

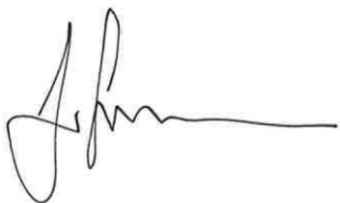
AGENDA

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 3 SEPTEMBER 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
Traffic Engineering Coordinator	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	Mr Ali Samimi Haghighi
Traffic Officer	Mrs Kajal Todd
Ranger Coordinator	Mr Michael Davey
Transport Project Officer	Ms Michelle Carter
Transport Project Officer	Mr Phillip Gray
Road Safety Officer	Mrs Karen Menzies
Road Safety Officer	Ms Robynann Dixon
Transport Support Officer	Ms Lisa Monk

Visitors

Nil

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

to be held on Tuesday 3 September 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 6 August 2019	
2.2	Declaration of Pecuniary and Conflicts of Interest	
3.0	REPORTS TO PROCEED TO COUNCIL FOR APPROVAL	
	Nil	
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NEXT MEETING Tuesday 1 October 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 6 AUGUST 2019

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 6 August 2019, copies of which were previously circulated to all Members, be confirmed as a true and correct record of the proceedings of that meeting.

2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

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

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

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

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

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

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

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1 DARLEY ROAD, MANLY - PARKING RESTRICTIONS

REPORTING OFFICER TRAFFIC ENGINEER

TRIM FILE REF 2019/455713

ATTACHMENTS
1 Darley Road, Manly - Plan
2 Table of Consultation

GEOCODES: -33.805137, 151.293433

REPORT

BACKGROUND

Council has received concerns from local residents regarding the long term parking of boats and trailers on the north side of Darley Road, Manly, opposite St.Paul's Catholic College and the former Manly Hospital site. St.Paul's Catholic College has also requested that the hours of the No Parking kiss and drop zone outside the school be extended.

LOCATION

Darley Road is a local collector road carrying moderate volumes of two way traffic between the Manly CBD to the west and North Head to the east. At the eastern end of Darley Road the former Manly Hospital was sited on its southern side and the International College of Management School is sited on its northern side. Buses travel along Darley Road to and from North Head

ISSUES

- Since the closure of Manly Hospital there has been an influx of boats and trailers parking on a long term basis on the northern side of Darley Road. This takes away parking that could otherwise be available for residents of St.Patrick's Estate, or staff/students at the ICMS or St.Paul's Catholic College
- St.Paul's Catholic College have advised that students are currently remaining in their vehicles until close to 9:00am when the existing No Parking restriction expires so that they can leave their cars in the kiss and drop zone until their departure after school. Teachers are finding that students are arriving late for class as a result.
- The above practice also means that the kiss and drop zone is not available for parents trying to drop off students.

PROPOSAL

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

- 8P Parking restrictions applying between 6:00am and 10:00pm Everyday on the north side of Darley Road
- Changes to the No Parking zone on the south side of Darley Road outside the college so that it applies 8:00am - 9:30am and 2:30pm - 4:00pm School Days. This matches the 40km/h School Zone hours.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- It is unlikely that the proposals will have any impact on people cycling
- The proposal should allow drivers to park closer to their intended destination and therefore reduce the distance they need to walk

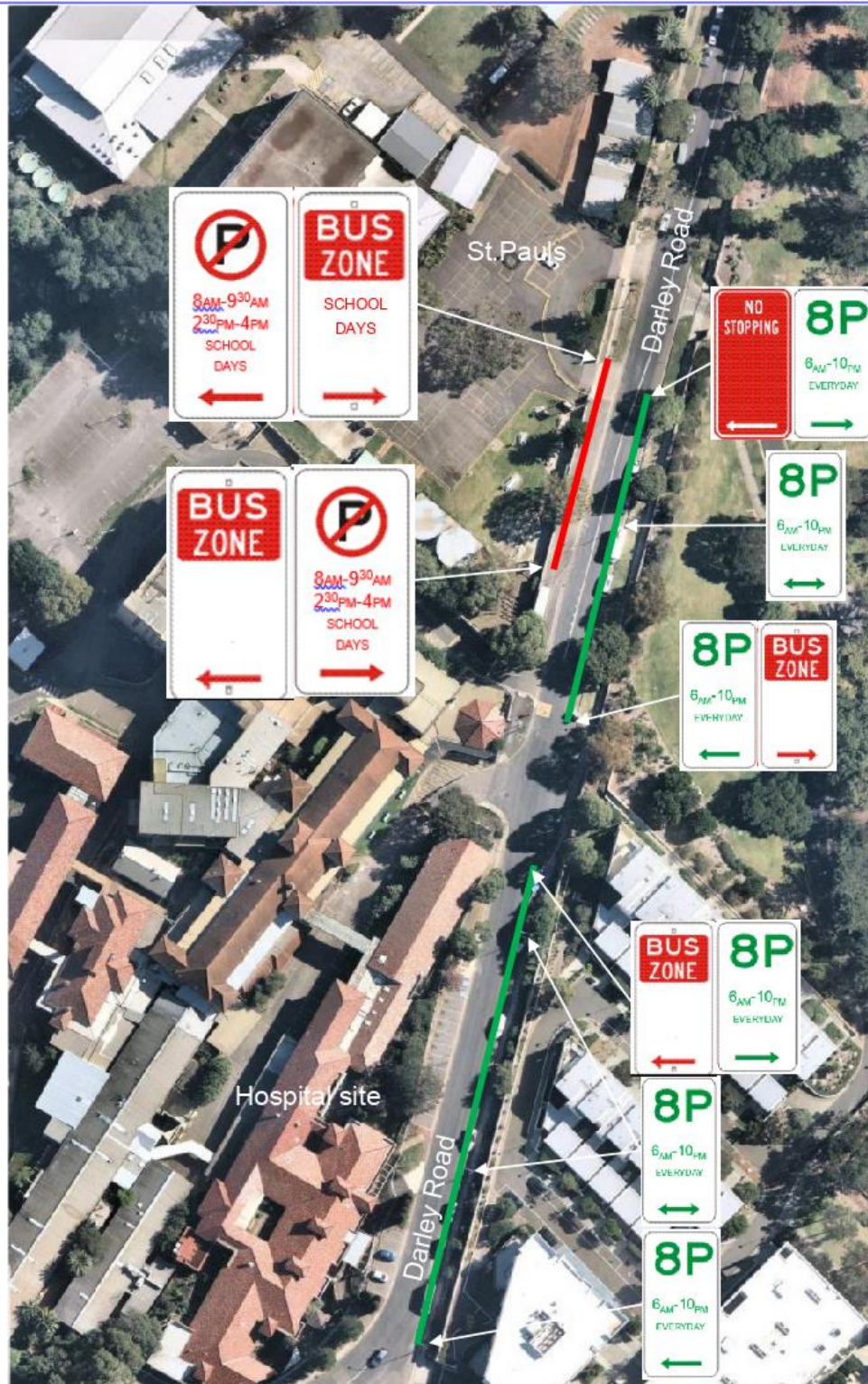
CONSULTATION

Consultation letters have been distributed to 71 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of 8P Parking restrictions on the north side of Darley Road, Manly, between the existing No Stopping zone east of the driveway to the International College of Management and Bluefish Drive. The restrictions to apply Everyday between 6:00am and 10:00pm.
 - B. Amendment of the hours of the existing No Parking zone on the south side of Darley Road, Manly, outside St.Pau'ls Catholic College. The restrictions to apply 8:00am - 9:30am and 2:30pm - 4:00pm School Days.
-



PROPOSAL

Darley Road, Manly
8P parking & No Parking amendments

Drawn JB

Approved 



northern
beaches
council

Table of Consultation

Address	Darley Road
Proposal	8P parking and changes to hours of No Parking zone

Properties Consulted	71
Responses Received	7
Support	6
Do Not Support	1

Issue	Resident Comment	Council Response
shorter duration than 8P	4P would be better than 8P so the parking is not monopolised by school students	intention of restrictions is not to prevent all day parking by school students who would otherwise park elsewhere
longer duration than 8P	restriction should be longer than 8P to cater better for worker parking	a longer duration is difficult to enforce. 8P should be sufficient to cater for worker parking
trailer parking	proposed restrictions will be effective in removing boats and trailers	noted

ITEM 4.2	WEARDEN ROAD,BELROSE - PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/466257
ATTACHMENTS	1 Wearden Road, Belrose - Plan 2 Table of Consultation

GEOCODES: -33.738069, 151.220849

REPORT

BACKGROUND

Council has received concerns from local residents regarding traffic safety issues when vehicles are parked on both sides of Wearden Road, Belrose, which reduces the width of the carriageway. As a result, vehicles have difficulty negotiating around that section of Wearden Road.

LOCATION

- Wearden Road is a local road with a 50km/h speed limit
- Wearden Road is a two lane road with a width of approximately 9m
- There are existing Dividing Barrier Lines and No Stopping Unbroken Yellow Kerb Lines for a length of approximately 26m. The rest of the street has unrestricted parking.
- There is an ambulance station and Northgate Church located on Wearden Road at the intersection with Forest Way. The rest of the street is mostly residential properties with off-street parking facilities available.
- There are existing Local Area Traffic Management devices, raised pavement thresholds, located at this section of Wearden Road.

ISSUES

- Parked vehicles on either side of Wearden Road reduces the carriageway width of the trafficable lane. As a result, two opposing vehicles on the raised pavement threshold have difficulty negotiating and passing one another safely
- Parked vehicles also reduce the line of sight of the approaching vehicles and the LATM devices
- Many motorists use this street to avoid the congestion from the road works upgrade program.

PROPOSAL

Council has undertaken a review of the above location and proposes to extend the existing double barrier centerline by 25m. As parking is not permitted within 3m of a Double Barrier Line, Council will also install a No Stopping Unbroken Yellow Kerb Line along that section to reinstate parking restrictions. The measure will improve the traffic flow and visibility around that section of the road and enhance safety

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- There will be no impact on pedestrians or people cycling

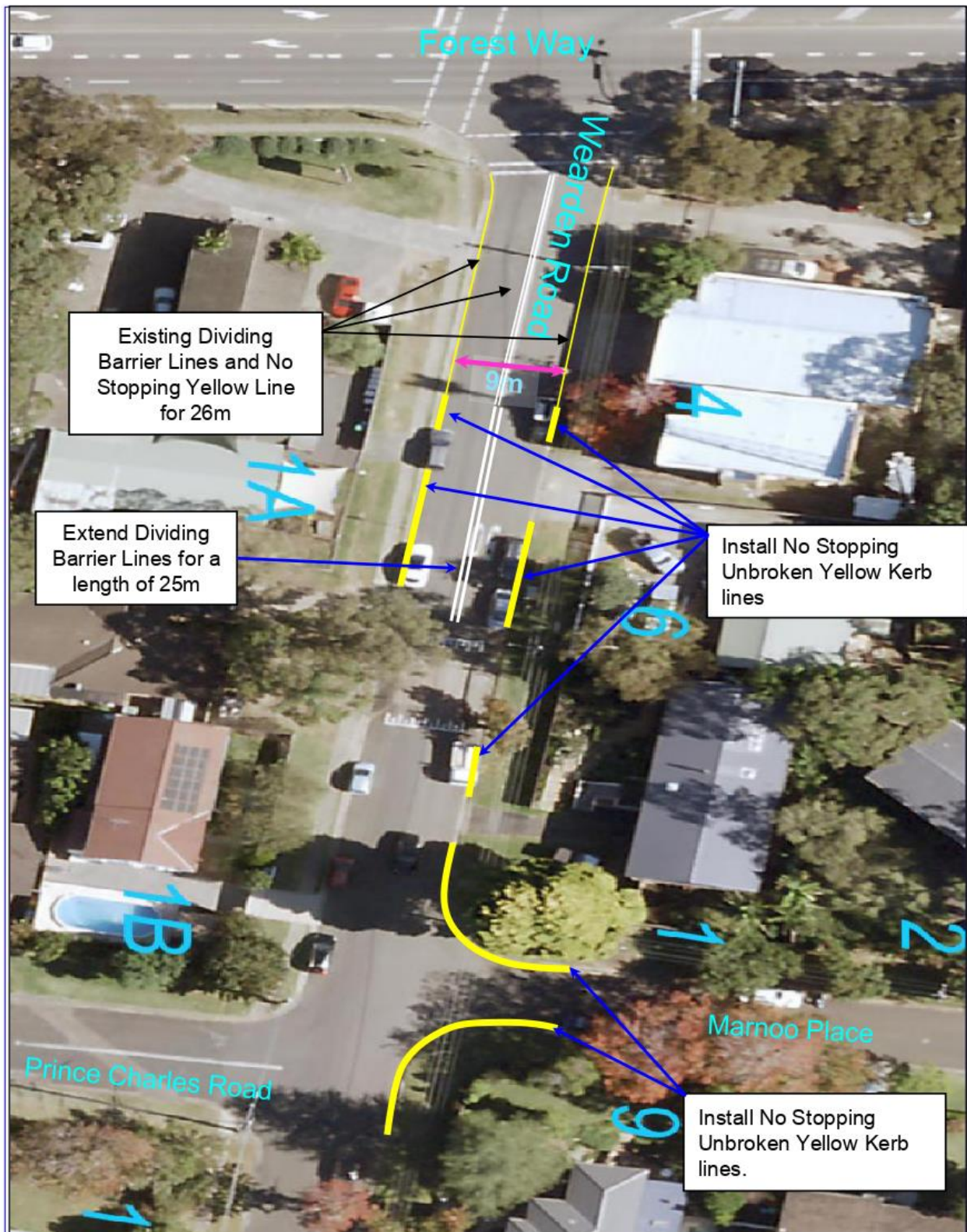
CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Extension of the existing Dividing Barrier Line for a length of 25m on Wearden Road, Belrose.
 - B. Installation of a No Stopping Unbroken Yellow Kerb Line, matching the proposed Dividing Barrier Line, to deter illegal parking within 3m of the Dividing Barrier Line on Wearden Road, Belrose.
-



PROPOSAL

Wearden Road , Belrose
Extend Dividing Barrier Lines & Parking Restrictions

Drawn AS

Approved



northern
beaches
council

Table of Consultation

Address	Wearden Road, Belrose
Proposal	Parking Restriction

Properties Consulted	10
Responses Received	9
Support	5
Do Not Support	4

Issue	Resident Comment	Council Response
Extend restrictions	Extend No Stopping till the intersection of Marnoo Place & Wearden Road.	Council will install No Stopping Unbroken Yellow kerb Lines at the intersection of Marnoo Place & Wearden Road
No through road	Install no through road sign at Marnoo Place.	Council will install 'No Through' sign at the entrance of Marnoo Place
Extend restrictions	Extend No Stopping till the intersection of Prince Charles Road & Wearden Road.	Council will monitor the traffic flow and review it in the future, if needed.
Loss of Parking	Reducing parking for people visiting Church, Oval and residents. No Visibility issue	Allowing to park at this section, reduces the width of the carriageway and restricts visibility. It creates a risk to motorists.

ITEM 4.3 CASHEL CRESCENT, KILLARNEY HEIGHTS - PARKING RESTRICTIONS**REPORTING OFFICER TRAFFIC ENGINEER****TRIM FILE REF 2019/466241****ATTACHMENTS**
1 Cashel Crescent. Killarney Heights - Plan
2 Table of Consultation**GEOCODES:** -33.765737, 151.206435**REPORT****BACKGROUND**

Council has received concerns from local residents regarding parked vehicles on both sides of the curve at Cashel Crescent, Killarney Heights, which reduces the width of the carriageway and visibility. As a result, vehicles have difficulty negotiating around the bend in front of 10 Cashel Crescent.

LOCATION

- Cashel Crescent is a local road with a 50km/h speed limit. It is a loop road of Lanford Avenue
- Cashel Crescent is a two lane road with a width of approximately 7.5m from kerb to kerb
- There is unrestricted parking on both sides of Cashel Crescent, except for the statutory No Stopping from the intersection
- Cashel Crescent is a residential street with off street parking facilities available in most properties.

ISSUES

- Vehicles parked on both sides at the sharp bend of Cashel Crescent reduce the width of the trafficable lane and visibility. When vehicles are parked on both sides of the street at the bend, two opposing cars cannot pass one another safely
- There are two trees located at the north-east side of bending section of the street which reduces the line of sight of the approaching vehicles.

PROPOSAL

Council has undertaken a review of the above location and proposes to install No Stopping Unbroken Yellow Kerb Line along the North/East side of Cashel Crescent for a length of approximately 40m. This will provide an adequate trafficable lane width for vehicles to travel safely and legally. The measure will improve traffic flow and visibility around the curve and enhance safety.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- There will be no impact on pedestrians and people cycling

CONSULTATION

Consultation letters have been distributed to 23 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE


That the Traffic Committee supports the installation of a 40m No Stopping Unbroken Yellow Kerb Line on the inside radius of the bend of Cashel Crescent, Killarney Heights.



PROPOSAL

Cashel Crescent, Killarney Heights
Parking Restrictions

Drawn AS

Approved 



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beaches
council

Table of Consultation

Address	Cashel Crescent, Killarney Heights
Proposal	Parking Restrictions

Properties Consulted	23
Responses Received	3
Support	2
Do Not Support	1

Issue	Resident Comment	Council Response
Reduce parking restrictions	Requests to retain at least two spots in front of the property at the northern end.	The restriction has been kept at minimum level any further reduction will not solve the issue.

ITEM 4.4	KEMPBRIDGE AVENUE, SEAFORTH - SCHOOL PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/455561
ATTACHMENTS	1 Kempbridge Avenue, Seaforth - Plan 2 Table of Consultation

GEOCODES: -33.793815, 151.251628

REPORT

BACKGROUND

Council has received concerns from local residents and school parents regarding congested conditions in Kempbridge Avenue, Seaforth, during the school drop off and pick up period.

LOCATION

Kempbridge Avenue is a local road running north south between Sydney Road, at its southern end, and a cul-de-sac at its northern end. It is approximately 530m in length and has a variable width. At its southern end it has a width of 12.2m. It then narrows to 9.1m approximately 60m north of Sydney Road where it changes from commercial to residential in nature. It narrows again to 7.3m in width, approximately 310m north of Sydney Road, at the southern boundary of the Seaforth Public School, sited on its western side.

At most times of the day Kempbridge Avenue carries low volumes of traffic. Its southern end has parking permitted on both sides with commuter and commercial parking activity occupying much of the available kerb space. At its northern end parking activity is more sparse other than at school drop off and pick up times when parking is in high demand.

ISSUES

- Parking activity on both sides of Kempbridge Avenue, adjacent to Seaforth Public School, in the school drop off and pick up period reduces the available road width to a little over 3m in width which is insufficient to cater for two way traffic flow
- Parents are unable to proceed along the street easily and resort to performing U-turns in residential driveways rather than proceeding along the street to the end of the cul-de-sac to turn around
- Many parents leave their vehicles on-street to collect their younger children from within the school grounds. This intensifies the pressure to on-street parking
- Residents report that their driveways are regularly blocked by school parents vehicles
- Some residents have insufficient off-street parking or have shared driveways which they can't park in which means they rely on using on-street parking.

PROPOSAL

Council has undertaken a review of the location and issues and it is proposed to extend the No Parking 8:00am – 9:30am and 2:30pm – 4:00pm School Days parking restrictions on the school side of Kempbridge Avenue by approximately 60m. In addition, as Kempbridge Avenue is only 7.3m in width at its northern end, it is also proposed to extend the No Stopping 8:00am – 9:30am and 2:30pm - 4:00pm School Days restrictions which currently apply along the frontage of No.s 56-58 Kempbridge Avenue and in the cul-de-sac at the end of the street.

Council's original proposal was to extend these restrictions over the full length of the eastern side of Kembridge Ave from where it narrows (at No.42) to the cul-de-sac. There was a strong resident opposition to this proposal in view of the loss of on-street parking. It is now proposed to introduce a lower impact proposal which creates two lengths of No Stopping (applying only between 8:00am – 9:30am and 2:30pm – 4:00pm School Days) to create more space for vehicles to pull over to let opposing traffic pass while retaining much of the parking on the eastern side of the road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will have the effect of spreading out parking activity over a greater length of kerb space which will reduce congestion levels along the school frontage in the school drop off and pick up periods. This in turn will reduce the incidence of double parking, turning manoeuvres in driveways and create safer conditions for pedestrians crossing the road and cyclists proceeding along the road.

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Extension of the existing No Parking 8:00am – 9:30am and 2:30pm – 4:00pm School Days restriction on the western side of Kempbridge Avenue, Seaforth, by a length of approximately 60m in a northerly direction
 - B. Extension of the existing No Stopping 8:00am – 9:30am and 2:30pm – 4:00pm School Days restrictions on the eastern side of Kempbridge Avenue along the frontages of No.s 46 - 48 and No.s 66 -70 Kempbridge Avenue, Seaforth.
-



PROPOSAL

Kempbridge Ave , Seaforth
No Parking/No Stopping – drop off/pick up

Drawn JB

Approved 



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beaches
council

Table of Consultation

Address	Kempbridge Ave
Proposal	Before and after school No Stopping and No Parking

Properties Consulted	31
Responses Received	10
Support	1
Do Not Support	9

Issue	Resident Comment	Council Response
loss of parking	proposal results in too much lost parking	extent of No Stopping and No Parking can be reduced to reduce level of impact
2P permit parking	biggest issue is commuter parking. Need 2P Permit restrictions	most homes have offstreet parking and the street would therefore be ineligible for permit parking. This has previously been rejected by the Traffic Committee
angle parking bays	a better solution would be the creation of 90 degree angle parking on the school frontage	street is not wide enough to meet standards for angle parking. Angle parking is also not a safe option around schools and would be a high cost solution
indented parking bays	indent parking on the school side which would yield more road width without banning parking	indented parking would be a much higher cost solution
congestion overstated	congestion issues in the street are overstated and really only exist in the afternoon school pick up period	proposed restrictions only apply during the school drop off and pick up periods and are supported by the school
reduce traffic in street rather than remove parking	Council and the school should work together to reduce traffic in the street by encouraging walking and cycling, car pooling, use of other locations for drop	Kempbridge Avenue is the safest location for drop off and pick up at the school. Many parents do walk to the school to pick up their children
children must be collected from within school grounds	No Parking will not work as parents must collect children from within school grounds	School does not require collection of children from within grounds but it is encouraged for younger children. Retaining some unrestricted parking will cater for this
retain some unrestricted parking	school requests retention of some unrestricted parking north of the No Parking for longer term parent and staff parking	noted. Can be accommodated

ITEM 4.5	MARETIMO STREET, BALGOWLAH - NO PARKING RESTRICTIONS AND BUS ZONE
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/455932
ATTACHMENTS	1 Maretimo Street, Balgowlah - Plan

GEOCODES: -33.797081, 151.255147

REPORT

BACKGROUND

Council has received concerns from the State Transit Authority (STA) and Balgowlah Boys High School regarding a lack of kerbspace for school bus services on Maretimo Street, Balgowlah.

LOCATION

- Maretimo Street is a local road carrying moderate volumes of two way traffic. It has a width of approximately 9.6m with parking generally permitted on both sides of the road.
- Balgowlah Boys High School is sited on the west side of Maretimo Street with buses and parents picking up and dropping off students along its Maretimo Street frontage
- A marked pedestrian crossing was introduced by Council on Maretimo Street, north of Violet Street, in 2018 primarily to allow students to safely cross the road.

ISSUES

- The introduction of the marked pedestrian crossing required the introduction of approximately 30m of No Stopping on the west side of Maretimo Street. The introduction of the No Stopping restrictions has reduced the length of the Bus Zone on the west side of Maretimo Street that is available for School Bus Services
- Increased student numbers in 2019 has increased the demand for school bus travel and some buses are currently using a No Parking zone sited south of the pedestrian crossing to pick up and drop off students
- The No Parking zone is often occupied by parents picking up or dropping off students and buses are unable to pull in close and parallel to the kerb
- A No Stopping zone is currently in place south of the abovementioned No Parking zone. This No Stopping zone was created to improve sight lines for staff exiting the schools staff carpark; however, the retention of this No Stopping zone is not considered critical by the school as staff are exiting the carpark at times before or after the peak arrival and departure hours at the school when parking activity is light.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to replace the existing No Parking kiss and drop zone south of the pedestrian crossing with a before and after school Bus Zone. The No Parking kiss and drop zone will then be relocated further to the south (still on the school frontage) into kerbspace which is currently zoned No Stopping.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The allocation of additional kerb space for buses and kiss and drop activity will reduce congestion in Maretimo Street in the before and after school period which will provide clearer road space for cyclists and improve sightlines to pedestrians crossing Maretimo Street.

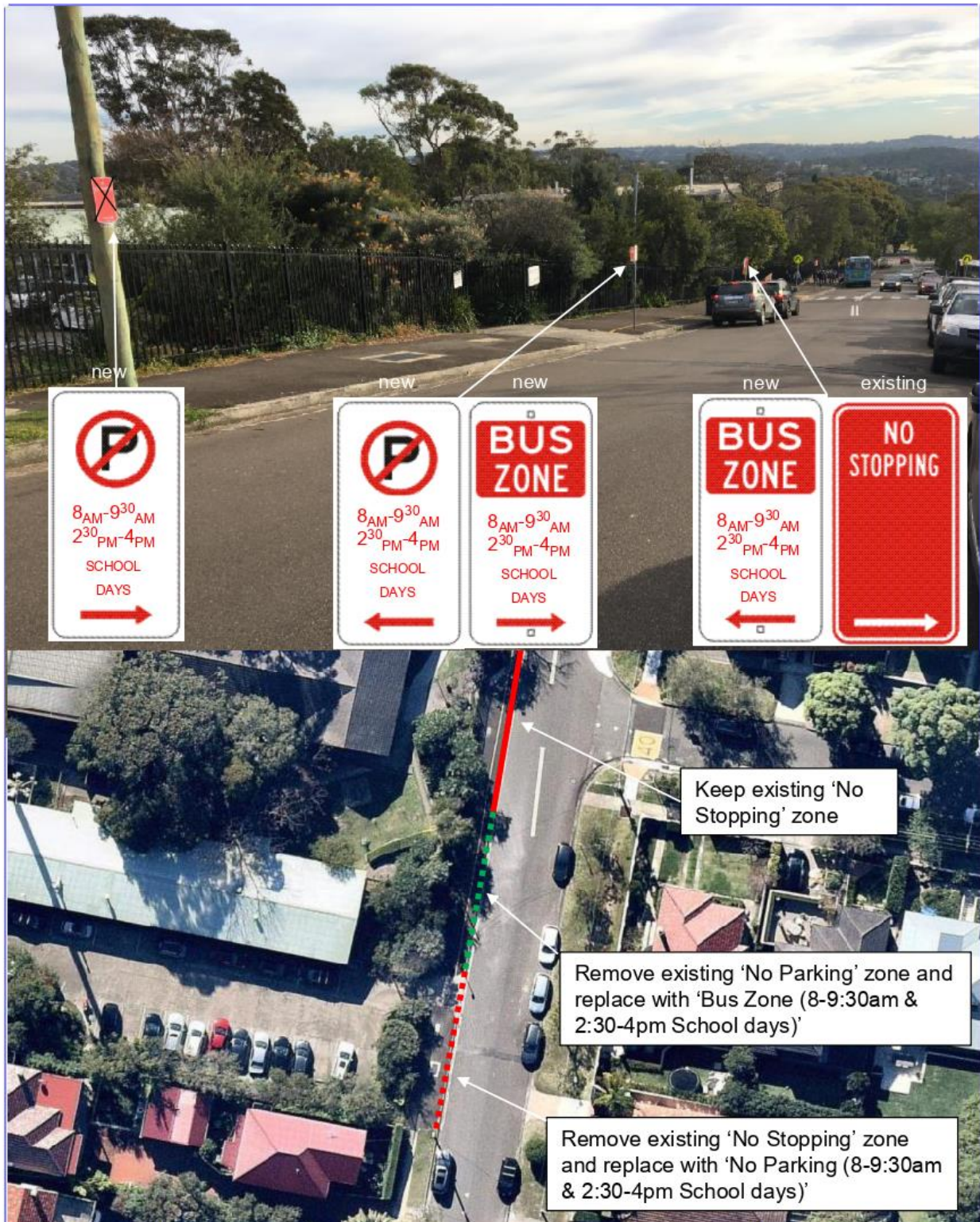
CONSULTATION

Consultation by way of a site meeting has been undertaken with Balgowlah Boys High and the STA regarding the proposed changes. Both are supportive of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Replacement of the existing No Parking 8:00am – 9:30am and 2:30pm - 4:00pm, School Days restriction on the west side of Maretimo Street, Balgowlah, south of the marked pedestrian crossing with a Bus Zone 8:00am – 9:30am and 2:30pm - 4:00pm School Days.
 - B. Replacement of the existing No Stopping zone on the west side of Maretimo Street, Balgowlah, south of the driveway to the schools staff carpark with a No Parking 8:00am – 9:30am and 2:30pm - 4:00pm School Days restriction.
-



PROPOSAL

Maretimo Street, Balgowlah
Bus Zone & No Parking

Drawn JB

Approved 



ITEM 4.6	UPPER GILBERT STREET, MANLY - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/455964
ATTACHMENTS	1 Upper Gilbert Street, Manly - Plan 2 Table of Consultation

GEOCODES: -33.797742, 151.282240

REPORT

BACKGROUND

Council has received concerns from local residents regarding difficulties exiting the driveway serving No.83 West Esplanade, Manly. This driveway is on the Upper Gilbert Street frontage of the property and is narrow with access partially obstructed by a power pole immediately adjacent to the driveway. Despite the presence of Driveway Delineation Lines, vehicles frequently park too close to or partly across the driveway, blocking entry and exit from the driveway.

LOCATION

- Upper Gilbert Street is a local road carrying low volumes of traffic
- It is approximately 6.7m in width with parking permitted on both sides of the road
- It has a One Way traffic flow in a westbound direction
- Most of the development in the street are home units with off-street parking accessed from wider than normal driveways. There are two driveways at No.83 and No.85 which are narrow.

ISSUES

- The narrow width of Upper Gilbert Street coupled with a high demand for parking on both sides of the road makes access along the road difficult. Turning in or out of narrow driveways is very difficult
- The driveway at No.83 is 2.7m in width with brick walls on either side that restricts turning. A power pole is sited immediately west of the driveway which also inhibits turning. Access in and out of this driveway is very difficult if vehicles are parked adjacent and opposite to the driveway, which is the case most of the time.
- The driveway at No.85 is 2.4m in width with brick walls on either side restricting turning. An extended length layback is present to the west of the driveway which prevents parking west of the driveway and assists with ease of egress. Ingress to this driveway is obstructed by parked vehicles opposite and to the east of the driveway that restricts the ability of vehicles to turn into the driveway.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce a 10m length of No Parking restrictions opposite the driveway to No.83 and a length of No Parking across the driveway to assist vehicles to turn in and out of the driveway. A No Parking restriction is also proposed across the common driveway serving No.s 85 to 88. This restriction is to commence 2m east of the driveway to No.85.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposed restrictions will remove parked vehicles very close to the driveways which will improve sight lines to any cyclists approaching the subject driveways

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a 10m length of No Parking restrictions on the north side of Upper Gilbert Street opposite the driveway to No.83 West Esplanade, Manly.
 - B. Installation of a 7m length of No Parking restrictions across the driveway to No.83 Upper Gilbert Street, Manly.
 - C. Installation of a 23.5m length of No Parking Restrictions on the south side of Upper Gilbert Street, Manly, across the driveways serving No.s 85 to 88 West Esplanade, Manly. The restrictions to extend 2m east of the driveway to No.85.
-



PROPOSAL

Upper Gilbert Street, Manly
No Parking

Drawn JB

Approved 



Table of Consultation

Address	Upper Gilbert Street
Proposal	No Parking

Properties Consulted	44
Responses Received	3
Support	2
Do Not Support	1

Issue	Resident Comment	Council Response
loss of parking	would prefer short lengths of parking banned either side of No.83's driveway to minimise loss of parking	short lengths of No Parking either side of driveway will not be sufficient as a power pole sited immediately adjacent to the driveway prevents swing
access issues at No.85 as well	No.85 also needs 2-3m of parking banned to the east of their driveway	given the narrow width of the street the request is reasonable
difficult to exit No.83	narrow width of driveway, narrow width of road, power pole adjacent and parking either side of road can make egress near impossible	noted

ITEM 4.7	MILDRED AVENUE, MANLY VALE - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/455954
ATTACHMENTS	1 Mildred Avenue, Manly Vale - Plan 2 Table of Consultation

GEOCODES: -33.784826, 151.261391

REPORT

BACKGROUND

Council has received concerns from local residents regarding parking on the bend in Mildred Avenue, Manly Vale. Residents have expressed concerns that when vehicles are parked adjacent to driveways on the outside radius, and also on the inside radius, that safely entering and exiting driveways is difficult.

LOCATION

Mildred Avenue is a local road carrying low volumes of traffic at most times of the day. It is 9.5m in width with parking currently permitted on either side of the road. It has 90° degree bends at both its southern and northern ends. The bend at its southern end (at Kenneth Road) has been fitted with Dividing Barrier Lines; however, the northern bend is untreated. In the before and after school periods Mildred Avenue is used by many parents as a route to and from Manly Vale Public School.

ISSUES

- Vehicles are parking on the outside radius of the bend and impeding access to/from driveways and blocking visibility to oncoming traffic
- There are four driveways sited within close proximity to each other on the outside radius of the bend. Two of these driveways serve multiple homes.
- Vehicles are also parking on the inside radius which blocks visibility to traffic approaching the bend and also impedes egress from driveways on the opposite side of the road.

PROPOSAL

Council has undertaken a review of the location and issues and originally proposed to introduce Dividing Barrier Lines coupled with a No Stopping Unbroken Yellow Kerb Line on the outside radius to confine parking activity to the inside radius of the bend. Following resident feedback which has highlighted concerns a) about the extent of lost parking on the outside radius and b) about visibility being blocked to a greater extent by vehicles parked on the inside radius, the proposal has been changed so that short lengths of parking are now banned in the most critical locations on both sides of the road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Sight lines will be improved on the bend for any pedestrians trying to cross the road
- By removing parked vehicles on the bend there will be greater road space for cyclists in a location where they might previously have been squeezed

CONSULTATION

Consultation letters have been distributed to 14 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of a 14m length of No Stopping Unbroken Yellow Kerb Line on the outside radius of the bend on Mildred Avenue, Manly Vale, between the driveways No.s 8 - No.12
 - B. Introduction of a 24m length of No Stopping Unbroken Yellow Kerb Line on the inside radius of the bend on Mildred Avenue, Manly Vale, west of the driveway serving No.1.
-



PROPOSAL

Mildred Avenue, Manly Vale
No Stopping unbroken yellow lines

Drawn JB

Approved 



northern
beaches
council

Table of Consultation

Address	Mildred Ave
Proposal	unbroken dividing barrier lines

Properties Consulted	14
Responses Received	7
Support	0
Do Not Support	7

Issue	Resident Comment	Council Response
vehicles parked on inside radius of bend	vehicles parked on inside radius have more of an impact on visibility than those on the outside radius	No Stopping unbroken yellow line on inside radius can be considered as an alternative to BB lines
loss of parking	parking loss can be minimised by banning parking on the inside radius	given the number of driveways on the outside radius parking loss is actually less if parking is remove from the outside radius
remove parking both sides of road	visibility when exiting driveways is impacted by cars parked on the bend on both sides of the road	No Stopping unbroken yellow lines on both sides of the road can be considered as an alternative
retain parking	can parking please be retained outside No.6	proposal can be amended to retain parking outside No.6 and No.12
cars parked too close to driveways	cars parked in the small gaps between driveways on the outside radius are the biggest issue	noted. Situation can be addressed by an alternative proposal for unbroken yellow No Stopping lines on both sides of the road

ITEM 4.8	BENNETT STREET, CURL CURL - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2019/464776
ATTACHMENTS	1 Bennett Street, Curl Curl - Plan

GEOCODES: 340765.875,6262118.368

REPORT

BACKGROUND

Council has received concerns from Freshwater Senior Campus regarding the close proximity of vehicles parking adjacent to the driveway at the southwestern end of Bennett Street, Curl Curl.

LOCATION

- Bennett Street is a local road with a speed limit of 50km/h; however, it is restricted to a speed limit of 40km/h during School Zone times of 8:00am - 9:30am and 2:30pm - 4:00pm School Days.
- The section of the road lies between the intersection of Bennett Street/Brighton Street and Bennett Street/Manuela Place.
- The intersection of Bennett Street/Brighton Street is a T-intersection and is priority controlled.
- Existing No Parking restrictions apply to both kerbside between the hours of 8:30am - 9:30am and 3:00pm - 4:00pm School Days.
- Adjacent land uses consist of low-density housing on the eastern side and Freshwater Senior Campus on the western side.

ISSUES

The proximity of vehicles parked adjacent to the driveway restrict access and egress for delivery trucks.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install No Stopping restrictions between the hours of 8:00am to 4:00pm School Days. Similar restrictions are proposed for the opposite kerbside of Bennett Street, outside No. 2 Bennett Street and No. 91 Brighton Street, Curl Curl.

The proposal will help facilitate the entry and exit of delivery trucks.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 18 properties within the immediate vicinity of the location providing notification of the proposed changes. Table of Consultation is to be tabled prior to Local Traffic Committee.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 10m No Stopping restrictions 1m north and south from driveway layback on the western side of Bennett Street, Curl Curl
 - B. Installation of 20m No Stopping restrictions 0.5m north and south from driveway layback on the eastern side of Bennett Street, Curl Curl
-



ITEM 4.9	PITTWATER ROAD, BAYVIEW - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2019/472754
ATTACHMENTS	1 Pittwater Road, Bayview - Plan

GEOCODES: -33.654777, 151.292550

REPORT

BACKGROUND

Council has received concerns from local residents regarding the parking of vehicles on the road reserve affecting sightlines of residents on the western side of Pittwater Road, Bayview.

LOCATION

- Pittwater Road has a posted speed limit of 50km/h
- The section of road lies between the intersection of Kananook Avenue and Bakers Road, Bayview
- This section of the western side of the road has no footpath or kerb and gutter
- The road profile of Pittwater Road raises in elevation and with a minor bends adjacent to the No.s 2029 to 2037
- Currently, there are existing Double Barrier Lines at this section of Pittwater Road
- Generally, vehicles are parking on the western shoulder/verge of the road, adjacent to the existing Double Barrier Lines
- Bus routes 155 and 156 service this section of Pittwater Road.

ISSUES

- Due to the geometry and topography of the road, sight distances to approaching vehicles are limited to residents on Pittwater Road.
- When vehicles are parked on the western side of the road, they narrow the overall road width for through traffic
- Sight distances are further restricted when vehicles park on the curved sections of road
- Residents have reported difficulty accessing and egressing into and out of private driveways due to the parked vehicles.

PROPOSAL

Council has completed a review of the location and issues, and proposes to install a No Stopping Unbroken Yellow Kerb Line to improve road safety and assist compliance of vehicles parking on one side of the road to aid road users in negotiating Pittwater Road, Bayview.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal improves safety for road users on this section of Pittwater Road with improved sight distances for road users and providing a wider road.

CONSULTATION

Consultation letters have been distributed to 33 properties within the immediate vicinity of the location providing notification of the proposed changes. The Table of Consultation is to be tabled prior to Local Traffic Committee.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of 225m of a No Stopping Unbroken Yellow Kerb Line starting at the eastern side of No. 2047 Pittwater Road, Bayview, to 10m from the intersection of Kananook Avenue, Bayview.



ITEM 4.10	KENNEDY PLACE, BAYVIEW - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2019/462144
ATTACHMENTS	1 Kennedy Place, Bayview - Plan 2 Table of Consultation

GEOCODES: -33.649248, 151.281575

REPORT

BACKGROUND

Council has received concerns from local residents regarding the parking of boat trailers, box trailers and vehicles on the southern side of Kennedy Place, Bayview, opposite No. 4.

LOCATION

- Kennedy Place is a local road with a posted speed limit of 50 km/h
- The section of Grover Avenue is a local road that carries low volumes of two-way traffic and lies between Captain Hunter Road and a cul-de-sac at the end of the road
- The section of the road under consideration has a variable pavement width (approximate width of 6m) allowing two-way traffic with on-street parking on either side of the road
- There is currently unrestricted parking along both sides of Kennedy Place, including the turning circle located at the cul-de-sac of Kennedy Place
- Kennedy Place includes a depressed, steep gradient, series of bends, and reduced carriageway between kerb-to-kerb.

ISSUES

- Currently, the section of unformed road allows for vehicles to park unrestricted on road reserves
- Long-term parking of boats and trailers is affecting the availability of on-street parking for local residents
- With the current topography and geometry of the road, unrestricted parking affects sight distances and restricts access to vehicles including garbage trucks and emergency vehicles.

PROPOSAL

Council has undertaken a review of the location and issues, and proposes to install 78m of 8P Timed Parking Everyday restrictions along the southern side of Kennedy Place, Bayview.

In addition, Council proposes the installation of No Stopping Unbroken Yellow Kerb Lines along the southern side, approximately 20m outside No.3 and the northern side approximately 27m outside No.16 and 25m outside No. 4 -14 Kennedy Place, Bayview.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- There will be no impact on people cycling and pedestrians

CONSULTATION

Consultation letters have been distributed to 27 properties within the immediate vicinity of the location providing notification of the proposed changes. Table of Consultation is to be tabled prior to Local Traffic Committee.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 78m of 8P Timed Parking Everyday restrictions along the southern side of Kennedy Place, Bayview.
 - B. Installation of No Stopping Unbroken Yellow Kerb Lines along the southern side, 20m outside No.3 and northern side, 27m outside No.16 and 25m outside No.s 4 - 14 Kennedy Place, Bayview.
-



Table of Consultation

Address	<u>Kennedy Place, Bayview</u>
Proposal	<u>Timed Parking Restrictions</u>

Properties Consulted	27
Responses Received	10
Support	9
Do Not Support	1

Issue	Resident Comment	Council Response
Legislation	Resident suggest a by-law to prevent or limit long term trailer parking	Council has request an amendment in State Government Legislation to prohibit current restrictions
Trailers	Concerned trailers will then be relocate along or nearby roads reducing the lane width	Council agrees that Boat and Trailer parking will relocate to other areas, 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.
Parking Restrictions	Resident suggest additional 'No Parking' signage to be installed on both sides of the road	Councils views that further extension of the No Stopping Restrictions will further reduce current parking availabilities for residents and visitors
Poor parking practices	Difficulty to exit driveway due to visibility	The removal of parking would not be supported by residents due to existing parking demands in the area. 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.

ITEM 4.11	VINEYARD STREET, MONA VALE - PAVEMENT FLAPS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2019/464907
ATTACHMENTS	1 Vineyard Street, Mona Vale - Plan 2 Vineyard Street, Mona Vale - Table of Consultation

GEOCODES: -33.679279, 151.295076

REPORT

BACKGROUND

Council has received concerns from local residents regarding the effectiveness of the existing slow point installed outside No.49 Vineyard Street, Mona Vale.

LOCATION

- The existing slow point lies between the intersections of Vineyard Street-Brinawa Street and Vineyard Street-Fabian Place, Mona Vale
- Vineyard Street is a local road with a posted speed limit of 40km/h local traffic zone
- Vineyard Street has a measured width of 9.6m trafficable lanes and caters for two-way traffic
- Parking is unrestricted on both sides of Vineyard Street, except for the statutory 10m No Stopping restrictions at the intersections
- Due to the existing Dividing Barrier Lines at the existing slow point, on-street parking is unavailable as road users must not position the vehicle within 3m of the Dividing Barrier Lines
- A footpath lies along the northern side of Vineyard Street
- Adjacent land uses consist of low to medium-density housing along Vineyard Street
- Bus route 185 service the section of Vineyard Street.

ISSUES

- Currently, the rumble bars used at the slow point allows vehicles to straddle the traffic calming devices due to the low height
- Due to ineffectiveness of the rumble bars, the intended horizontal impediments result in minimal or negligible speed reduction
- Due to the straight geometry of the road, road users tend to speed on this section of road without the presence of effective traffic calming devices.

PROPOSAL

Council has undertaken a review of the location and issues, and proposes to replace the existing rumble bars with pavement flaps to prevent vehicles driving along the centre of the road. The proposed traffic devices will enhance delineation and provide more effective traffic calming for the area.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will not change the existing road conditions and have no impact on people cycling

- The proposal will aid the function of the slow point to control speeds to minimise pedestrian conflict and safeguard nearby residential amenities.
- As the height and weight of the pavement flaps are not greater than 1.8 metres and does not exceed a height of 75 millimeters, wide wheel-based vehicles e.g. local buses, will straddle the pavement flaps.

CONSULTATION

- Consultation letters have been distributed to 22 properties within the immediate vicinity of the location providing notification of the proposed changes.
- A total of 5 submissions were received with 4 letter of support and 1 objections to the proposal. The main objection was in relation to effectiveness of the pavement flaps and raised concerns for additional traffic calming devices and/or restrictions into Vineyard Street.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the replacement of existing rumble bars with pavement flaps at the existing slow point outside No.49 Vineyard Street, Mona Vale.




	PROPOSAL		 northern beaches council
	VINEYARD STREET, MONA VALE PAVEMENT FLAPS		
	Drawn RK	Approved 	

Table of Consultation

Address	Vineyard Street, Mona Vale
Proposal	Pavement Flaps

Properties Consulted	22
Responses Received	5
Support	4
Do Not Support	1

Issue	Resident Comment	Council Response
Traffic Calming Devices	Residents have comments to install concrete island as an alternative.	Due to the design of the slow point, a concrete island will not be feasible and allow through traffic to pass safely
Pavement Flaps	<p>Residents have raised concerned regarding:</p> <ul style="list-style-type: none"> - The effectiveness of the pavement flaps and noise, - Visibility of the flaps during the night; and - Access restrictions to adjacent driveways 	<p>Pavement flaps are designed with flexible PVC to withstand treatment in heavy trafficable areas and dampen noise. Due to the height, buses, trucks and other wide wheelbase vehicles will straddle the device, however general vehicles will be affected by the Pavement Flaps</p> <p>Pavement Flaps are formed with highly reflective embeedments on either side to be visible in low light areas.</p> <p>Pavement Flaps are to be installed to replace the existing rumble bars. Existing road conditions will not change and access to adjacent driveway will not be restricted</p>
Additional Proposals	<p>Residents have suggested additional proposals with regards to:</p> <ul style="list-style-type: none"> - 24 hours or peak hour prohibition of left turns from Pittwater Road 24 hours, - Installation of additional Speed Humps or Chicances along Vineyard Street, or - Complete road closure of Vineyard St from Pittwater Road 	The proposal is not within the scope of the proposal, however, noted. A CRM have been created with regards with the request.

ITEM 4.12	DEAKIN STREET, FORESTVILLE - INTERSECTION TREATMENT
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/466236
ATTACHMENTS	1 Deakin Street, Forestville - Plan 2 Table of Consultation

GEOCODES: -33.755032, 151.219755

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicle safety at the T-intersection of Deakin Street and Altona Avenue, Forestville. There are currently no signs or pavement markings at this intersection to delineate and guide motorists. The vehicles approaching the major road, Altona Avenue, from the minor road, Deakin Street, are not giving way to vehicles on the major road.

LOCATION

- Deakin Street is a local road with a posted speed limit of 40km/h and runs between Altona Avenue and Keldie Street
- Deakin Street is a two lane road with a carriageway width of approximately 7m
- Deakin Street intersects Altona Avenue as the stem of a T-intersection. There are no signposted controls or holding lines at the intersection.
- Altona Avenue is a local road with a posted speed limit of 40km/h. It has a variable pavement width between 8.5m and 9.5m
- There are existing Local Area Traffic Management devices located at Deakin Street and Altona Avenue respectively
- There are no parking restrictions on Deakin Street or Altona Avenue, except for the statutory No Stopping restrictions at the intersection.

ISSUES

- Under the current traffic conditions, vehicles travelling east towards the intersection of Deakin Street and Altona Avenue, from Deakin Street, are required to give way for the vehicles travelling on Altona Avenue
- There are no holding lines to guide the motorists to stop the vehicles at the intersection
- The proposal does not change the priorities of the intersection or impact the existing parking restrictions.

PROPOSAL

Council has undertaken a review of the above location and proposes to install Give Way signs and relevant pavement markings at this intersection. The proposal would guide the motorists, improve traffic movement and enhance safety.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- There will be no impact on pedestrians and people cycling.

CONSULTATION

Consultation letters have been distributed to 19 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Formalisation of the existing priorities to the intersection of Deakin Street and Altona Avenue, Forestville, to improve sightlines and traffic safety for vehicles exiting Deakin Street.
 - B. Installation of Give Way Signs and the relevant pavement markings on Deakin Street, Forestville.
-



Table of Consultation

Address	Altona Avenue & Deakin Street, Forestville
Proposal	T Interseciton Treatment

Properties Consulted	19
Responses Received	2
Support	2
Do Not Support	0

Issue	Resident Comment	Council Response
Stop Treatment	Suggests stop treatment on this intersection	A stop treatment at this intersection is not warranted. Use of Stop Signs at this location might lead to driver disobedience and lack of credibility of Stop signs.
Roundabout	Install roundabout at the intersection of Grace Avenue & Altona Avenue	Roundabout are generally installed to improve the safety of right turn manoeuvres. A preliminary examination of traffic conditions at this location indicates that construction of a roundabout at this intersection is not justified at the present.
Parking restrictions	Install parking restrictions on Deakin Street	Parking provisions on local street reduced the travel lane width which forms a natural traffic calming effect, keeping travel speeds relatively low. It is Council's experience that removing parking in local streets of this type leads to higher travel speeds and hence potentially can increase the safety risks and subsequent complaints of speeding / safety issues

5.0 MATTERS FOR NOTATION

ITEM 5.1	EVENT: MEET YOUR STREET - TEMPORARY ROAD CLOSURES
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/461056
ATTACHMENTS	1 Meet Your Street - Traffic Management Plan

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) Austin Street, Fairlight - between No.s 11 and 29 on 1 December 2019 between the hours of 4:00pm and 8:00pm.
- (ii) Golf Parade, Manly - between No.s 7 and 33 on 30 November 2019 between the hours of 4:00pm and 8:00pm.
- (iii) Cutler Road, Clontarf - between Adler St and Vista Avenue on 26 October 2019 between the hours of 3:00pm and 7:00pm.
- (iv) Crescent Street, Fairlight – between Griffiths St and Parkview Lane on 7 December 2019 between the hours of 3:00pm and 7:00pm

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.

REPORT TO TRAFFIC COMMITTEE

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

I. STANDARD TRAFFIC CONTROL PLAN (TCP)

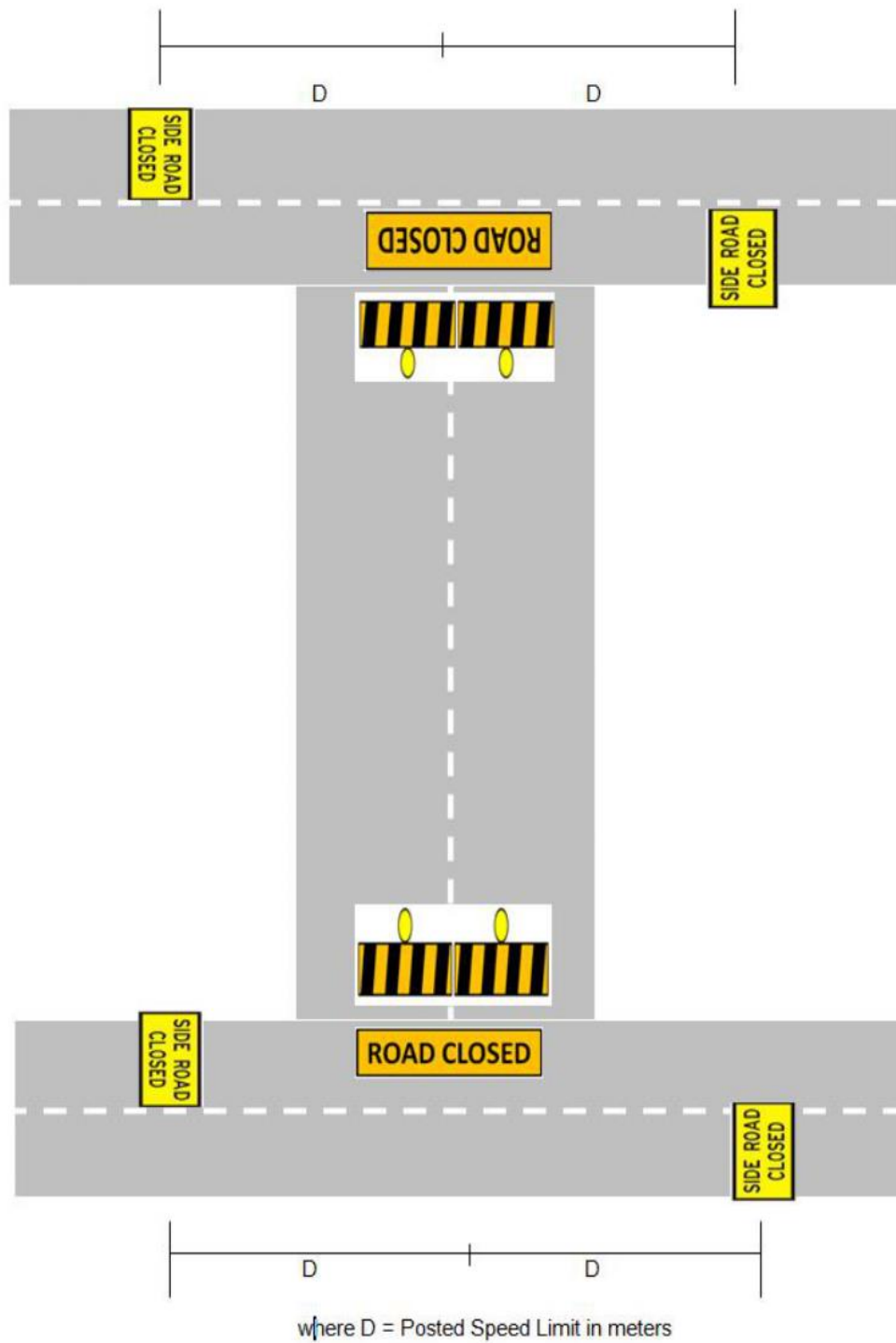
A Traffic Control Plan, TCP, has been developed using the Roads & Maritime Service's (RMS) Traffic Control at Work Sites Manual. The TCP outlines the signs and barriers that are to be used, the erection and removal processes and other requirements. In addition to the TCP, additional requirements are 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

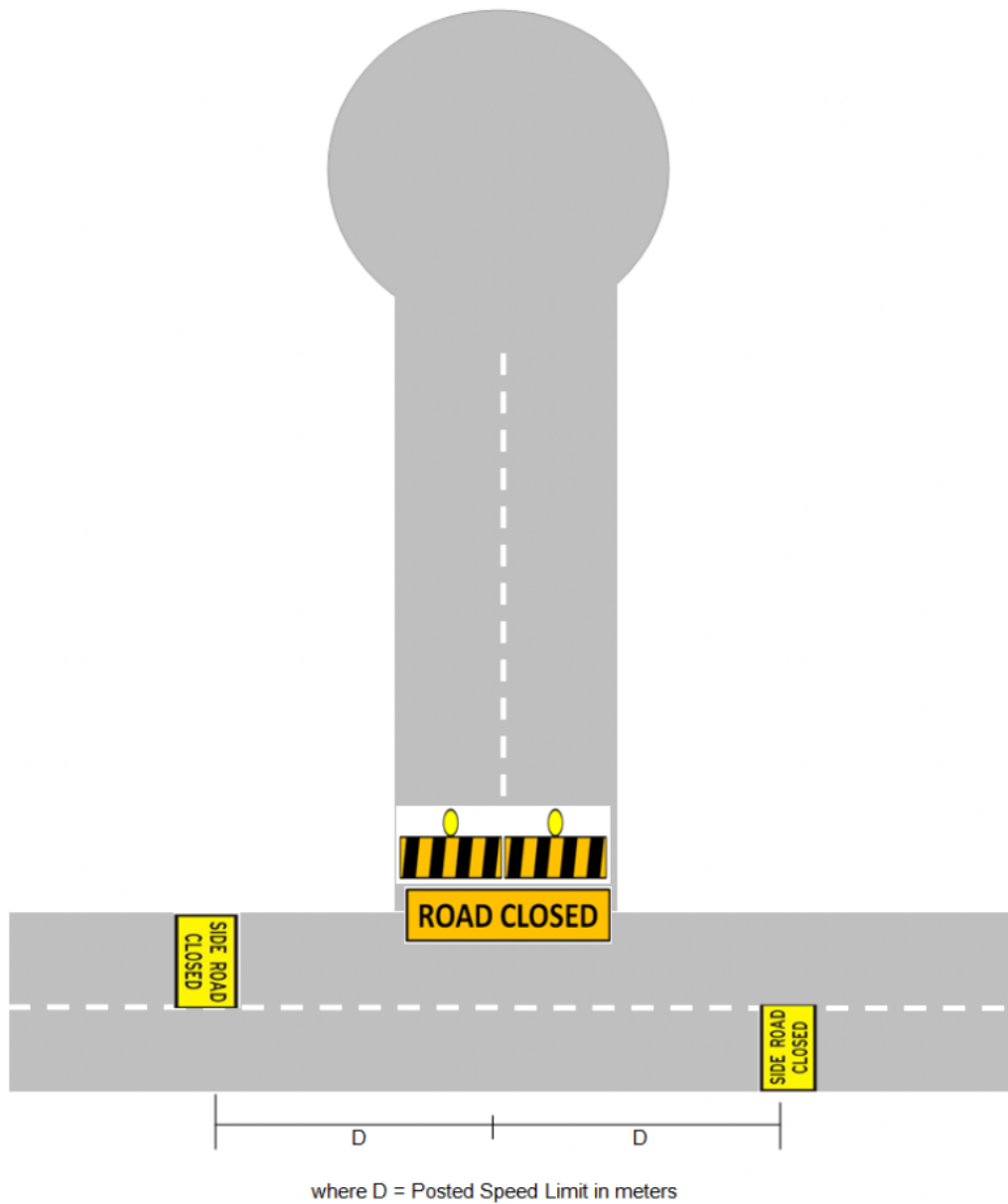
Sign Type	Sign No.
Side Road Closed	T1 - 32
Road Closed	T2 - 4
Barricade With Steady Amber Lights	N/A

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 5.2 **BURNE AVENUE AND STURDEE PARADE, DEE WHY - DEE WHY SEWER DEVIATION PROJECT****REPORTING OFFICER** **TRAFFIC OFFICER****TRIM FILE REF** **2019/465015****ATTACHMENTS**
1 Dee Why Sewer Deviation Project - Plan
2 Burne Avenue, Dee Why - Plan
3 Sturdee Parade, Dee Why - Plan**GEOCODES:** -33.754577, 151.282864, -33.755352, 151.284086**REPORT****BACKGROUND**

Council has received a request from Downer Pipetech on behalf of Sydney Water to undertake repairs to a damaged section of underground sewer pipe near the corner of Sturdee Parade and Pittwater Road, Dee Why.

As part of the process, Council is to review and approve the Traffic Control Plans, which are to be implemented during the course of the works.

LOCATION

- The Dee Why Sewer Deviation Project commenced in December 2017 to rectify the damaged section of underground sewer pipe between Mooramba Road and Pittwater Road, Dee Why (shown in Dee Why Sewer Deviation Project – Plan)
- The design of the sewer deviation project was finalised in June 2019 by Downer Pipetech and Sydney Water. The sewer deviation route was chosen to utilise sewer flows from the existing underground sewer pipelines and manholes and to circumvent the flow around the damaged section
- The section of road affected by the project will be on Burne Avenue, adjacent to the intersection with Mooramba Road and on Sturdee Parade, adjacent to the intersection with Pittwater Road
- Burne Avenue, Mooramba Road and Sturdee Parade are local roads with a posted speed limit of 50km/h
- Burne Avenue and Mooramba Road have a measured width of 10.5m and 12m kerb-to-kerb, respectively and caters for two-way traffic with unrestricted on-street parking
- Mooramba Road has timed parked on the eastern kerbside
- Sturdee Parade has a measured width of 12m kerb-to-kerb and caters for two-way traffic with cycle lanes on both sides
- Sturdee Parade has a combination of timed and unrestricted parking
- Adjacent land uses consist of mixed-use with medium density housing along Burne Avenue and with residential and commercial lands along Mooramba Road and Sturdee Parade
- Mooramba Carpark and Mooramba Park lies on Mooramba Road with its entrance and exit to the carpark positioned on Burne Avenue
- No bus routes service Burne Avenue and Mooramba Road
- The bus routes that service Sturdee Parade include:
 - Route 159 – Dee Why to Manly
 - Route E77 – Dee Why to City Wynyard
- Micro tunnelling will be required to form the deviation route to minimise impacts to the community, council assets and traffic disruption. Open trenching will be minimised where possible.

- At present, there is a temporary sewer by-pass in place to manage the damaged sewage flows. The sewer by-pass was installed along southern kerbside on Sturdee Parade in 2018.
- Downer PipeTech will continue to manage the sewer bypass for the duration of the project and will not conflict to the progress of the project.

ISSUES

- Due to the location underground sewer pipes, temporary road closure on Burne Avenue and closure of Mooramba Road Carpark will be required
- In addition, temporary closure of the eastbound and parking lane on Sturdee Parade, fronting Dee Why Grand, will be required
- Intermittent works will occur on Mooramba Road, Dee Why, fronting No. 18
- The road closures will be regulated using approved barriers or will have traffic controllers to manage these closures. Residential access is provided around the Burne Avenue closure with detours via Mooramba Road and Redman Road
- Access into and out of Mooramba Road Carpark will be provided via a temporary crossing on Mooramba Road
- Vehicular access will remain open for through traffic on Sturdee Parade via a contraflow for westbound traffic. Restricting on-street parking will be required to implement the contraflow. It is suggested temporary No Stopping restrictions be installed on the southern kerbside between the intersection with Pittwater Road and driveway of No. 5 Sturdee Parade.
- Downer Pipetech has anticipated the site works are to take about 13 weeks to complete, subject to weather and any other unforeseen conditions. Start date will be 02 September 2019 and conclude on 29 November 2019.
- Approval is required by the Traffic Committee members and Council of the requested road closure as shown in the submitted Traffic Control Plan.

PROPOSAL

Council has undertaken a review of the location and issues and proposes that the Traffic Control Plan is suitable for implementation during the course of the works.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Access for cyclists and emergency vehicles will be maintained and the temporary road closures will be managed in accordance with the Traffic Control Plans
- Adequate signage will be in place for redirecting pedestrians; however, pedestrian access will remain open through the closed section of the road at all times.

CONSULTATION

Consultation is not required; however, the applicant has prepared notifications to residents and businesses for Council concurrence. Regular notifications will be undertaken to residents and businesses in the vicinity of the impacted section of the roads and extended to Council and State Transit Authority for the duration of the works.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the implementation of the Dee Why Sewer Deviation Project from 02 September 2019 to 29 November 2019, subjected to the following conditions:

- i. That the TCP be prepared in accordance with the RMS Traffic Control at Work Sites Manual and Australian Standards
 - ii. That any traffic control is to only be carried out by persons with appropriate Traffic Control qualifications acceptable to the RMS
 - iii. That barriers and signs used in the road closures are to RMS standards
 - iv. That the road closure be staffed at all times to allow access for emergency vehicles and to ensure barriers are not moved
 - v. That the necessary approvals with respect to use of any public reserves or use of the public roads for stalls are obtained
 - vi. That State Transit Authority and the emergency services be advised of the closure
 - vii. That the temporary road closure be advertised in the Saturday edition of "The Manly Daily" the week prior to the event
 - viii. That residents and businesses in the affected area be notified by a letterbox drop two weeks in advance of the road closures with regular updates for the duration of the works. The notification letter must provide details of access restrictions and a contact phone number should residents have any enquiries.
 - ix. All barriers and signs associated with the road closure shall be removed at the times nominated to reopen the street to normal traffic
 - x. The applicant shall indemnify Council against all claims for damage or injury that may result from the activity or occupation of part of the public way during the activity
 - xi. The applicant shall be responsible for the reimbursement for the cost of repair to any damage caused to the public way, or as a result of the activities
 - xii. That a copy of the Public Liability Insurance which covers the duration of the road closure be provided
 - xiii. That Variable Message Signs (VMS) be used in accordance with RMS guidelines to provide details of the road closure on the day of the event and also give information on upcoming changes to traffic conditions one week prior to the event
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