B. Installation of No Stopping Unbroken Yellow Kerb Line on the western side of Argyle Street, from north of the driveway of No.3 to the intersection with Grandview Drive.
  - C. Installation of No Stopping Unbroken Yellow Kerb Line on the eastern side of Argyle Street, from a location 6m north of the driveway of No.2 to the intersection with Grandview Drive.
  - D. Installation of Dividing Barrier lines in York Terrace (15m in length) from the intersection of Grandview Drive.
  - E. Installation of No Stopping Unbroken Yellow Kerb Line on the western side of York Terrace, from north of the driveway of No.3 to the intersection with Grandview Drive.
  - F. Installation of No Stopping Unbroken Yellow Kerb Line on the eastern side of York Terrace, for a length of 20m from the intersection with Grandview Drive.
-





### PROPOSAL



ARGYLE STREET & YORK TERRACE, BILGOLA PLATEAU  
'NO STOPPING' RESTRICTIONS & DIVIDING BARRIER LINES

Drawn RK

Approved



northern  
beaches  
council



## Table of Consultation

<b>Address</b>	Argyle Street and York Terrace, Bilgola Plateau
<b>Proposal</b>	Dividing Barrier Lines & 'No Stopping' restrictions

<b>Properties Consulted</b>	27
<b>Responses Received</b>	2
<b>Support</b>	
<b>Do Not Support</b>	2

Issue	Resident Comment	Council Response
'No Stopping' restrictions	- The proposed restrictions will just relocate cars and trailers further up the road outside peoples houses.	- The majority of crashes occur at or near intersections where there are additional manoeuvres and increased conflict between road users. The proposed restrictions are necessary to improve sight distances for drivers entering and exiting the street and ensure that the intersection is unobstructed for all vehicles including buses and trucks which require a larger turning area.
Loss of parking	- Cars parked on either side of the entire length of Argyle Street serve to slow local traffic along the street. Many houses rely on street parking and the removal of parking would mean we will need to park further away from our property.	- Council agrees that parking along both sides of the road can have a traffic calming effect where there is good traffic sight distances, however restrictions are generally applied near intersections and bends where sight distances are limited. 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.
Poor parking practices	- Parking of vehicles across driveways prevents access for residents to park on their property.	- It is illegal for a vehicle to partially or completely obstruct a driveway. Instances of blocked driveways should be reported to Council's Rangers for investigation and enforcement.
Suggestion to redirect bus route and/or use smaller vehicles	- Should change the bus route from Grandview to York to Argyle then rejoining Grandview in a clockwise direction.  - The bus is too big to navigate the streets with few passengers, why can it not be reduced to a smaller vehicle?	- The STA is responsible for the operations of buses in Sydney, and the suggestions have been forwarded to the STA for consideration and review of service levels.

### ITEM 4.12

## TAIYUL ROAD, NORTH NARRABEEN - DIVIDING BARRIER LINES

## REPORTING OFFICER

**TRAFFIC OFFICER**

**TRIM FILE REF**

**2019/403968**

## ATTACHMENTS

**1 Taiyul Road, North Narrabeen - Plan**  
**2 Table of Consultation**

**GEOCODES:** -33.698489, 151.290707

## REPORT

## BACKGROUND

Council has received concerns from local residents regarding safety on Taiyul Road, North Narrabeen between Kuru Street and Warruga Place due to the narrow road width and reduced sight distances when vehicle(s) are parked kerbside on the bends in Taiyul Road, North Narrabeen.

## LOCATION

- Taiyul Road is a local road with a speed limit of 50km/h
- The section of road lies between the intersection of Taiyul Road/Kuru Street and Taiyul Road/Warruga Place
- There no footpaths on this section of road
- No bus routes service Taiyul Road
- A series of closely spaced bends lies on the section of Taiyul Road
- The road profile on the section of road varies in elevation where the series of bends is located on a crest and dip.
- Road width is approximately 7m from kerb-to-kerb with unrestricted kerbside parking, except for the statutory No Stopping 10m from the intersections.

## ISSUES

- Due to the closely spaced bends on the elevated and depressed sections on Taiyul Road, the sight distances to approaching vehicles is limited on Taiyul
- Currently vehicle(s) park along the outer radius of the bends effectively reducing the overall trafficable road availability
- Vehicles parked on the bending section of the road further restrict the sight distances, creating a potential traffic hazard to road users by reducing the road width for through traffic and increasing the risk of head-on incidents
- The parking also affects access for larger vehicles which include emergency services, construction trucks and delivery vehicles.
- Egress from private driveways is difficult with restricted sight distances.

# PROPOSAL

Council has undertaken a review of the location and proposes to install Dividing Barrier Lines between Property No. 56 and 76. In addition, Council proposes to install Dividing Barrier Lines at the intersection of Taiyul Road/Kuru Street to ensure vehicles do not cross the center of the road when entering/exiting.

The proposal will delineate alignment over the section of Taiyul Road and will assist drivers in approaching and negotiating the road successfully. The proposal will affectively remove on-street parking on Taiyul Road and Kuru Street, however prohibit drivers from crossing the centre of the road.

### **PEDESTRIAN AND CYCLIST IMPACT STATEMENT**

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

- There is a low level of people cycling in the vicinity; however, the proposal improves safety for road users on the section of Taiyul Road, with improved sight distances for through traffic and separation of traffic flow.
- The proposal does not affect pedestrian facilities or impacts on walking.

### **CONSULTATION**

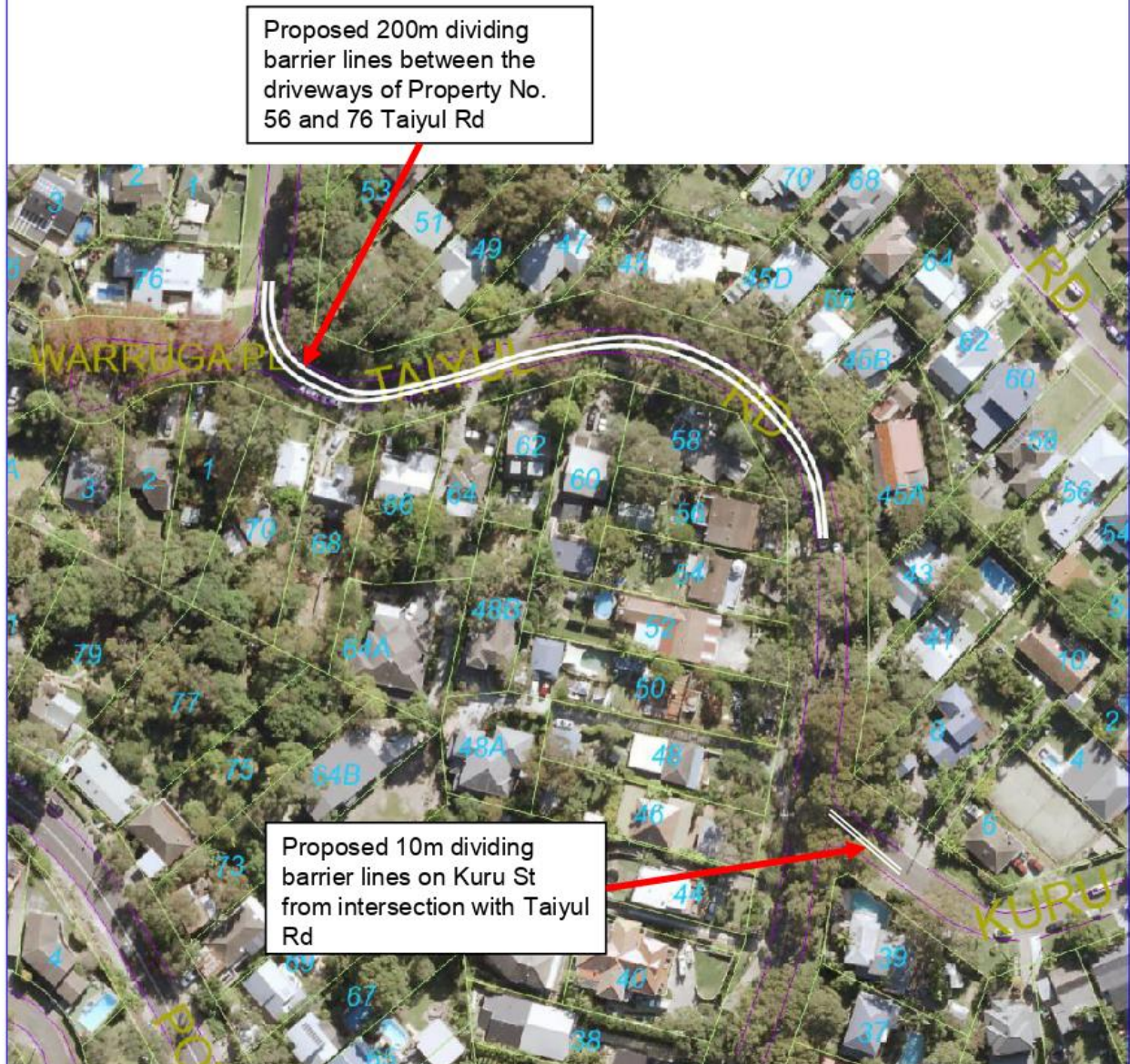
- Consultation letters have been distributed to 55 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 21 submissions were received with 4 letters of support and 17 objection to the proposal. The main objection raised was in relation to the loss of on-street parking on the section of Taiyul Road and changing the two-way street into a one-way street.




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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Installation of Dividing Barrier Lines between Property No. 56 and 76, North Narrabeen.
  - B. Installation of Dividing Barrier Lines in Kuru Street, 10m in length, from the intersection with Taiyul Road, North Narrabeen.
-



	PROPOSAL		 northern beaches council
	Taiyul Road, NORTH NARRABEEN Dividing Barrier Lines		
	Drawn BD	Approved 	



## Table of Consultation

<b>Address</b>	<b>Taiyul Road, NORTH NARRABEEN</b>
<b>Proposal</b>	<b><u>DIVIDING BARRIER LINES</u></b>

<b>Properties Consulted</b>	55
<b>Responses Received</b>	21
<b>Support</b>	4
<b>Do Not Support</b>	17

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Traffic Calming Devices	Residents have comments to install Speed Humps as an alternative	Taiyul Road is a narrow road with approximately 7 metres wide from kerb-to-kerb. Traffic sight distances for drivers are restricted due to the existing curved approach and section of Taiyul Road and topography. Speed Humps will not be rectify the pre-existing issues.
One-way Traffic	Residents have suggested restricting the traffic on Taiyul Road to one-way only.	Council have no plans to change the traffic flow to one-way. However, the option would not be supported by the general community as the option would greatly affect the accessibility of adjoining streets.
Resident Parking Permits	Residents have suggested Resident Parking Scheme to be implemented for residents on Taiyul Road	Resident Parking Scheme can only be approved by Roads and Maritime Services (RMS), and the situation in Taiyul Road does not satisfy the necessary RMS guidelines and eligibility criteria. All properties have or could have off-street parking on their private property, and there is available unrestricted on-street parking in the vicinity.
Advisory Signs, Pavement markings and Traffic Mirrors	Resident have suggested to install additional advisory signs, SLOW DOWN linemarkings and install traffic mirror where appropriate	Additional advisory signs and SLOW DOWN line markings will not be rectify the pre-existing issues, however, noted.  Council generally does not support the installation of convex mirrors on local roads.
Lost of Parking	Cars parked on the side of Taiyul Road serve to slow local traffic where many residents rely on on-street parking and the removal of parking will required residents to park away from their property.	Council agrees that parking along both sides of the road can have a traffic calming effect where there is good traffic sight distances, however the Dividing Barrier Lines is applied where sight distances are limited. Parking for private vehicles remains the responsibility of the property owners. Residents with multiple vehicles should better utilise allocated garage spaces and existing driveways for off-street parking.

<b>ITEM 4.13</b>	<b>DARLEY STREET EAST, MONA VALE - PAINTED ISLANDS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2019/403559</b>
<b>ATTACHMENTS</b>	<b>1 Darley Street East, Mona Vale - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.678042, 151.310378

## **REPORT**

### **BACKGROUND**

Council has received concerns from the Body Corporate of No.33 Darley Street East, Mona Vale, regarding difficulties exiting the narrow driveway when vehicles park close to the edge of the driveway.

### **LOCATION**

- Darley Street East has a 50km/h speed limit and is a local road that provides access to Mona Vale Beach.
- The road width is 11m between kerbs and there are footpaths on both sides of the road.
- Dividing Barrier Lines run along the centre of the road from No.2 to 18 Darley Street East.
- Separate proposals for painted islands were previously approved by the former Pittwater Council, adjacent to the driveways of No.14, 16 and 25-31 Darley Street East.

### **ISSUES**

- No.33 Darley Street East is a block of five units with an access driveway approximately 3.5m wide.
- Parked vehicles near the driveway affect visibility for vehicles exiting the driveway.
- Traffic sight distances are also restricted due to the location of the crest approximately 20m from the driveway.
- The painted islands adjacent to the driveways of No.14, 16 and 25-31 Darley Street East were previously approved by the former Pittwater Council due to the road geometry, as the close proximity of the crest further limits the available traffic sight distances.
- The Road Rules do not permit parking on a painted island, and therefore no additional signage is required to restrict parking when installed.
- No loss of standard parking spaces is expected with the installation of the new painted island on the eastern side of the driveway due to the available length of kerbside parking; however, the painted island to the west of the driveway may reduce parking by one space.
- The Northern Beaches Council has a process for an Application for Driveway Delineation where lines are installed by Council for residential, commercial or industrial property owners to assist vehicular access to a property driveway. The linemarking may help with driver awareness when parking near the driveway, for other residential driveways located further from the crest in the road.

### **PROPOSAL**

Council has undertaken a review of the above location and proposes to install painted islands either side of the driveway to No.33 Darley Street East to prevent vehicles from parking adjacent to the driveway, where visibility issues are exacerbated by the close proximity of the crest.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- Darley Street East is part of the existing Road Cycling Network in the area. The proposal will not affect people cycling along Darley Street East but will help improve sightlines for residents exiting the driveway.
- The proposal does not affect pedestrian facilities or impacts on walking.

**CONSULTATION**

Consultation letters have been distributed to 111 properties within the immediate vicinity of the location providing notification of the proposed changes. A summary of the responses is noted in Attachment 2 – Table of Consultation.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of painted islands either side of the driveway to No.33 Darley Street East, Mona Vale.

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## PROPOSAL

DARLEY STREET EAST, MONA VALE  
PAINTED ISLANDS

Drawn RK

Approved

*P. Dea*



northern  
beaches  
council



### **Table of Consultation**

<b>Address</b>	Darley Street East, Mona Vale
<b>Proposal</b>	Painted Islands

<b>Properties Consulted</b>	111
<b>Responses Received</b>	3*
<b>Support</b>	
<b>Do Not Support</b>	1

\*Two of the responses were regarding a request for painted islands adjacent to the driveway of No.35-39 Darley Street East

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Painted Islands	<p>- Nearly all the driveways in Darley St East present problems when exiting due to the volume of traffic using the street and the scarcity of on street parking. The driveway to my block of units at 18 Darley St East has this problem and I see no good reason to single out number 33, which is a new development, over others in the street</p> <p>- We request painted island to be installed on either side of the driveway to No.35-39 Darley Street East. Painted islands will assist safer exit and access to our driveway.</p>	<p>- Painted islands were previously approved for No.16 Darley Street East located on the opposite side of the road, and similar approval is granted to No.33 due to the road geometry and close proximity of the crest.</p> <p>- Council does not propose to approve any further painted islands in Darley Street East, including the driveways of No.18 and 35-39 which are both located further away from the crest; however consideration for driveway delineation lines could be considered upon application.</p>

<b>ITEM 4.14</b>	<b>MACPHERSON STREET, WARRIEWOOD - SPEED CUSHIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2019/403962</b>
<b>ATTACHMENTS</b>	<b>1 Macpherson Street, Warriewood - Plan</b>

**GEOCODES:** -33.690013, 151.299167

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding speeding vehicles and the provision of traffic calming devices in Macpherson Street, Warriewood, between Boondah Road and Warriewood Road.

### **LOCATION**

- Macpherson Street is a sub-arterial road with a speed limit of 50km/h
- The section of road lies between the intersection of Macpherson Street/Boondah Road and Macpherson Street/Warriewood Road
- The section of roads lies within the Warriewood Valley plans.
- The Warriewood Valley plans encompasses 195 hectares of land with an anticipated growth of 2,544 dwellings, associated facilities and infrastructure.
- Both intersections of Macpherson Street/Boondah Road and Macpherson Street/Warriewood Road is roundabout controlled with a pedestrian refuge islands
- The road along Macpherson Street has a width measured of 8.4m kerb-to-kerb, and cater for two-way traffic
- A 2.5 metre wide shared path lies on both sides of the section of road
- Due to the existing Dividing Barrier Lines on this section of road, on-street parking is unavailable and road users must not position the vehicle within 3m of the Dividing Barrier Lines
- The bus routes that service Macpherson Street include:
  - Route 185 – Mona Vale to Warringah Mall via Warriewood
  - Route E85 – Mona Vale to City Wynyard via Warriewood (Express Service)
  - Route L85 – Mona Vale to City Wynyard via Warriewood (Limited Stops).

### **ISSUES**

- The distance measured from roundabout-to-roundabout is approximately 370 metre and due to the straight topography of the road and absence of bends and parking, road users tend to speed on this section of road.
- It is anticipated that at the completion of the Warriewood Valley plans, a total of 2,394 residential dwellings will house approximately 6,464 persons (based on an average occupancy of 2.7 persons per household, ABS 2011 Census).
- In addition, the numbers of workers are also anticipated to increase as industrial and commercial uses will continue to be accommodated within Warriewood Valley. The industrial and commercial development will be in the form of light industry, industrial units, high quality office units and, possibly, high technology development. The total expected area of industrial/commercial development is 32.68 hectares
- Proposals to traffic and transport facilities needs to address the public services and facilities to meet the needs of the future residents and workers of Warriewood.

## PROPOSAL

Council has undertaken a review of the location and proposes to install speed cushions on the approach to the intersections on Macpherson Street with Boondah Road and Warriewood Road, Warriewood.

The proposed speed cushions are to be spaced 100 metre apart to slow motorists on the approach to the intersections. In order to prevent road users diverting around the speed cushions, it is proposed that a raised median strip be introduced along the centre of the splayed approach to the pedestrian refuge island.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- To mitigate the negative impact of increased traffic generated by the future development on the safety and amenity of the area.
- To control speeds to minimise pedestrian conflict and safeguard residential amenities.
- To reduce reliance on private motor vehicles and the use of more environmentally sustainable transport modes including public transport, cycling and walking paths.
- Macpherson Street is part of the Road Cycling Network and is included on the future Safe Cycling Network (Draft). Due to the availability of shared paths on both sides of Macpherson Street, the proposal will have no impact on people cycling.
- As the width of the speed cushions are not greater than 1.8 metres and has a height of 75 millimeters, wide wheel-based vehicles e.g. local buses, will straddle the traffic calming devices.

## CONSULTATION

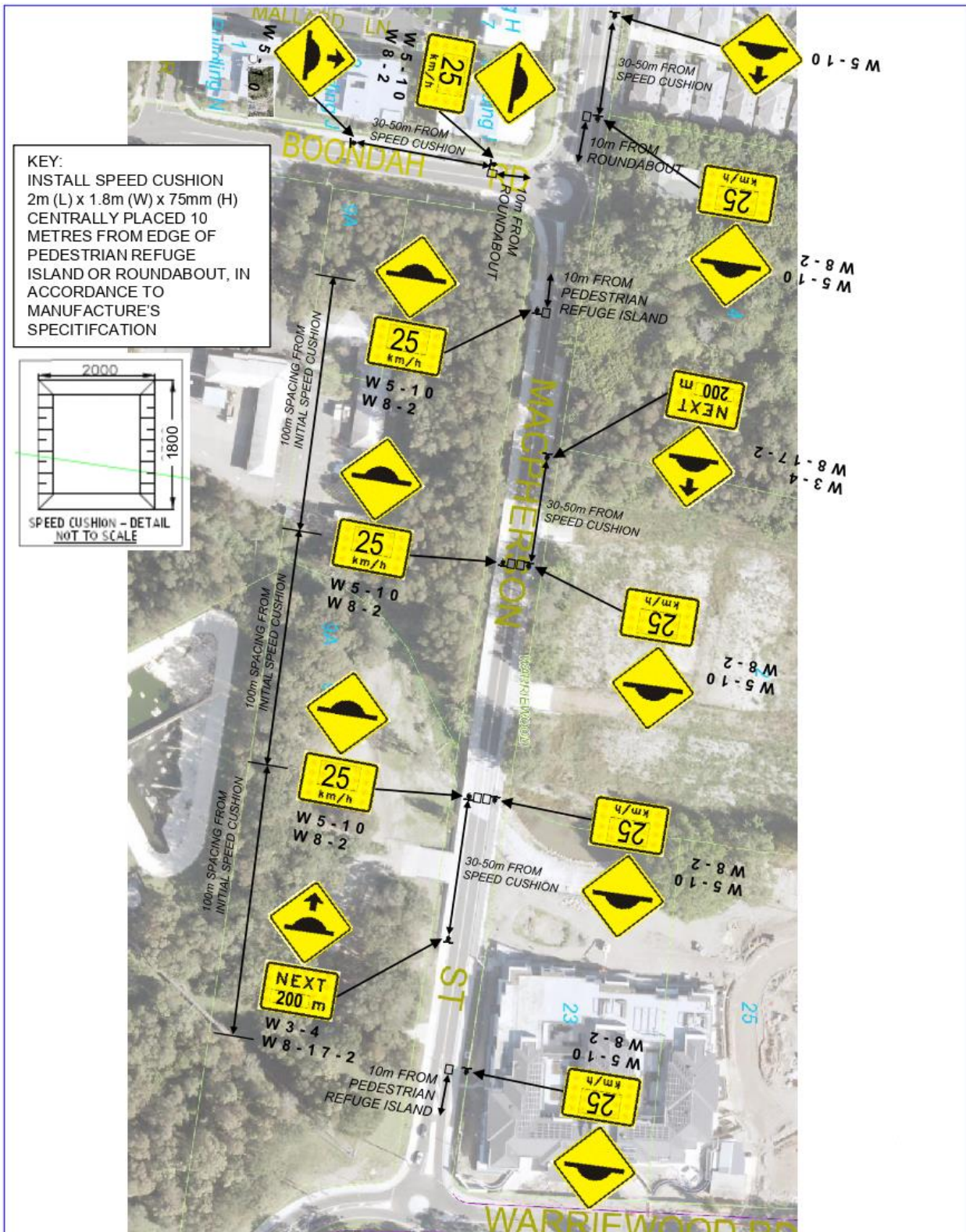
Public consultation is not necessary as the impact on residents is very low and the proposal enhances public safety.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The installation of speed cushions on the eastbound and westbound approach to the pedestrian refuge islands on Macpherson Street, Warriewood.
  - B. The installation of a raised median strip along the centre of the splayed approach to the pedestrian refuge islands.
  - C. That the detailed designs are to be provided to the RMS for approval prior to installation.
-



### PROPOSAL

Macpherson Street, Warriewood  
Speed Cushions



Drawn BD

Approved *P. Devan*



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<b>ITEM 4.15</b>	<b>FISHER ROAD, DEE WHY - BUS ZONE</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2019/414344</b>
<b>ATTACHMENTS</b>	<b>1 Fisher Road, Dee Why - Plan</b>

**GEOCODES:** -33.7502489, 151.2855175

## **REPORT**

### **BACKGROUND**

In line with the original development consent, Council is providing a Bus Zone for pick-up and drop-off for students and patrons using the Police and Community Youth Club (PCYC).

### **LOCATION**

- Fisher Road is a regional road with a speed limit of 50km/h.
- The section of the road lies between the intersection of Fisher Road/Kingsway and Fisher Road/Mcintosh Road.
- The intersection of Fisher Road/Kingsway is a T-intersection and is priority controlled.
- The intersection of Fisher Road/Mcintosh Road is roundabout controlled.
- Fisher Road has a measured width of 12.5m kerb-to-kerb, and caters for two-way traffic with unrestricted on-street parking available.
- A 2.5m wide shared path runs on both sides of the section of road.
- Adjacent land uses consist of low to medium density housing and Council land, which includes Council Office and Clambers, Library and PCYC.
- The bus routes that service Fisher Road include:
  - Route 158 – Cromer to Manly
  - Route 180 – Collaroy Plateau to City Wynyard
  - Route E80 – Collaroy Plateau to City Wynyard (Express Service)

### **ISSUES**

- Due to construction constraints, the proposal for an indented bus bay was not approved on Fisher Road.
- Currently, there is a 30m No Parking restriction on Kingsway for bus operations, fronting the PCYC.
- At present, to access the No Parking restriction, buses transverse through Kingsway via Westminster Avenue or via Pittwater Road.

### **PROPOSAL**

Council has undertaken a review of the location and proposes to install Bus Zone signs (30m length) on Fisher Road, Dee Why, adjacent to the Northern Beaches Council PCYC.

In addition, Council proposes to remove the existing No Parking restrictions on Kingsway. Dee Why.

The proposal will effectively remove 30m of unrestricted on-street parking on Fisher Road but will provide unrestricted on-street parking on Kingsway in its place. The proposed Bus Zone will facilitate a new bus stop and provide adequate kerb and roadway space for safe and efficient bus operations. The location will be accessible to the Council facilities and the activity centres i.e. Dee Why town centre.

**PEDESTRIAN AND CYCLIST IMPACT STATEMENT**

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

- The proposal will have no impact on people cycling and does not affect any future planned facilities.

**CONSULTATION**

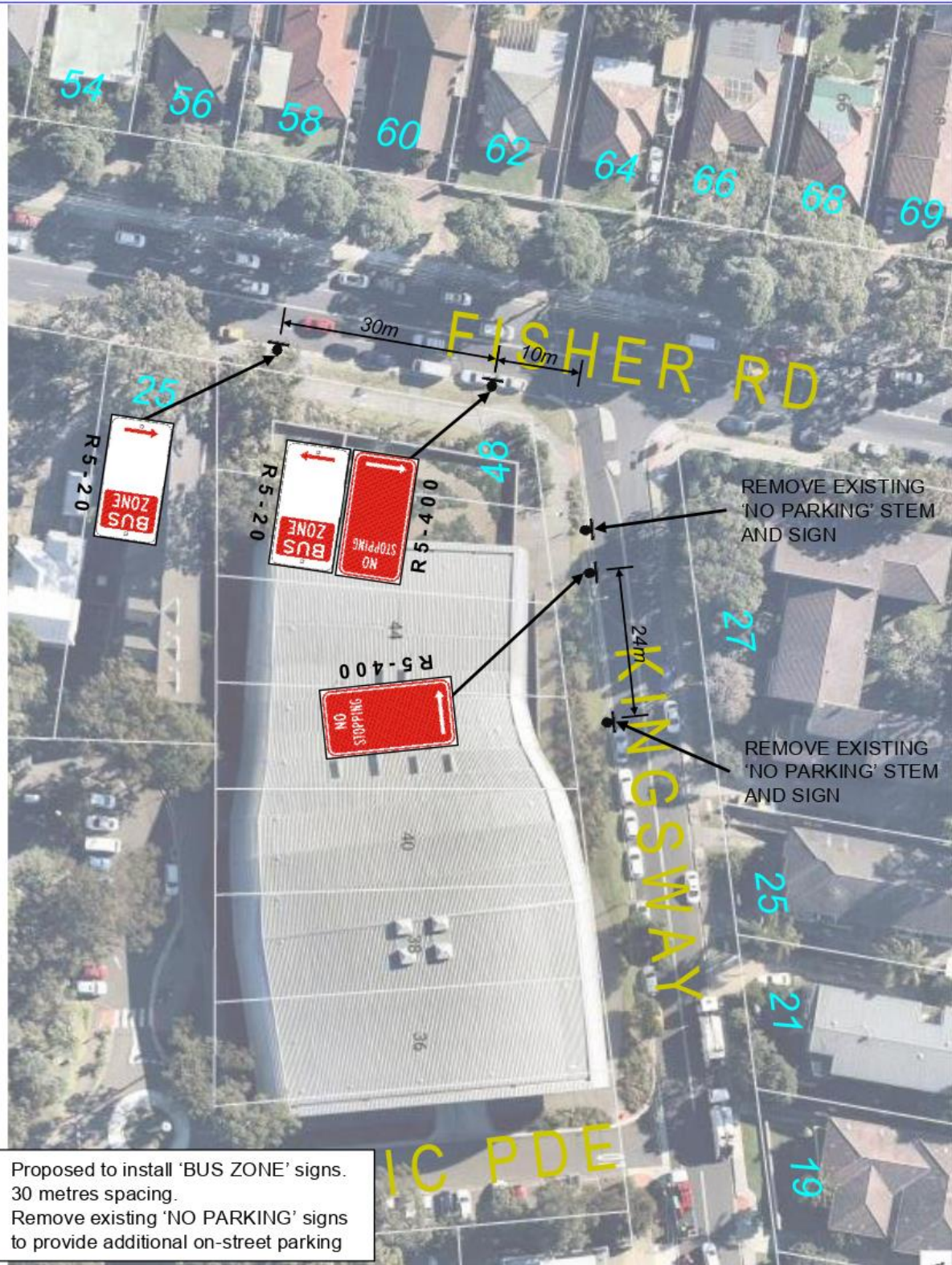
Public consultation is not necessary as the impact on residents is very low and the proposal enhances the amenity for bus services to and from PCYC.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Installation of Bus Zone signs (30m in length) on Fisher Road, Dee Why.
  - B. Removal of No Parking signs (30m in length) on Kingsway, Dee Why.
-



Proposed to install 'BUS ZONE' signs.  
30 metres spacing.  
Remove existing 'NO PARKING' signs  
to provide additional on-street parking



### PROPOSAL

Fisher Road, DEE WHY  
Bus Zone

Drawn BD

Approved

*P. Devon*



northern  
beaches  
council

**ITEM 4.16****NORTHERN BEACHES COUNCIL - AMENDMENTS TO NO PARKING RESTRICTIONS DUE TO CHANGES TO WASTE COLLECTION DAYS****REPORTING OFFICER****TRAFFIC OFFICER****TRIM FILE REF****2019/409714****ATTACHMENTS****1 Northern Beaches Council - Collection Day Changes****GEOCODES:** Varies**REPORT****BACKGROUND**

Council has received notification from Council's Waste Services regarding the changes to waste collection days throughout the five wards in Northern Beaches Council.

**LOCATION**

Existing No Parking restrictions on local traffic roads across the five wards of Northern Beaches Council.

**PROPOSAL**

Council has undertaken a review of the existing No Parking restrictions on local traffic roads across the five wards of Northern Beaches Council. Due to changes to the waste collection days in several areas, Council proposes to amend the existing No Parking restrictions to facilitate the day and time changes, respectively to assist waste collection.

For example, No Parking restrictions on Howard Avenue, Oaks Avenue and Pacific Parade, Dee Why, will change from 8:30am - 9:30am Monday, Tuesday and Wednesday to 8:30am - 9:30am Friday only. Consistent with the abovementioned roads, Council will undertake investigation into similar conditions on a ward-by-ward basis.

Council will periodically email the details of the streets and proposed changes to the voting members of the Traffic Committee for approval prior to implementation.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- The proposal will have no impact to pedestrians and road users.

**CONSULTATION**

Notification letters are to be distributed, prior to the installation, to the properties within the immediate vicinity of the nominated locations to advise of the amendments.

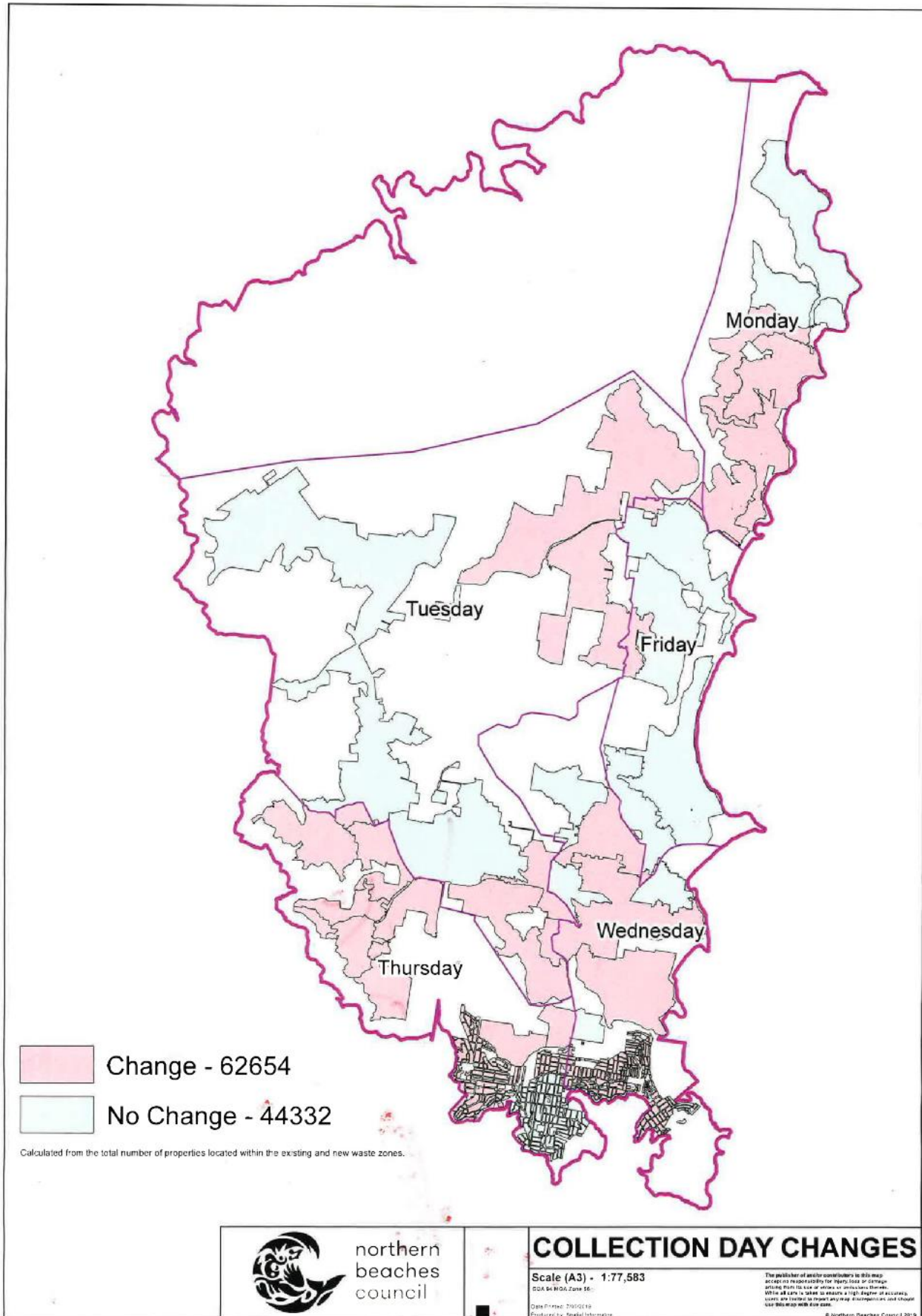


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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports:

- A. The introduction of the amendments to the existing No Parking restrictions to facilitate the day and time changes to assist Waste Services on their collection days.
  - B. Council periodically emailing the details of the streets and proposed changes to the voting members of the Traffic Committee for approval prior to implementation.
-



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## 5.0 MATTERS FOR NOTATION

ITEM 5.1	APPROVALS UNDER DELEGATION
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/409394
ATTACHMENTS	1 Table of Approvals Under Delegation

**GEOCODES:** Various

### REPORT

- Council's Transport Network Team obtained delegation from the Northern Beaches Council Local Traffic Committee on the 4 June 2019 to implement measures to reinforce existing controls under the NSW Road Rules as well as minor proposals, without reporting these matters to the Traffic Committee meeting.
- It was agreed that a plan of the proposals will be forwarded to the Traffic Committee members for consideration. If no objections are received within the specified response time the proposals will be approved under delegation and be presented in the agenda as a Matter For Notation.
- Except for statutory requirements, consultation with affected residents and businesses within the immediate vicinity of the proposal will still be required prior to consideration.

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### REPORT TO TRAFFIC COMMITTEE

That the Traffic Committee notes the delegated approval of actions detailed in Attachment 1 – Table of Notifications.

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## Table of Approvals Under Delegation

Location	Action	Consultation	Referral Response Date	Approval Date
Waratah Street & Maxwell Street, Mona Vale	<ul style="list-style-type: none"> <li>- Install a 'GIVE WAY' sign and holding line in Waratah Street at the intersection with Maxwell Street.</li> <li>- Install dividing barrier lines (two-way) in Waratah Street from the driveway of No. 83 Waratah Street to the intersection with Maxwell Street</li> </ul>	<p>Properties consulted - 11 Support - 1 Object - 0</p> <p><b>Reason for approval:</b> Formalise the 'Give Way' priorities at the intersection and help delineate the road by separating the opposing traffic flows</p>	1 July 2019	10 July 2019
Tristram Road, Beacon Hill	<ul style="list-style-type: none"> <li>- Convert the existing 'BUS ZONE 8.30AM-9.30AM 3PM-4PM SCHOOL DAYS' restrictions to a full-time 'BUS ZONE'. The existing full-time 'BUS ZONE' is about 26m in length and the part-time Bus Zone is 27m.</li> </ul>	<p>No consultation undertaken as the changes occur on the School frontage with minimal impact to residents.</p> <p><b>Reason for approval:</b> The 'BUS ZONE' is extended to facilitate bus driver changeover for reliefs by State Transit Authority.</p>	1 July 2019	10 July 2019
Capua Place, Avalon Beach	<ul style="list-style-type: none"> <li>- Install 'NO PARKING' restrictions in the turning circle at the eastern end of Capua Place.</li> </ul>	<p>Properties consulted - 17 Support - 3 Object - 0</p> <p><b>Reason for approval:</b> Improve access and traffic safety for residents and waste collection by restricting parking in the turning area.</p>	19 July 2019	26 July 2019
Dolphin Crescent and Coral Close, Avalon Beach	<ul style="list-style-type: none"> <li>- Install a 'GIVE WAY' sign and holding line in Dolphin Crescent at the intersection with Coral Close.</li> <li>- Install dividing barrier lines (two-way) in Dolphin Crescent for a length of 15m from the intersection with Coral Close.</li> <li>- Install Unbroken Yellow Lines for the statutory 10m 'NO STOPPING' from the intersection and extended 3m beyond the dividing barrier lines in Dolphin Crescent.</li> <li>- Install advanced warning 'CHILDREN' symbolic (W6-3) and 'PLAY GROUND' (W8-13) signs in Dolphin Crescent and Coral Close on the approaches to Coral Reserve.</li> </ul>	<p>No consultation undertaken as restrictions mainly affect the frontage to Coral Reserve with minimal impact to residents due to availability of on-street parking in the area.</p> <p><b>Reason for approval:</b> Formalise the 'GIVE WAY' priorities at the intersection and help delineate the road by separating the opposing traffic flows. Improve sight distance for through traffic and awareness of children in the vicinity of the play ground.</p>	19 July 2019	26 July 2019



Location	Proposal	Consultation	Referral Response Date	Approval Date
Quirk Road, Manly Vale	- Extend existing 'No Stopping' restrictions on east side, north of Kenneth Road by 6m	Notification letter sent to 17 addresses <b>Reason for approval:</b> To improve sight lines to pedestrians crossing Quirk Road between pram ramps. Pedestrians currently obscured by parked cars uphill of the pram ramp	19 July 2019	26 July 2019
Woodbine Street, North Balgowlah	- Install unbroken yellow 'No Stopping' lines at intersection with Tottenham Street	Notification letter sent to 8 addresses <b>Reason for approval:</b> To improve sight lines for vehicles exiting Tottenham Street, No Stopping will extend 16m to the west of the intersection	19 July 2019	26 July 2019
Lauderdale Avenue, Fairlight	- Extend 'Bus Zone' by 6m	Notification letter sent to 2 homes <b>Reason for approval:</b> To increase length of Bus Zone to allow bus to pull in close and parallel to kerb (1 parking space is lost) and facilitate loading/unloading to/from footpath	19 July 2019	26 July 2019
Kenneth Road, Manly Vale	- Install unbroken yellow 'No Stopping' lines at intersection with Chandos Street	Notification letter sent to 2 addresses <b>Reason for approval:</b> To improve sight lines for vehicles exiting Chandos Street, No Stopping will extend 16m to the east of the intersection	19 July 2019	26 July 2019
Lewis St/Abbott St, balgowlah Heights	- Install unbroken yellow 'No Stopping' lines at junction of Lewis Street and Abbott Street	Notification letter sent to 12 homes <b>Reason for approval:</b> Vehicles parking on bend within 3m of unbroken dividing lines. Location is adjacent to a school. Restrictions will highlight where parking is permissible	19 July 2019	26 July 2019

<b>ITEM 5.2</b>	<b>EVENT: MEET YOUR STREET - TEMPORARY ROAD CLOSURES</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2019/388443</b>
<b>ATTACHMENTS</b>	<b>1 Meet Your Street - Traffic Management Plan</b>

**GEOCODES: Various**

## **REPORT**

### **BACKGROUND**

Council has received applications for temporary road closures to facilitate street parties under Council's Meet Your Street initiative. This program was initiated to support residents who wished to close their street for a few hours for a street party. These events are supported in view of the positive outcomes in terms of community building and good neighbourly relations. Council assists residents by preparing and implementing a standard Traffic Control Plan (TCP) which has previously been approved for this type of event.

### **LOCATION**

The requested locations for the temporary road closures are as follows:

- (i) Boyle Street, Balgowlah - between No.s 31 and 61 on 14 December 2019 between the hours of 2:00pm and 6:00pm.
- (ii) Pine Street and Collingwood Streets, Manly - between Pacific Parade and Smith Street on 1 December 2019 between the hours of 4:00pm and 8:00pm.
- (iii) Birkley Road, Manly - between Arthur Street and Herbert Street on 30 November 2019 between the hours of 4:00pm and 8:00pm.
- (iv) Francis Street, Fairlight - between No.s 32 and Griffiths Street on 1 December 2019 between the hours of 3:30pm and 7:30pm.
- (v) Serpentine Crescent, North Balgowlah - between 9a and 40 Serpentine Crescent on 22 September 2019 between the hours of 2pm and 6pm.
- (vi) Ernest Street, Balgowlah – between No.s 3 and 29
- (vii) Shearwater Drive, Warriewood – between No.76 Shearwater Drive and intersection of Shearwater Drive/Melaleuca Place on 7 December 2019 between the hours of 12:30pm and 4:30pm
- (viii) Charles Street, Fairlight – full length of street on 8 December 2019 between the hours of 3:30pm and 7:30pm

### **ISSUES**

The impacts on traffic resulting from the temporary road closures are expected to be minimal, for the following reasons:

- The roads function as local roads with low traffic volumes
- There are no bus service routes that run along the requested road sections
- Alternative routes are available for through traffic and connecting roads
- There have been no recorded accidents along these road sections within the last five years
- The temporary road closures are to be held on a Saturday or Sunday afternoon or evening when traffic impacts will be minimal and of a non-critical nature
- Access for pedestrians and cyclists and emergency vehicles will be maintained and the temporary road closures will be managed in accordance with the TCP. The standard street party conditions must also be adhered to in conjunction with the TCP.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- The proposed road closures are designed to improve safety for pedestrians attending or passing through the event but may require cyclists to dismount

**CONSULTATION**

The street party organiser in each case is required to distribute a notification/invitation to all residents of the impacted section of the street regarding the event as detailed in the standard conditions for the events.

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**REPORT TO TRAFFIC COMMITTEE**

That the Traffic Committee notes the implementation of the Meet Your Street Events.

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## I. STANDARD TRAFFIC CONTROL PLAN (TCP)

A Traffic Control Plan, TCP, has been developed using the Roads & Maritime Service's (RMS) Traffic Control at Work Sites Manual. The TCP outlines the signs and barriers that are to be used, the erection and removal processes and other requirements. In addition to the TCP, additional requirements are necessary to facilitate the road closure safely and with minimal disruption to the public. The issues that require addressing include:

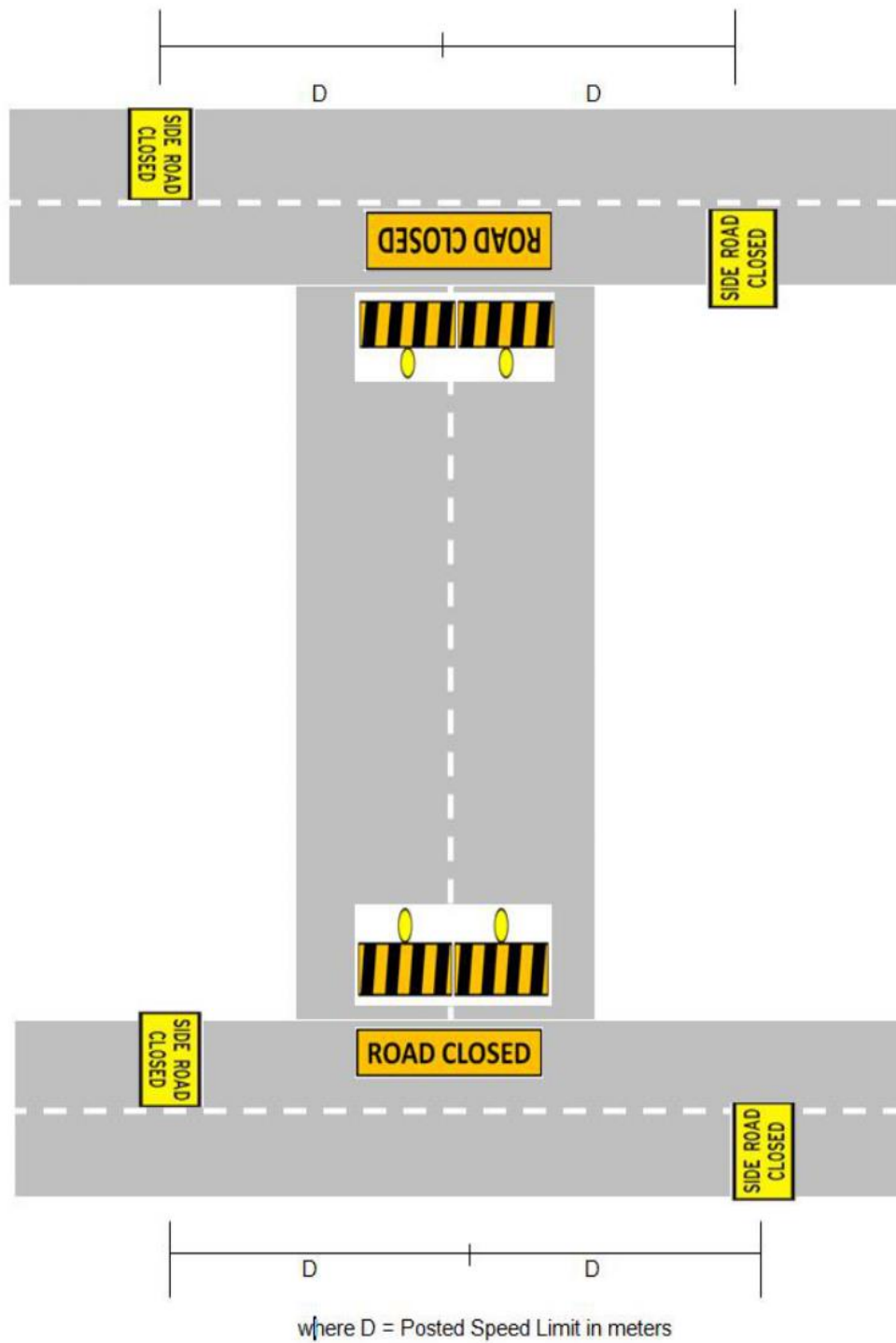
- Access to and from the street by resident's vehicles ONLY in an emergency and emergency vehicle
- Traffic controllers need to be qualified.
- Appropriate erection and removal of traffic control devices.
- Adequate notification
- These issues are addressed in the conditions

Sign Type	Sign No.
Side Road Closed	T1 - 32
Road Closed	T2 - 4
Barricade With Steady Amber Lights	N/A

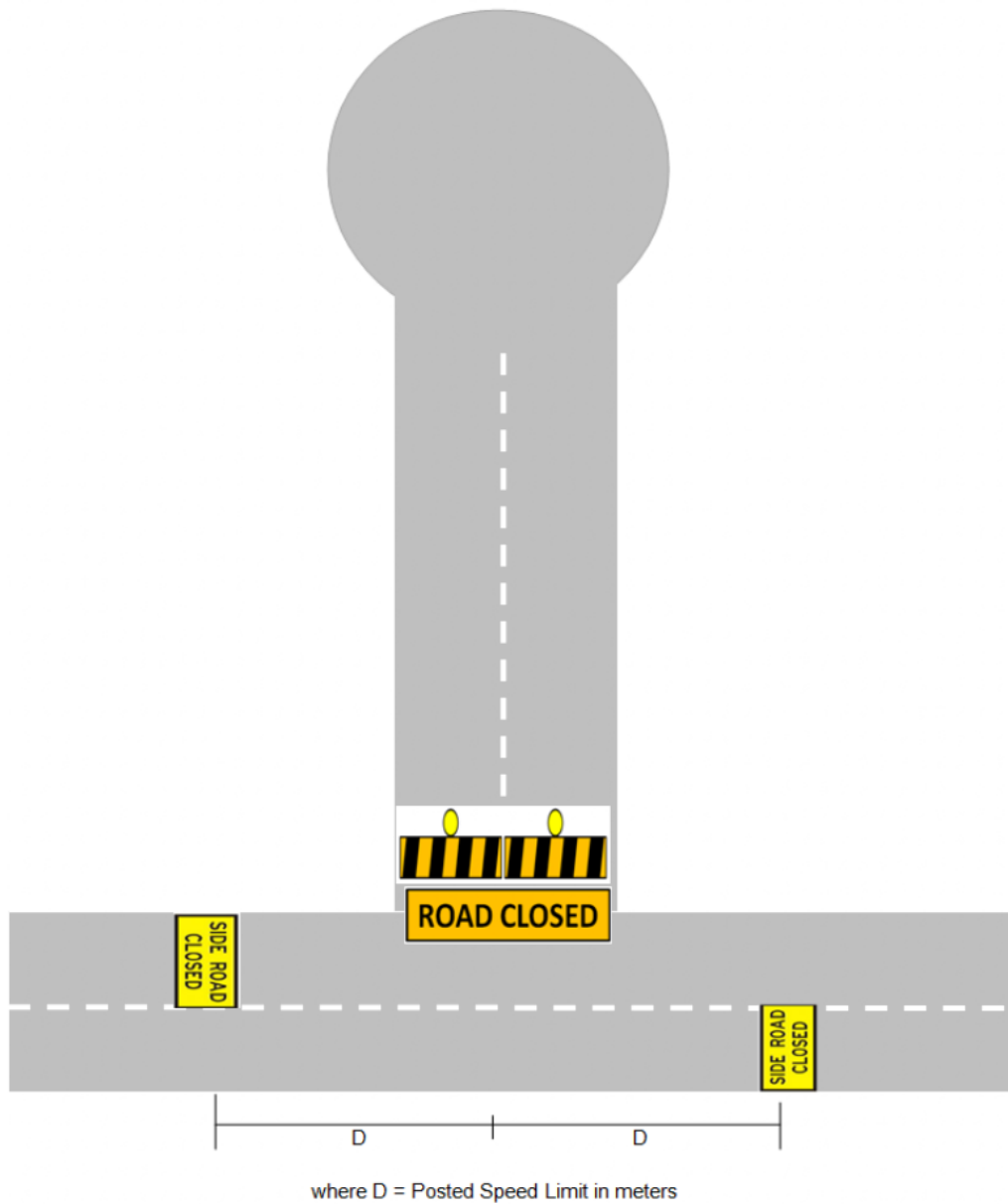
**Table 1: Signing Schedule**

Depending on the type of street (*open-ended* or *cul-de-sac*), one of the following standard TCPs must be used:-





**Standard Traffic Control Plan (TCP) No. 1**



**Standard Traffic Control Plan (TCP) No. 2**

**NOTES:**

1. All persons working on road must wear visibility vests or jackets as specified in the RTA's OH&S manual.
2. All signs must be approved Australian Standard Signs appropriate for right use.
3. The temporary road closure should be carried out in conjunction with the attached

conditions and requirements.

## II. STANDARD CONDITIONS

### **Resident Street Party Organiser will be responsible for:**

1. That resident street party organiser shall submit a completed application form to Council at least 4 weeks prior to the event.
2. That resident street party organiser shall undertake a letterbox drop minimum two weeks prior to the event. The letter shall include that:
  - the proposed date and time of the street party
  - residents participate at their own risk
  - Access to and from the street by resident's vehicles ONLY in an emergency and emergency vehicles
  - A contact name and contact details for residents to communicate any objections to the road closure
  - A copy of the letter is to be provided to Council
3. One week in advance of the event the street party organiser will provide a statement to Council notifying that not more than 25% of the residents oppose the street party.
4. The resident street party organiser shall notify the Traffic Sergeant at the Manly Police Station to confirm that the street party will be going ahead on the proposed date.
5. The resident street party organiser shall ensure that noise is kept at an acceptable level and that it does not inconvenience the neighbouring community.
6. The resident street party organiser shall ensure that all rubbish is removed from the site at the completion of the street party.
7. The resident street party organiser shall notify all emergency service authorities.

### **Council's Events Team will be responsible for:**

1. Ensuring the resident street party organiser has completed the induction and has lodged the application form and understands the conditions to conduct the event.
2. The implementation of the Traffic Management Plan (TMP) and ensuring the Closure and Road Opening is undertaken by qualified and certified people.
3. The road closure points are controlled by qualified and certified people for the duration of the event. This will involve engaging an external contractor to man the road closure barricades for the duration of the event. The estimated cost to Council to facilitate this is \$600 per street party, based on a four hour minimum.
4. The street party being restricted to local streets only (not collector, regional or state roads) in a very low traffic environment such as a dead-end or cul-de-sac (consult Council's Traffic and Transport section).
5. The street party shall be limited to not more than 100 people at any given time during the duration of the event.
6. Ensuring the applicant has obtained the concurrence from the Police.
7. Completing a risk management plan for each street party application and submitting

this to Council's Insurers to confirm cover for event

8. The funding and coordinating of promotion of program and supply amenities/infrastructure to the street party including road closure barricades/signage, bins and portable toilets within approved budget.

**Council's Traffic Management Team will be responsible for:**

1. Advising the Events Team if a street is deemed suitable for temporary road closures.
2. Preparing the TCP and submitting to Council for approval. The TCP will indicate the recommended signage to be used to ensure traffic is managed effectively with minimum disruption.



**ITEM 5.3 REQUEST FOR WORKS ZONE**

**REPORTING OFFICER TRAFFIC OFFICER**

**TRIM FILE REF 2019/400513**

**ATTACHMENTS NIL**

**GEOCODES:** Various

**REPORT**

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

Applicant	Location	Works Zone Length and Time	Requested Period
Clarendon Homes 21 Solent Circuit Baulkham Hills NSW 2153	2 Pinta Place CROMER NSW 2099	Length: 12 M Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	29 July 2019 – 02 February 2020
Lyon Developments Pty Ltd 104 Felton Road Carlingford NSW 2118	94 Soldiers Avenue FRESHWATER NSW 2096	Length: 15 M Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	05 July 2019 – 02 August 2020
Provent Property Group PO Box 228 Newport Beach NSW Australia 2106	4 Foamcrest Avenue NEWPORT NSW 2106	Length: 12 M Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	17 July 2019 – 16 October 2019

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**REPORT TO TRAFFIC COMMITTEE**

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

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