


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 1 OCTOBER 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
Strategic Transport Coordinator	Ms Michelle Carter
Transport Project Officer	Mr Phillip Gray
Road Safety Officer	Mrs Karen Menzies
Road Safety Officer	Ms Robynann Dixon
Specialist Administration Officer	Ms Lisa Monk

Visitors

Nil

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

to be held on Tuesday 1 October 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 3 September 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 5 November 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 3 SEPTEMBER 2019

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 3 September 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 NORTH HARBOUR STREET, BALGOWLAH - 10KM/H SHARED TRAFFIC ZONE

REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/532604
ATTACHMENTS	1 North Harbour Street - Plan 2 Table of Consultation

GEOCODES: -33.799933, 151.264842

REPORT

BACKGROUND

Council has received concerns from local residents and the North Harbour Residents Group regarding safety for pedestrians using Clarence Street, North Harbor Street and Lower Beach Street, Balgowlah. Council has met with residents and representatives from the residents group to discuss these concerns and following that meeting Council has consulted on three proposals:

1. Introduction of a 10km/h Shared Traffic Zone in Lower Beach Street
2. Introduction of rear to kerb angle parking and No Stopping in Lower Beach Street at its eastern end
3. Introduction of One Way clockwise traffic flow in Lower Beach Street, North Harbour Street and Clarence Street

LOCATION

Lower Beach Street, North Harbour Street and Clarence Street form a loop road to the east of Condamine Street, Balgowlah. The popular Spit to Manly Scenic Walk meets North Harbour Street at its southern end (at Clarence Street) with pedestrians walking along its length before exiting it again at its northern end (at Lower Beach Street). North Harbor Reserve, a popular picnic and recreational area, is also sited to north of Lower Beach Street.

The three streets are all narrow. North Harbour Street is typically 6.1m in width, Lower Beach is 6.4m in width but widens to 11.3m at its eastern end where an indented 90° angle parking area has been constructed, Clarence Street is 7.3m in width. Each of the streets carries low volumes of vehicular traffic at low speeds. North Harbour Street carries high volumes of pedestrians using the Spit to Manly walk with pedestrian volumes in Clarence Street and Lower Beach Street lower but still significant.

Parking is permitted on both sides of Clarence Street but is restricted to one side of North Harbour Street in a staggered arrangement. Lower Beach Street currently has parking permitted on both sides of the road at its eastern end but only on the southern side west of the angle parking indent.

ISSUES

- The Spit to Manly Scenic Walk enters North Harbour Street at its intersection with Clarence Street and walkers use the full length of North Harbour Street before exiting it again at the junction with Lower Beach Street.

- There are no footpaths on North Harbour Street and its narrow road reserve prevents the construction of a footpath. Pedestrians must therefore walk on the road.
- Pedestrians stepping from the Spit to Manly walk onto North Harbour Street currently have little protection from Motor Vehicle traffic and the change from offroad path to walking on the road is poorly defined.
- High volumes of pedestrians use the three streets, particularly on weekends in Spring and Summer. North Harbour Street carries the highest pedestrian volumes; however, many of these also use Lower Beach and Clarence Street given the proximity not only to the Spit to Manly Walk but also to North Harbour Reserve.
- Traffic and pedestrian data was collected on all three days of the June long weekend in 2019. On each day traffic and pedestrians using North Harbour Street to/from the Spit to Manly walk between 10:00am and 4:00pm were counted. A total of 5299 pedestrians walked along North Harbour Street over the three days. On Monday 10 June there were 2352 pedestrians using North Harbour Street with a peak hourly volume of 591 pedestrians in the hour between 12:00pm and 1:00pm. Over the three days 498 cars used North Harbour Street (between 10:00am and 4:00pm), 203 of those on the Monday of the long weekend with a peak hourly flow of 60 vehicles per hour between 11:00am and 12:00pm on Monday 10 June. The above demonstrates that the area is a pedestrian dominated environment.
- A seven day speed, volume and vehicle classification count was undertaken midblock on North Harbour Street between 6 and 13 June 2019. This count revealed a seven day average daily traffic flow of 162 vehicles per day and an 85th percentile speed of 28km/h, approximately 6% of traffic using the street (less than 10 vehicles per day) are trucks.
- Ingress and Egress from the 90° angle parking area at the eastern end of Lower Beach Street is difficult due to vehicles parking (legally) on the southern side of Lower Beach Street opposite the angle parking area. These parked vehicles also impede visibility to/from North Harbour Street and from driveways on the south side of Lower Beach Street.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce a 10km/h Shared Traffic zone in Clarence Street, North Harbour Street and Lower Beach Street. This will improve safety for pedestrians and give them priority over motor vehicle traffic.

In conjunction with the introduction of the 10km/h Shared Traffic Zone it is also proposed to:

- Mark all parking bays in the three streets (as required in a 10km/h Shared Zone)
- Signpost 90° rear to kerb angle parking in the existing 90° angle parking bay in Lower Beach Street. This will maximise road width past the angle parking bays and ensure motorists have clear sight lines when exiting the spaces
- Introduce a No Stopping Unbroken Yellow Kerb Line on the south side of Lower Beach Street opposite the angle parking bays to improve ingress and egress from these bays and improve visibility to/from driveways and at the junction with North Harbour Street
- Introduce a No Stopping Unbroken Yellow Kerb Line on the south side of Clarence Street across the driveways serving Nos 9-13 Clarence Street. These driveways are sited close together and parking between the driveways is not possible without encroaching into one or other of the adjacent driveways.

- Introduce red textured pavement bands at regular intervals along the three subject streets to reinforce the changed traffic conditions
- Introduce a kerb blister at the junction of North Harbour Street and Clarence Street at the point where the Spit to Manly walk meets the intersection. The kerb blister will restrict the carriageway width at this point reducing speeds and will also ensure that pedestrians are more visible as they enter North Harbour Street. A pram ramp will be provided on the northern edge of the kerb blister to facilitate access to/from the walk.

Council consulted on the option of introducing a clockwise One Way traffic flow in Lower Beach Street, North Harbour Street and Clarence Street in conjunction with the Shared Traffic Zone but received overwhelming resident opposition to the One Way proposal. Many residents highlighted that a One Way proposal would actually increase traffic flow on North Harbor Street as many cars currently enter and exit Clarence Street or Lower Beach Street and then exit those streets again without entering North Harbour Street. Traffic data supports the above.

Council has no delegated authority to introduce a 10km/h Shared Zone without the Roads and Maritime Services (RMS) consent and as such the support of the Traffic Committee for a 10km/h Shared Zone would need to be in concept only with RMS approval of a Traffic Management Plan (TMP) and a direction to restrict traffic also required before the change could be made. A TMP has been submitted to the RMS for consideration.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- By reducing speeds and giving pedestrians priority over motor vehicle traffic safety for pedestrians using Lower Beach Street, North Harbour Street and Clarence Street will be improved.
- Cyclist safety will also be enhanced by the reduced speeds

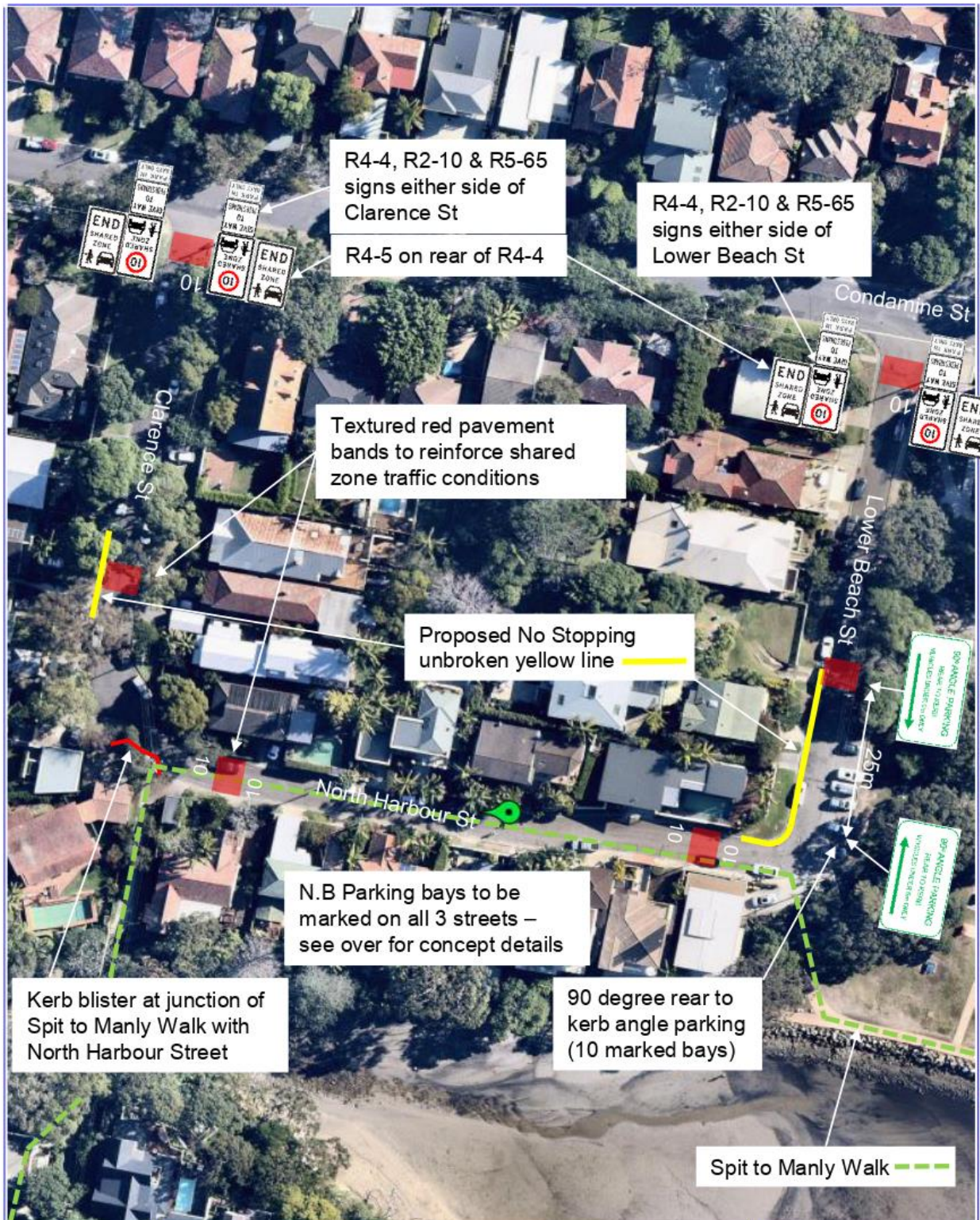
CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:


- A. Introduction of the concept of a 10km/h Shared Zone being introduced in Lower Beach Street, North Harbour Street and Clarence Street, Balgowlah, noting that approval of a TMP and Direction to Restrict Traffic by RMS would also be required prior to the Shared Traffic Zone being implemented.
 - B. Introduction of 90° rear to kerb angle parking in Lower Beach Street, Balgowlah, to formalise the existing 90° parking on its northern side.
 - C. Introduction of a No Stopping Unbroken Yellow Kerb Line on the south side of Lower Beach Street, Balgowlah, opposite the angle parking bays.
 - D. Introduction of a No Stopping Unbroken Yellow Kerb Line on the south side of Clarence Street across the driveways to No.s 9-13 Clarence Street, Balgowlah.
-



PROPOSAL

North Harbour Street, Balgowlah
10km/h Shared Zone

Drawn JB

Approved 



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Table of Consultation

Address	Clarence Street, North Harbour Street & Lower Beach Street
Proposal	10km/h Shared Traffic Zone, One Way clockwise, rear to kerb angle parking and yellow No Stopping line

Properties Consulted	36
Responses Received	24
Support (10km/h Shared Zone)	24
Do Not Support	0
Support (One Way)	2
Do Not Support	22
Support (rear to kerb angle parking & yellow No Stopping line)	10
Do Not Support	3

Issue	Resident Comment	Council Response
increased traffic flow on North Harbour Street	One Way traffic flow will increase traffic flow on North Harbour Street	traffic data confirms that many vehicles that enter Clarence Street and Lower Beach Street also exit by the same street rather than using North Harbour Street. Many residents have raised this concern and their views seem justified. One Way traffic flow is no longer favoured
increased speeds	One Way traffic flow may lead to increased speeds as vehicles will be less concerned about meeting opposing traffic	this is a possibility and One Way traffic flow is no longer favoured
No Parking needed on Condamine Street	visibility is constrained when exiting both Lower Beach Street and Clarence Street to Condamine Street. Parking should be banned between the two streets	there is a high demand for parking in this location and there has been resident opposition to past proposals to further restrict parking. Visibility is adequate and crash data is low
removal of parking in Lower Beach Street	opposed to No Stopping on south side of Lower Beach Street as it intensifies pressure on remaining parking	No Stopping is necessary to allow for safe ingress and egress to angle parking
No Stopping in Lower Beach Street	support No Stopping in Lower Beach Street as it is dangerous exiting driveways and angle parking due to poor visibility	Noted. This is why the restriction is being proposed
Resident parking restrictions	resident parking restrictions are also required	Not part of current scope and unlikely to be possible as most residents have offstreet parking
No camping signs	No Camping signs are needed in Lower Beach Street	will be monitored

seal carpark	The carpark on the west side of Condamine Street opposite North Harbour Reserve needs to be sealed	not part of this project. Being addressed separately
One Way in North Harbour Street only	retain two way traffic flow in Lower beach Street and Clarence Street and confine One Way to North Harbour Street	this would require a turning facility to be created in both Clarence Street and Lower beach Street which is not considered feasible within existing road reserves
No Parking No.11 & 13 C	the gap between driveways serving No.11 & 13 Clarence St is only 4m and needs No Parking	agreed and will be added to proposed changes
calming devices a trip hazard	don't want any raised traffic calming devices which will be noisy and a trip hazard for pedestrians	noted

ITEM 4.2 KENNETH ROAD, MANLY - SPEED CUSHIONS**REPORTING OFFICER TRAFFIC ENGINEER****TRIM FILE REF 2019/511935****ATTACHMENTS 1 Kenneth Road, Manly - Plan****GEOCODES:** -33.788332, 151.276961**REPORT****BACKGROUND**

Council has received concerns from local residents regarding vehicles speeding along Kenneth Road, Manly, past the Manly Aquatic Centre and the angle parking bays sited to the west of the aquatic centre.

LOCATION

Kenneth Road is a Regional Road carrying high volumes of traffic. The subject section of Kenneth Road, between Balgowlah Road and Addiscombe Road, is 13.1m in width with angle parking on its southern side and parallel parking on its northern side. The Manly Aquatic Centre is located at the eastern end of this section of Kenneth Road. Three pedestrian refuges have been installed on this section of Kenneth Road to cater for pedestrians crossing to and from the various recreational facilities in the vicinity.

ISSUES

- Westbound vehicles must slow to reverse into rear to kerb angle parking bays near the swim centre, high vehicle speeds make this hazardous
- Vehicles exiting from angle parking bays on the south side of Kenneth Road have restricted sight distance as vehicles parked in adjacent spaces block visibility until the nose of the vehicle is into the traffic lane. High vehicle speeds make this hazardous
- Moderate volumes of pedestrians are crossing Kenneth Road to and from the pool, playing fields at LM Graham Reserve and to/from Mackellar Girls High. High vehicle speeds and high traffic volumes make this hazardous.
- The volume of pedestrians crossing Kenneth Road although significant is not high enough to meet the warrant for a marked footcrossing.
- Traffic speed and volume counts conducted in March 2019 on Kenneth Road adjacent to the angle parking bays revealed an 85th percentile speed of 57km/h and AM and PM peak traffic volumes of 545 veh/hr and 608 veh/hr respectively.
- There is a shared path on the south side of Kenneth Road, which is well used by pedestrians and cyclists. Many cyclists and pedestrians using that shared path cross Kenneth Road at the existing pedestrian refuge sited near Addiscombe Road to use the informal pathway linking Addiscombe Road to Campbell Parade and Mackellar Girls High

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce five sets of speed cushions on Kenneth Road between Balgowlah Road and Addiscombe Road. The speed cushions, which will be spaced at approximately 100m intervals will reduce traffic speeds and

improve safety for pedestrians crossing Kenneth Road and for cars ingressing and egressing from parking spaces.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Will improve safety for pedestrian crossing Kenneth Road and entering/exiting vehicles
- Will improve safety for people cycling on the road on Kenneth Road
- The use of speed cushions rather than speed humps will allow cyclists to ride around rather than over the slowing devices

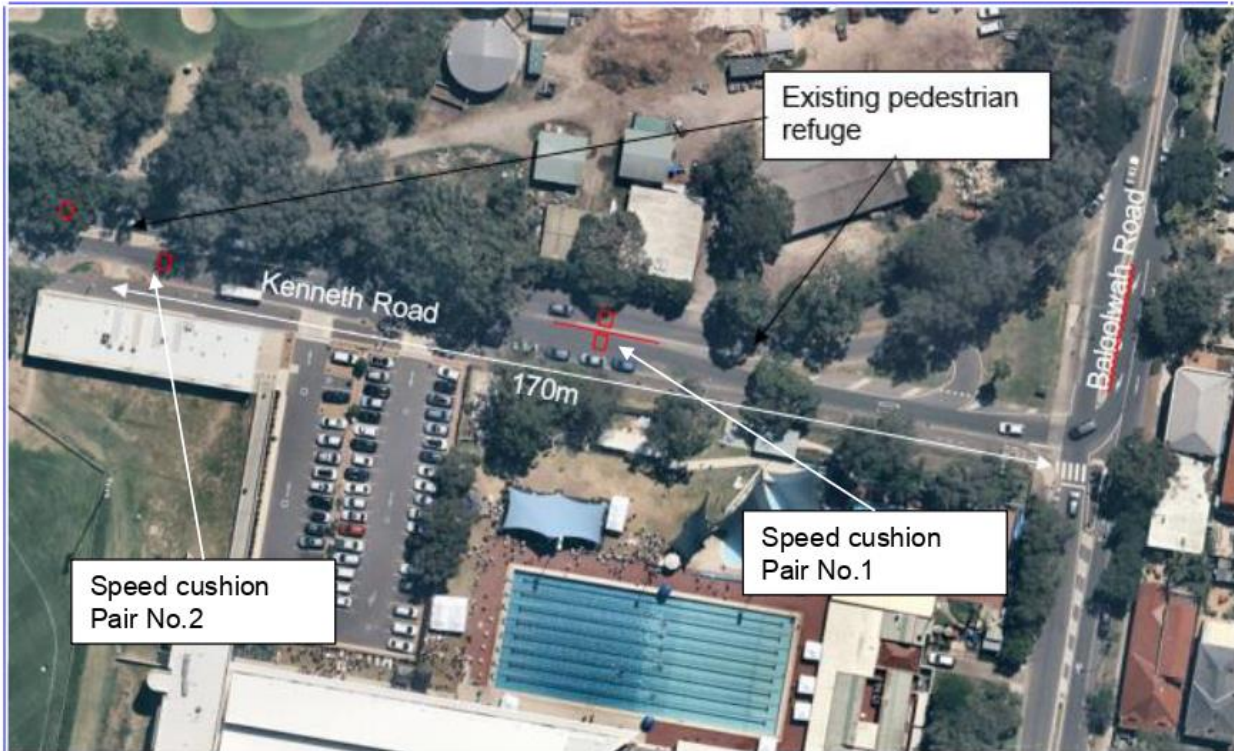
CONSULTATION

Consultation letters have not been distributed as there are no residential premises within the immediate vicinity of the proposed device locations. The surrounding landuses are all recreational.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of five sets of speed cushions on Kenneth Road, Manly, between Balgowlah Road and Addiscombe Road, Manly.
 - B. Detailed designs for the introduction of the speed cushions be prepared and brought back to the Traffic Committee for review prior to implementation of the devices.
-



PROPOSAL

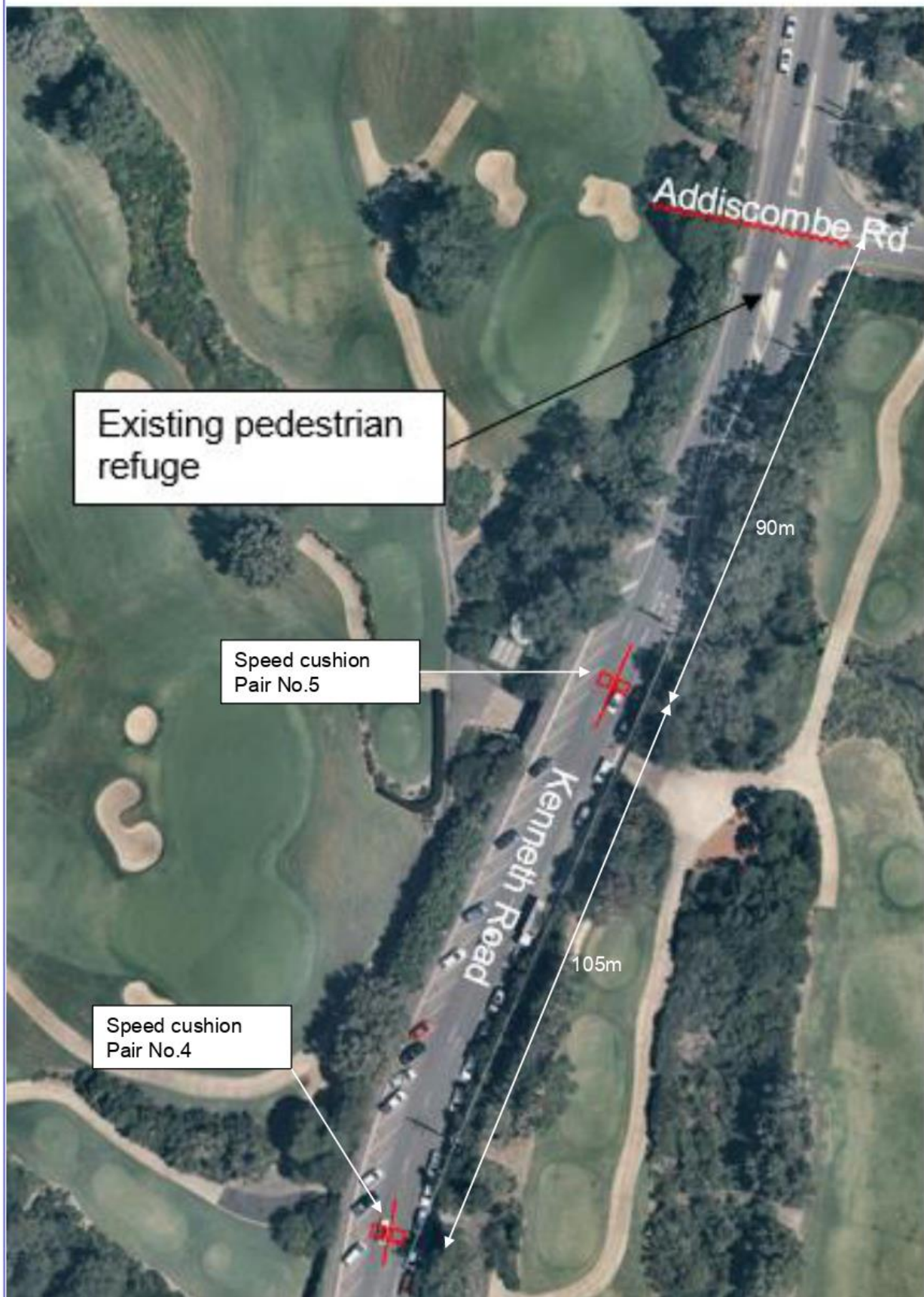
Kenneth Road, Manly
Speed Cushions

Drawn JB

Approved 



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ITEM 4.3	DELMAR PARADE, DEE WHY - DELINEATION MODIFICATIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2019/524213
ATTACHMENTS	1 Delmar Parade, Dee Why - Plan 2 Delmar Parade, Dee Why - Table of Consultation

GEOCODES: -33.756594, 151.286153

REPORT

BACKGROUND

Council has received concerns from local residents regarding safety issues on Delmar Parade, Dee Why. They mentioned vehicles are often being driven on the wrong side of the street and create potential risks.

LOCATION

- Delmar Parade is a two-way local road running east-west between Pittwater Road and Carew Street
- Width of the street is varying about 6.5m to 12.5m
- Horizontal and vertical alignment changes rapidly
- Speed limit of the street is 50 km/h

ISSUES

Motorists often drive on the wrong side of the street and create potential risks.

PROPOSAL

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

- Extend the existing Dividing Barrier Line on the blind curve in both directions
- Convert the existing Dividing Barrier Line on the blind curve into Pavement Bars
- Install 10m Dividing Barrier Line on all three legs of the intersection of Delmar Parade and Patey Street
- Install 10m No Stopping Unbroken Yellow Kerb Line to reinforce the statutory no stopping restrictions at the corners of the intersection of Delmar Parade and Patey Street
- Extend the existing No Stopping Unbroken Yellow Kerb Line by 5m on Delmar Parade at the corner of Delmar Parade and Carew Street
- Install 10m Dividing Barrier Line on west and south legs of the intersection of Delmar Parade and Carew Street.

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

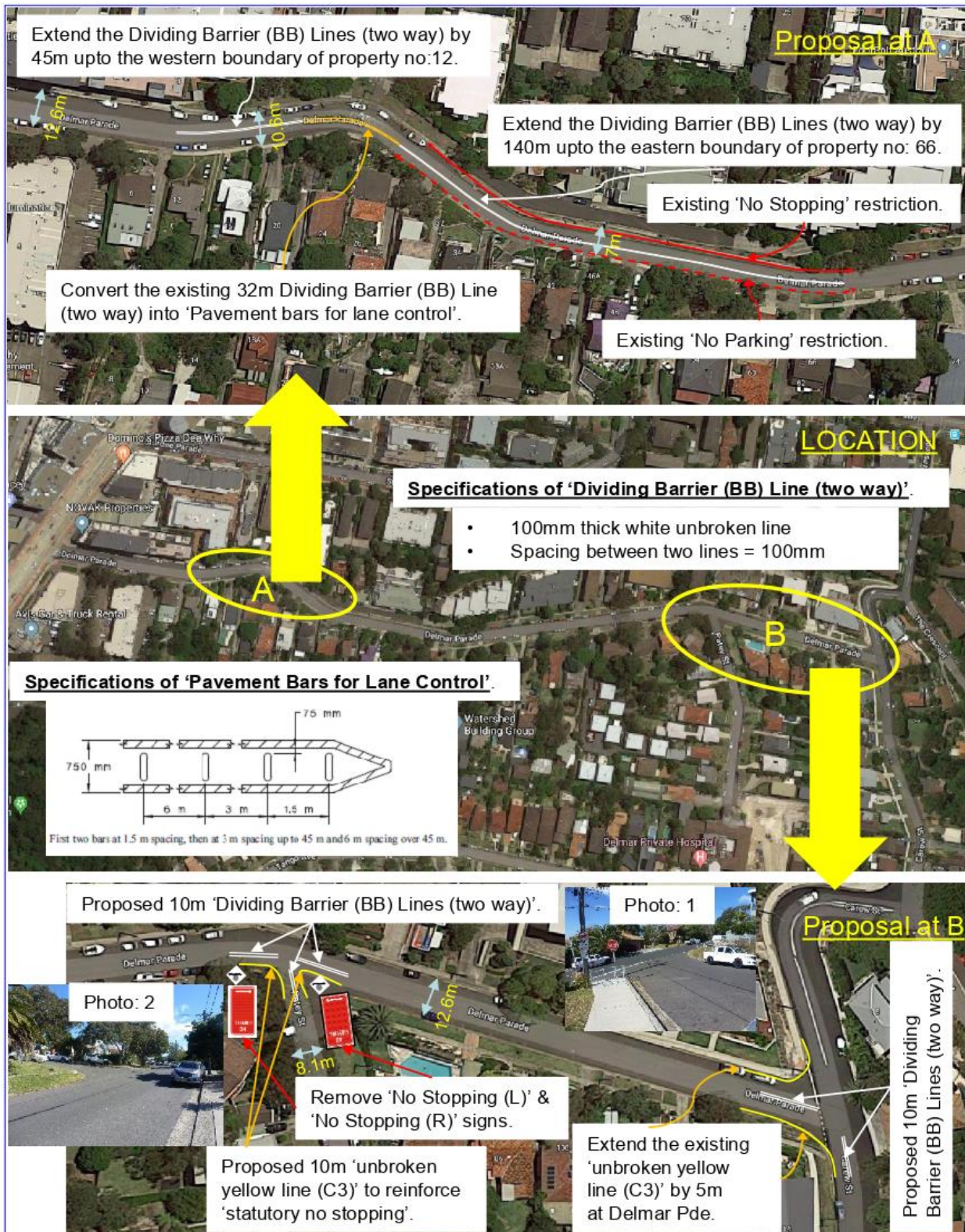
CONSULTATION

Consultation letters have been distributed to 496 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 on the blind curve in both directions.
 - B. Conversion of the existing Dividing Barrier Line on the blind curve into the Pavement Bars.
 - C. Installation of 10m Dividing Barrier Line on all three legs of the intersection of Delmar Parade and Patey Street.
 - D. Installation of 10m No Stopping Unbroken Yellow Kerb Line to reinforce the statutory no stopping restrictions at the corners of the intersection of Delmar Parade and Patey Street.
 - E. Extension of the existing No Stopping Unbroken Yellow Kerb Line by 5m on Delmar Parade at the corner of Delmar Parade and Carew Street.
 - F. Installation of 10m Dividing Barrier Line on west and south legs of the intersection of Delmar Parade and Carew Street.
-



PROPOSAL

Delmar Parade, Dee Why
Delineation modifications

Drawn VS

Approved 



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Table of Consultation

Address	DELMAR PARADE, DEE WHY
Proposal	Delineation Modifications

Properties Consulted	496
Responses Received	13
Support	12
Do Not Support	1

Issue	Resident Comment	Council Response
Traffic Calming Devices	Residents have commented to install Traffic Calm Devices (Speed Humps) in addition to the proposal.	Delmar Parade is a narrow road with approximately 7 metres wide from kerb-to-kerb. Traffic sight distances for drivers are restricted due to the existing on-street parking, curved roads and topography and will consequently slow traffic.
One-way Traffic	Residents have suggested restricting the traffic on Delmar Parade 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.
Pavement Bars	Resident suggested extending the proposed pavement bars to 34 Delmar Parade/slip lane that serves Property 15, 17A and 21.	There is existing 'No Left Turn' restrictions when exiting the slip lane. In Instances of illegal turns should be reported to Council's Rangers or Police for investigation and enforcement.
Traffic Mirrors	Resident have suggested to install traffic mirror	Council generally does not support the installation of convex mirrors on local roads.
Lost of Parking	Parking will be impacted at the intersection of Delmar Parade and Patey Street	Proposal does not remove any legal parking spots at the intersection of Delmar Parade and Patey Street. No Stopping Unbroken Yellow Line will be installed to enhance the statutory 10m No Stopping restrictions. As parking is a high demand, spaces will not be required
Sign Discrepancy	Resident have reported a discrepancy and inconsistent of existing signs on Delmar Parade	Council will investigate sign discrepancy. CRM reference SIGN2019/2189 created.
Existing Restrictions	Resident has suggested changing the existing 'No Parking' to 'No Stopping'	Noted. Council will further investigate.
Over grown weeds and Vegetation.	Visibility is affected by the vegetation and remove few more parking spots.	Council has referred to maintenance to action the overgrown vegetation. As parking demand is a high, parking will not be removed.

ITEM 4.4	BILAMBEE AVENUE, BILGOLA PLATEAU - STOP SIGN
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2019/524284
ATTACHMENTS	1 Bilambee Avenue, Bilgola Plateau - Plan

GEOCODES: -33.642956, 151.316564

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles entering Plateau Road from Bilambee Avenue, Bilgola Plateau.

LOCATION

- The section of Bilambee Avenue lies between Plateau Road and Bilga Avenue, Bilgola Plateau
- Bilambee Avenue is a local road with a 50km/h speed limit and caters for two-way traffic
- Currently, there is a marked pedestrian crossing on Bilambee Avenue at the intersection with Plateau Road.
- Bilambee has an approximate width 7.5m from kerb-to-kerb with unrestricted kerbside parking on the western side and indented 90° parking bays on the eastern side
- On-street parking is unavailable at the intersections with Bilgola Plateau and Bilga Avenue due to the statutory 10m No Stopping restrictions
- The bus routes that service Bilambee Avenue include:
 - E89 – Avalon Beach to City Wynyard (Express Service)
 - 191 – Avalon Beach to Taylors Point
- A footpath lies on the eastern side of the road carriageway
- Adjacent land uses consist of mixed residential-commercial with residential housing and commercial/small retail and a gas station.

ISSUES

- It has been observed road users tend to speed through Bilambee Avenue onto Plateau Road without the presence of effective traffic devices, when vehicles are traveling eastbound.
- Plateau Road is a collector road with a 50km/h speed limit.
- Plateau Road provides the primary connection route for traffic linking Avalon to Newport.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a Stop Line and associated Stop sign at the intersection of Bilambee Avenue and Plateau Road, Bilgola Plateau.

In addition, Council proposes to install supplementary Pedestrian Crossing Ahead (Left) warning sign on Plateau Road to advise road users of the pedestrian crossing ahead.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

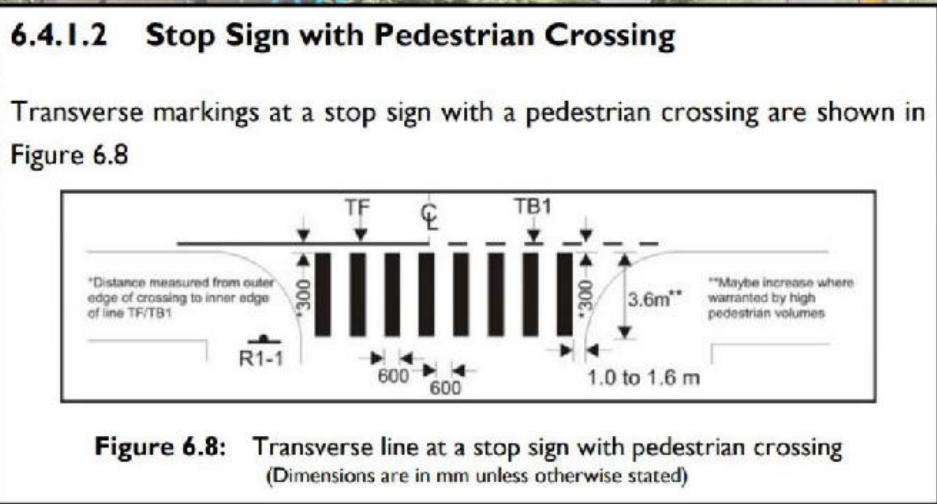
- The proposal will have negligible effect on pedestrians using the pedestrian crossing.
- Bilambee Avenue is not part of the Road Cycling Network and is not included on the future Safe Cycling Network (Draft); however, the proposal will not change the existing road conditions and have no impact on people cycling

CONSULTATION

Consultation letters have been distributed to 14 properties within the immediate vicinity of the location providing notification of the proposed changes. No submissions were received at the time of reporting.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of a Stop Line and associated Stop sign at the pedestrian crossing on Bilambee Avenue, Bilgola Plateau.



BILAMBEE AVENUE, BILGOLA PLATEUA
Stop Sign

Approved



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ITEM 4.5	HILLSIDE ROAD, NEWPORT - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2019/464949
ATTACHMENTS	1 Hillside Road, Newport - Plan 2 Table of Consultation

GEOCODES: -33.648535, 151.320696

REPORT

BACKGROUND

Council has received concerns from local residents regarding affecting access and safety in Hillside Road, Newport; when vehicles park on both sides of the narrow road.

LOCATION

- Hillside Road is a no through road with a speed limit of 50km/h.
- The section of road under consideration is located between the Hillside Road/Hillslope Road intersection and the cul-de-sac situated at the northern end of the road.
- Hillside Road is a narrow road that increases in elevation as it winds north of Neptune Road.
- There are a number of skewed driveways providing access to properties with the low side located on the eastern side of the road.
- The road has a variable sealed pavement width between 5-6m, and there is no footpath or kerb and gutter.
- No Parking restrictions have previously been installed on both sides of the bend (between No.51-55), and in the turning area on garbage collection days.

ISSUES

- Parallel parking is generally unrestricted on both sides of the narrow road, which must also cater for two-way traffic.
- Vehicles parked on both sides create a potential traffic hazard to road users by restricting the road width for travel.
- Sight distances to approaching vehicles and pedestrians is limited due to the geometry and topography of the road, which is further restricted when vehicles park on the curved sections of road.
- Some residents have raised concerns regarding vehicles parking on the top of embankment outside No.36 Hillside Road and the road condition.
- Residents have expressed difficulties accessing their properties when cars are parked adjacent to and opposite to their driveways.
- Council has received a number of reported instances of vehicle sideswiping, road blockages and restricted access due to the current parking situation.
- Council's new waste contract commenced on the 1 July 2019, with changes to the waste and recycling collection in Hillside Road, Newport. The No Parking restrictions previously installed in the turning area to facilitate waste collection will be updated to reflect the new collection times.

PROPOSAL

- Council has undertaken a review of the above location and proposes to introduce No Parking restrictions on one side of the road, between No.22 Hillside Road and the cul-de-sac, as well as updating the parking restrictions in the turning area to reflect the new waste collection times.
- The proposal will restrict parking to improve safety and acts to regulate parking on one side of the road, as random and haphazard parking creates blockages and restricts access especially for larger vehicles. Efforts have been made to retain parking where residents currently park; however, additional restrictions are required at pinch points and on the frontage of No.36 Hillside Road where Council's Construction and Maintenance section propose to install bollards to temporarily prevent parking at this location. Council's Road Assets section are undertaking further investigations in this area and any recommended works are to be considered in a future delivery plan. Council may consider changing the restrictions at this location to enable parking on the eastern side, following any required remedial and improvements works.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The northern section of Hillside Road is a no through road and generally not used by people cycling. Pedestrians are required to walk on the road as there is no footpath or kerb and gutter in the street.
- Parking restrictions on one side of the road will improve safety for all road users by providing a wider road width.

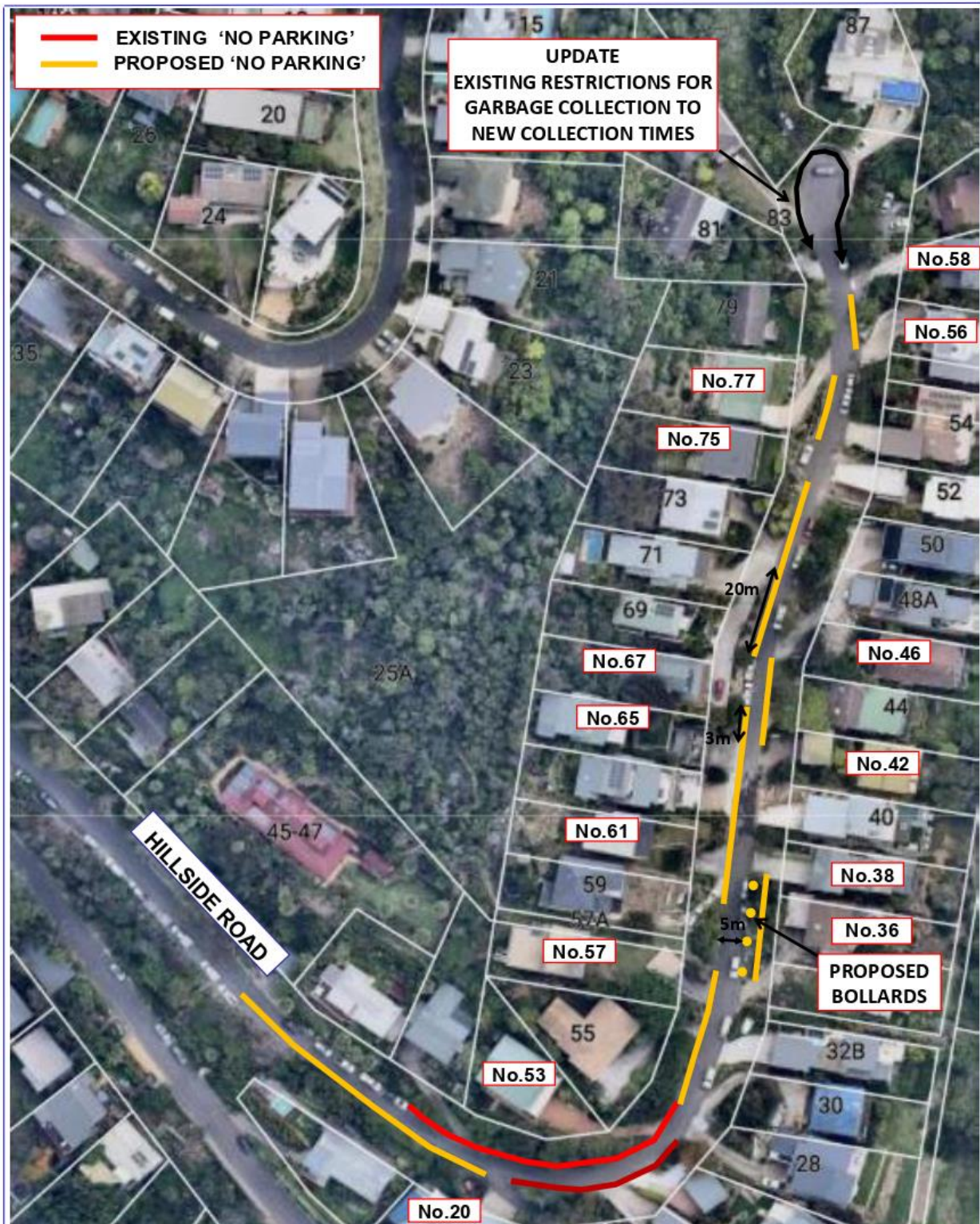
CONSULTATION

- Consultation letters have been distributed to 47 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 20 submissions were received with 12 letters of support and 8 objections to the proposal. Most residents recognize the access difficulties in the street but raised concerns with the effect on the loss of parking.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following proposals in Hillside Road, Newport:

- A. Installation of No Parking restrictions, from west of driveway No.20 to the start of the crash barrier (approximately 60m).
- B. Installation of No Parking restrictions, from north of driveway No.53 to 2m north of driveway No.57.
- C. Installation of No Parking restrictions, between the driveways of No.34 and 38 (including bollards offset minimum 5m from the western edge of the road).
- D. Installation of No Parking' restrictions, from 2m south of driveway No.59 to 3m north of driveway No.65.
- E. Installation of No Parking restrictions, between the driveways of No.42 and 46.
- F. Installation of No Parking restrictions, from 20m south of driveway No.67 to the start of the indented parking space outside No.75.
- G. Installation of No Parking restrictions, from north of the indented parking space outside No.75 to the driveway No.77.
- H. Installation of No Parking restrictions, between the driveways of No.56 and 58.
- I. Change the existing No Parking restrictions in the turning area to the new waste collection times.



PROPOSAL



HILLSIDE ROAD, NEWPORT
'NO PARKING' RESTRICTIONS

Drawn RK

Approved *P. Devan*

Table of Consultation

Address	Hillside Road, Newport
Proposal	No Parking restrictions

Properties Consulted	47
Responses Received	20
Support	12
Do Not Support	8

Issue	Resident Comment	Council Response
No Parking restrictions	<ul style="list-style-type: none"> - We support the proposed parking restrictions and have made numerous telephone calls to Council when the road is blocked with cars. On many occasions we have been unable to get through and forced to run into homes to ask people to move their cars. -The practical hours of no parking in the turning circle only on garbage collection day allows friends to visit us on Sunday night. The one sided parking on the narrow parts will make our street a thousand times safer. - I have extreme difficulty manoeuvring in and out of our driveway when vehicles are parked on both sides of our driveway and on the opposite of the road. - The restrictions should be extended further and ban parking in the cul-de-sac 	<ul style="list-style-type: none"> - The proposal attempts to retain existing parking where possible and maintain a clear traffic lane for access. The proposed 'No Parking' restrictions will improve safety by providing sufficient road width for vehicles to travel and restricting parking on the curve to improve sightlines. - The restrictions would also assist access to properties by providing additional road width to manoeuvre in and out of driveways. - The extension of No Parking restrictions is not supported as it will remove further parking at the northern end of Hillside Road. The wider road width in the cul-de-sac and use of existing driveways will enable vehicles to turn around.
Parking for residents	<ul style="list-style-type: none"> - Many houses have 2 or more cars and rely on street parking. The removal of parking would mean we will need to park further away from our property. - Suggests that Resident Parking Permits be introduced for residents. 	<ul style="list-style-type: none"> - 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. - Resident Parking Schemes can only be approved by Roads and Maritime Services (RMS), and the situation in Hillside 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 on-street parking is available in the area.
Road maintenance	Council should repair the road surface directly outside of 36 Hillside Road.	This matter has been referred to Council's Road Assets section for further investigation and for any required works to be considered in a future delivery plan.

ITEM 4.6	KING STREET, NARRABEEN - PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2019/524181
ATTACHMENTS	1 King Street, Narrabeen - Plan 2 Table of Consultation

GEOCODES: -33.7155525, 151.2984223

REPORT

BACKGROUND

Council has received concerns from local residents regarding the narrow road conditions and limited on-street parking availabilities on King Street and Tallwarra Place, Narrabeen.

LOCATION

- King Street lies between Ocean Street and Pittwater Road, Narrabeen.
- Tallwarra Place is a cul-de-sac with single access via King Street, Narrabeen.
- King Street and Tallwarra Place is a local road with a 50km/h speed limit and caters for two-way traffic.
- Currently, there is a median strip, 18m in length, on approach to the intersection of King Street and Pittwater Road.
- King Street and Tallwarra Place has a measured width 7m and 5.8m from kerb-to-kerb, respectively, with unrestricted kerbside parking; except for the No Stopping restrictions along King Street from the intersection with Pittwater Road to Tallwarra Place and the statutory No Stopping 10m from the intersection with Ocean Street.
- No bus routes service King Street and Tallwarra Place.
- Community village bus which serves the residents of Furlough House retirement village
- A footpath lies on either side of the road carriageway.
- Adjacent land uses consist of medium-density housing with Furlough House Retirement Village on the northern side and NSW Housing Commission on the southern side.
- There has been no reported road casualties and crash on King Street and Tallwarra Place within the last five years.

ISSUES

- Currently, vehicles parked along both kerbsides effectively reduce the overall trafficable road availability and due to the road width, it limits the trafficable lane to one.
- The reduce road width also affects access for larger vehicles which include emergency services, community village bus and delivery vehicles.
- Concerns have been raised that boat trailer parking in the area reduces the availability of parking for local residents and visitors on King Street and Tallwarra Place,
- It is reported on-site parking within Furlough House Retirement Village is limited. Residents are dependent on adjacent streets for parking for individuals or visitors and create a high demand for on-street parking on King Street and Tallwarra Place.
- Residents have reported parking on King Street are utilise by beach-goers and patrons using the B-Line buses.
- Due to the road width of 5.6m on Tallwarra Place, parking on both sides of the kerb will not be possible as it will not allow 3m of trafficable road and allow vehicles to pass through.

There is no designated pedestrian crossing placed between the intersections of Ocean Street and Pittwater Road, Narrabeen, except for the ramps at the intersection with Ocean Street.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to retain the existing unrestricted parking and introduce a '1P 8:00 am-6:00 pm Mon-Fri' Timed Parking restrictions, opposite to Furlough House Retirement Village, to facilitate an area for short-term parking for visitors and residents. In addition, a Pedestrian Kerb Ramp is proposed on the newly formed concrete platform, however, subject to design restrains.

The proposal will remove existing No Stopping restrictions, fronting 3 King Street to allow for additional on-street parking on King Street.

The proposal will also include the installation of No Stopping Unbroken Yellow Kerb Lines at the intersections of King Street with Ocean Street and Tallwarra Place to enforce the statutory No Stopping restrictions. The No Stopping Unbroken Yellow Kerb Line will also be extended by 23m on the western kerbside to the turning circle in Tallwarra Place to assist with the movement of vehicles where the narrow road width does not allow for parking on both sides.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- King Street and Tallwarra Place is not part of the Road Cycling Network and is not included in the future Safe Cycling Network (Draft), however, the proposal will not impact the existing road conditions and have no impact on people cycling
- The proposed Pedestrian Kerb Ramp will enhance pedestrian amenity and facilitate the needs of the elder residents on the King Street and Tallwarra Place.

CONSULTATION

- Consultation letters have been distributed to 89 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- Council initially consulted on a proposal to install No Parking Restrictions and No Stopping restrictions. Council has noted the residents' comments and further reviewed the location amended the proposal for a secondary consultation with two proposals.
- Proposal 1 proposes a combination of 4P and 1P 8:00am-6:00pm Mon-Fri parking restrictions with pedestrian kerb ramp and No Stopping Restrictions.
- Proposal 2 retained the existing unrestricted parking and proposes 1P 8:00am-6:00pm Mon-Fri parking restrictions with pedestrian kerb ramp and No Stopping Restrictions.
- A total of 16 submissions were received with 2 letters of support for Proposal 1 and 11 letters support for Proposal 2 and 2 objections to both of the proposals.
- Council also notes the receipt of a petition of 25 signatures of residents within the scope of the proposal. The petition requested alternations to the proposal with additional resident parking permits included in Proposal 1 or alternatively, installing No Parking Motor Vehicle Excepted Sign with Proposal 2.
- The main comments raised by residents was in relation to the demand for long-term parking and high demand for on-street parking.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of '1P 8:00 am-6:00 pm Mon-Fri Timed Parking restrictions (12m in length) west from the driveway layback of the NSW Housing Commission, King Street, Narrabeen.
 - B. Removal of existing No Stopping restrictions (24m in length) west from the existing power pole, between the boundary of Property No. 3 King Street and Furlough House Retirement Village, Narrabeen.
 - C. Installation of a Pedestrian Kerb Ramp, fronting the NSW Housing Commission, Narrabeen.
 - D. Extension of No Stopping Unbroken Yellow Kerb Line (23m in length) east from existing No Stopping Restrictions fronting Property No. 4 King Street and into Tallwarra Place, Narrabeen.
-

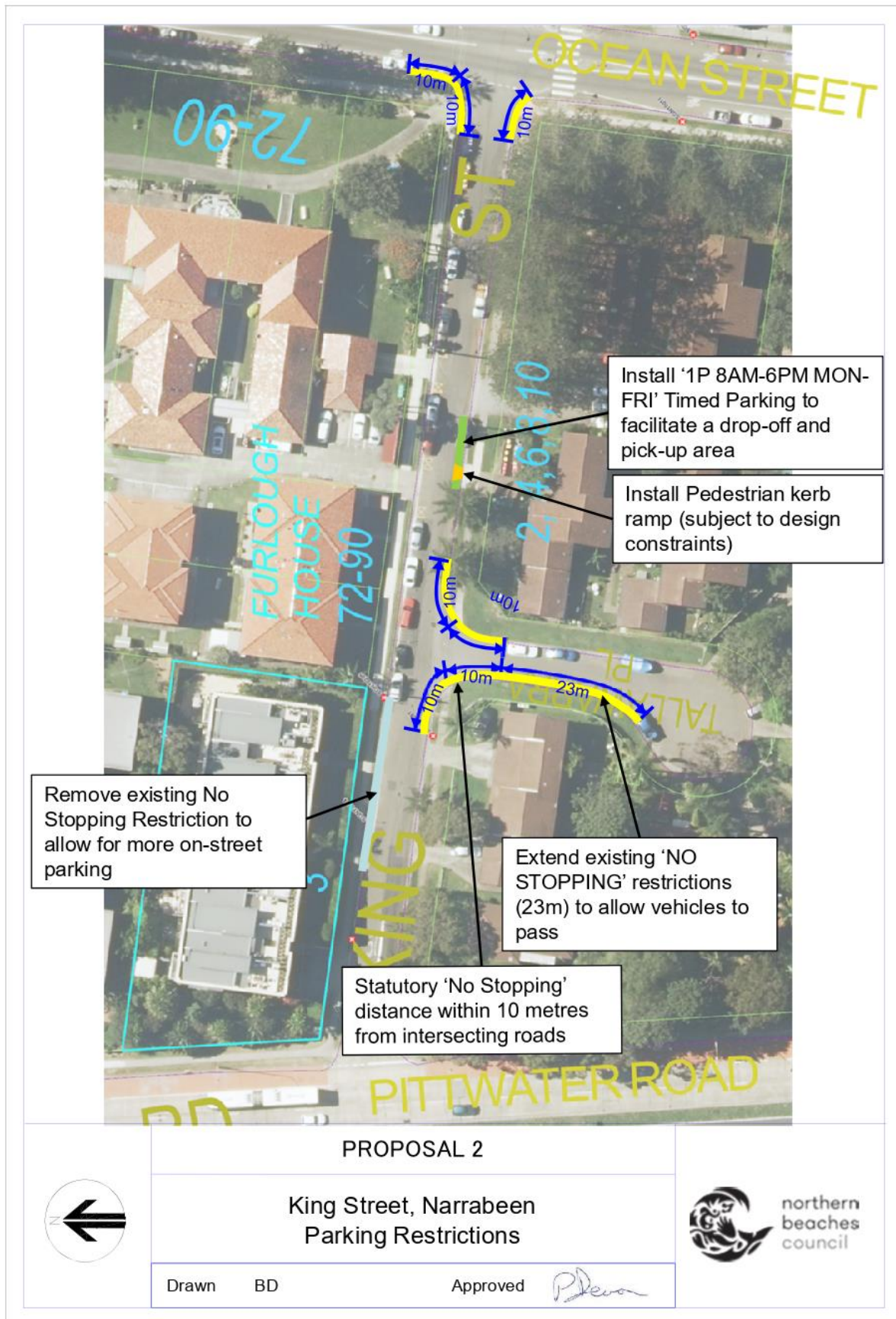


Table of Consultation

Address	King Street, NARRABEEN
Proposal	Parking Restrictions

Properties Consulted	89
Responses Received	16
Option 1	2
Option 2	11
Do Not Support	2

Issue	Resident Comment	Council Response
Extending Parking Restrictions	Residents have commented to install No Parking restrictions, opposite Furlough House and either side of the driveway exit. Extension of 4P and 1P 8AM to 6PM to include weekends.	No Parking restrictions will not be supported as it will remove further parking for the residents on King Street and Tallawarra Place.
Parking Space within Furlough House	Residents have commented on the limited allotted parking spaces within Furlough House and require long-term parking	Noted. Furlough House to be advised and contact with regards to future proposal.
Boat and Boat Trailer Parking	Residents requested to ammend proposal and change to include 'Motor Vehicles Excepted' restrictions	King Street and Tallawarra Place currently does not satisfy the necessary guidelines and eligibility criteria for the installation of No Parking Motor Vehicles Excepted. However, Council will continue to monitor streets in the future.
Lost of Parking	Resident have commented the potential lost of parking on Tallawarra Place	Tallawarra Place is a narrow road with approximately 5.7 metres wide from kerb-to-kerb. Due to the width of the road, it does not allow parking on both sides of the street. The No Stopping Unbroken Yellow Line proposed attempts to retain existing parking where possible and maintain a clear trafficable lane for access.
Resident Parking Scheme	Many houses have multiple cars and rely on on-street parking. The removal of parking would mean residents will need to park further away from their property. Suggests that Resident Parking Permits be introduced for residents.	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 Resident Parking Scheme can only be approved by Roads and Maritime Services (RMS), and the situation in King Street and Tallawarra Place does not satisfy the necessary RMS guidelines and eligibility criteria. All properties have or could have off-street parking on their private property, and on-street parking is available in the area.

ITEM 4.7	ALTONA AVENUE, FORESTVILLE - REINSTATING PARKING RESTRICTIONS AND INTERSECTION TREATMENT
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/527021
ATTACHMENTS	1 Altona Avenue, Forestville - Plan 2 Table of Consultation

GEOCODES: -33.755770, 151.220719

REPORT

BACKGROUND

Council has received concerns from local residents regarding illegal parking within 3m of the Dividing Barrier Line and vehicle safety at the intersection of Altona Avenue and Warringah Road, Forestville.

LOCATION

- Altona Avenue is a local road with a posted speed limit of 40 km/h
- Altona Avenue is a two lane road with a variable pavement width between 8.5m and 9.5m
- There is an existing Local Area Traffic Management device, raised pavement with concrete median island, located at Altona Avenue approximately 35m from Warringah Road
- Altona Avenue intersects with Warringah Road as the stem of a T-intersection. There are no holding lines or sign post control at the intersection.
- There are existing Double Barrier Lines on approach to the raised pavement on either side for about 15m. Existing No Parking restrictions apply for a length of approximately 50m on the north-east side of Altona Avenue
- Altona Avenue is predominantly a residential street with a boarding house at the corner of Warringah Road and Altona Avenue. There is an existing footpath on the south-west side of Altona Avenue.

ISSUES

- The width between the Double Barrier Line and the kerb on the south-west side is around 4.6m. Vehicles parked on the south-west side cannot leave the minimum gap of 3m for the traffic heading north-west from Warringah Road. Vehicles have difficulty negotiating this section of the road as there is a concrete median island present on the raised pavement.
- There is an increase in the usage of this road for motorists trying to avoid the congestion due to road upgrade. Parked vehicles also generate road safety issues leading to a higher probability of crashes occurring.
- Vehicles are also parked on Altona Street within 10m of the intersection with Warringah road.
- There are no holding lines or signs on Altona Avenue to guide motorists to stop the vehicles at the intersection with Warringah Road.
- 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 No Stopping

signs to reinstate existing parking restrictions within 3m of the Dividing Barrier Line. Council will also install a Stop Sign and the relevant pavement markings. The proposal would deter illegal parking, 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 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:

- A. Installation of No Stopping Signs to reinstate existing parking restrictions on Altona Avenue, Forestville
 - B. Installation of a Stop Sign and relevant pavement markings on Altona Avenue at the intersection with Warringah Road, Forestville.
 - C. Installation of 10m Dividing Barrier Line on Altona Avenue at the intersection with Warringah Road, Forestville.
-

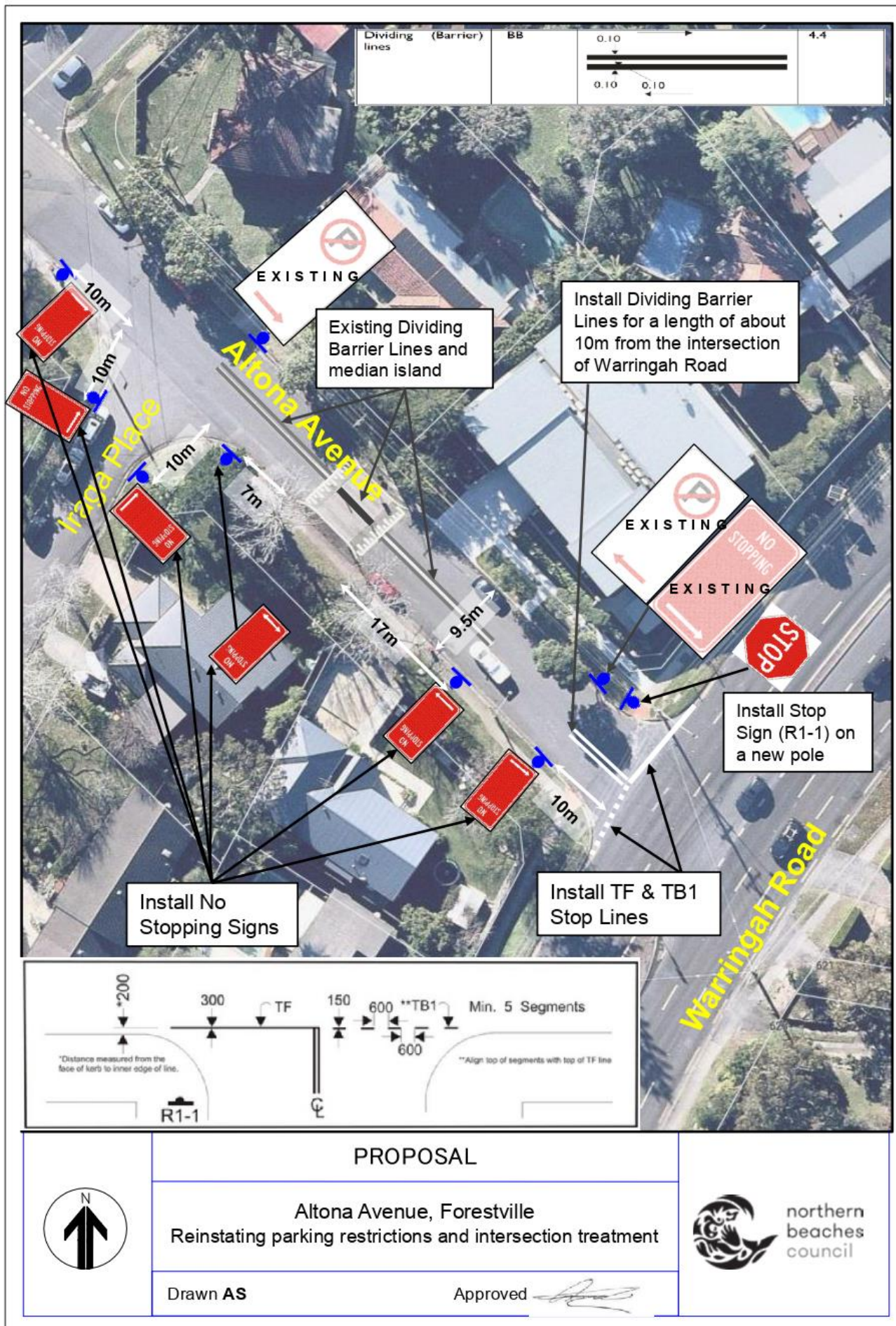


Table of Consultation

Address	Altona Avenue, Forestville
Proposal	Reinstating Parking Restrictions and Intersection Treatment

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

Issue	Resident Comment	Council Response
Parking close to intersection	Add No Stopping Restriction on the other side of Iraga Place near Altona Avenue	Council will install statutory no stopping signs at the intersection of Iraga Place and Altona Avenue
Parking restriction	Loss of parking	Council is only reinstating the existing parking restriction with parking signs.

ITEM 4.8	BENTLEY AVENUE, FORESTVILLE - INTERSECTION TREATMENT
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/527387
ATTACHMENTS	1 Bentley Avenue, Forestville - Plan 2 Table of Consultation

GEOCODES: -33.757748, 151.216588

REPORT

BACKGROUND

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

LOCATION

- Bentley Avenue is a local road with a 40km/h speed limit
- Bentley Avenue is a two lane road with a width of approximately 7m
- Bentley Avenue intersects Brown Street as the stem of a T-intersection. There are no signposted controls or holding lines at the intersection
- Brown Street is a local road with a posted speed limit of 40km/h and an average pavement width of around 9.5m
- There are existing Local Area Traffic Management devices located on Brown Street
- There are no parking restrictions on Bentley Avenue and Brown Street, except for the statutory No Stopping restrictions at the intersection
- The streets are predominantly residential and Forestville Montessori School is nearby.

ISSUES

- Under the current traffic conditions, vehicles travelling south-west on Bentley Avenue towards the intersection with Brown Street are required to give way for the vehicles travelling on Brown Street. Due to a wider intersection, vehicles on Bentley Avenue do not give way or slow down for the vehicles on the major road. This runs the risk of a potential collision.
- 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.
- Bentley Avenue has recently been resurfaced and the vehicular traffic using Bentley Avenue has considerably increased for motorists trying to avoid congestion due to the road upgrade.

PROPOSAL

Council has undertaken a review of the above location and proposes to install Give Way signs, pavement markings and a Dividing Barrier Line on Bentley Avenue at this intersection. As parking is not allowed within 3m of a Dividing Barrier Line, Council will also install a No Stopping Unbroken

Yellow Kerb Line to deter illegal parking. 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:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect pedestrian facilities or impacts on walking paths

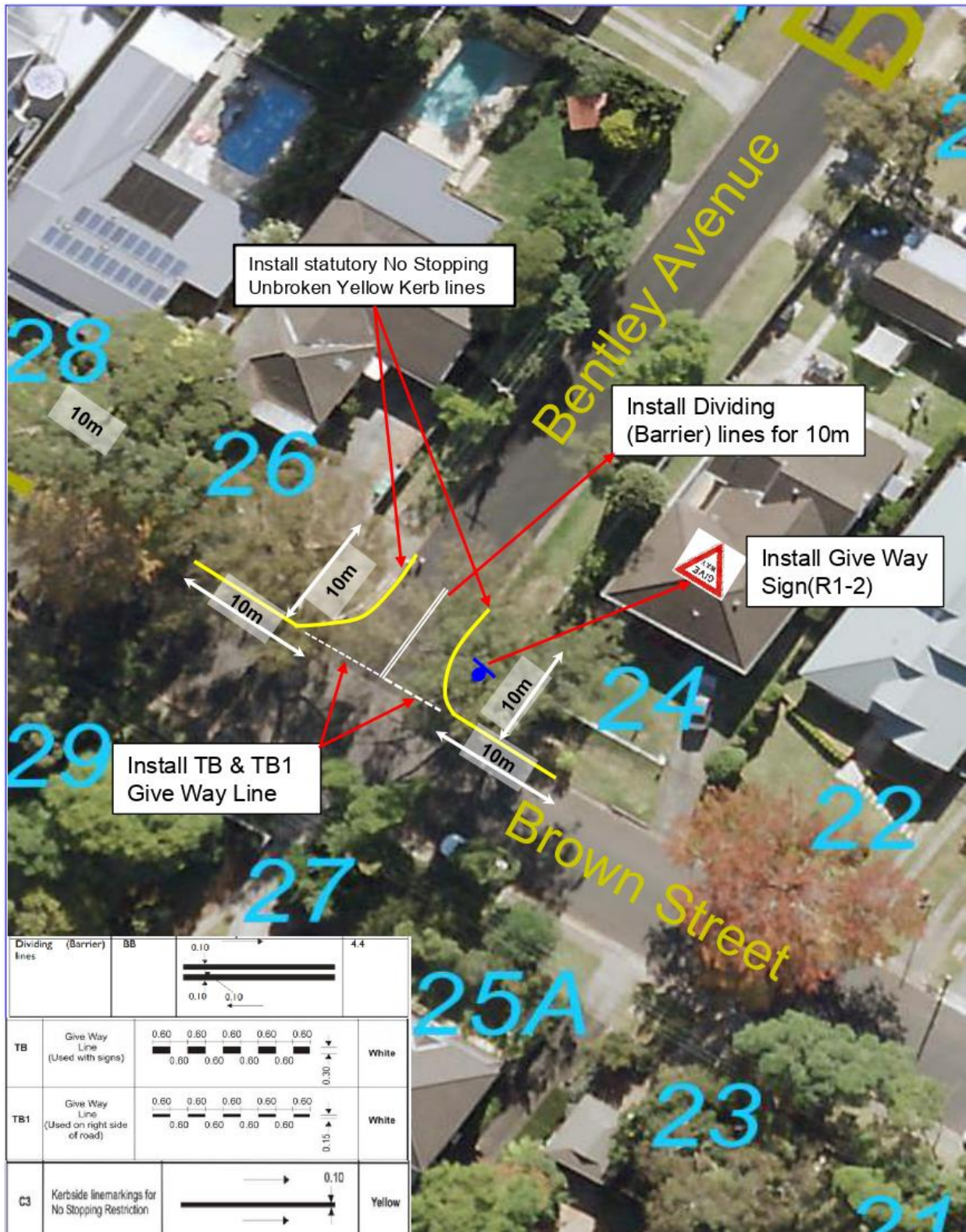
CONSULTATION

Consultation letters have been distributed to 30 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a Give Way sign and the relevant pavement markings on Bentley Avenue, Forestville.
 - B. Installation of 10m of a Dividing Barrier Line on Bentley Avenue, Forestville.
 - C. Installation of a No Stopping Unbroken Yellow Kerb Line on Bentley Avenue and Brown Street, Forestville, to reinstate statutory no stopping restrictions near the intersection.
-



PROPOSAL

Bentley Avenue, Forestville
Intersection treatment

Drawn AS

Approved




northern
beaches
council

Table of Consultation

Address	Bentley Avenue, Frenchs Forest
Proposal	Intersection Treatment

Properties Consulted	30
Responses Received	5
Support	5
Do Not Support	0

Issue	Resident Comment	Council Response
No Stopping restriction	Extend No Stopping on Brown Street near the intersection with Bentley Avenue	Council will install statutory No Stopping on Brown Street at the intersection
Cutting corner	Install concrete median island	Council will install Double Barrier Line and monitor the traffic flow. Will consider to install median island in the future if needed.
Cutting corner	Install silent police (cast iron)	Council does not maintain or install new silent cop(cast iron) any longer, as it is not recommended by RMS due to safety issue.
Stop sign	Install Stop Sign at this intersection	A stop treatment at this intersection is not warranted. Use of Stop control at this location might lead to driver disobedience and lack of credibility of Stop Control.

ITEM 4.9

RABBETT STREET, FRENCHS FOREST - INTERSECTION TREATMENT

REPORTING OFFICER

TRAFFIC ENGINEER

TRIM FILE REF

2019/527804

ATTACHMENTS

- ## 1 Rabbett Street, Frenchs Forest - Plan
- ## 2 Table of Consultation

GEOCODES: -33.746444, 151.227005

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles safety at the T-intersection of Rabbett Street, Adams Street and Epping Drive, Frenchs Forest. There are currently no signs or pavement markings at this intersection to delineate and guide motorists. The vehicles approaching the major road Adams Street and Epping Drive from the minor road, Rabbett Street, are not giving way to vehicles on the major road.

LOCATION

- Rabbett Street is a local road with a 50km/h speed limit
- Rabbett Street is a two lane road with a width of approximately 9.5m
- Rabbett Street intersects Adams Street and Epping Drive as the stem of a T-intersection. There are no signposted controls or holding lines at the intersection.
- Adams Street and Epping Drive are both local road with average pavement width of about 9.5m and speed limit of 50km/h
- There are speed Local Area Traffic Management devices on Adams Street and a refuge island on Epping Drive near the intersection
- There is an existing Double Barrier Line on Rabbett Street for a length of approximately 20m
- There are no parking restrictions, except for the statutory
- Epping Drive and Adams Street are bus routes for services 279, 109, 270, 151 and 227 which run approximately every 15 minutes in the morning and afternoon peak hours

ISSUES

- Under current traffic conditions, vehicles travelling north on Rabbett Street towards the intersection with Adams Street and Epping Drive are required to give way to motorists travelling on Epping Drive and Adams Street. Due to the wider intersection and low volumes of traffic present on Epping Drive, vehicles on the minor road, Rabbett Street, do not slow down or give way for the vehicles on the major Road-Epping Drive and Adams Street. This run the risk of potential collision.
- There are no holding lines or signs on Rabbett Street to guide motorists to stop the vehicles at the intersection with Adams Street and Epping Drive.
- The vehicular traffic using Adams Street and Rabbett Street has increased considerably with motorists using this route to avoid congestion due to the road upgrade program.
- 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 on Rabbett Street 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:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect pedestrian facilities or impacts on walking paths

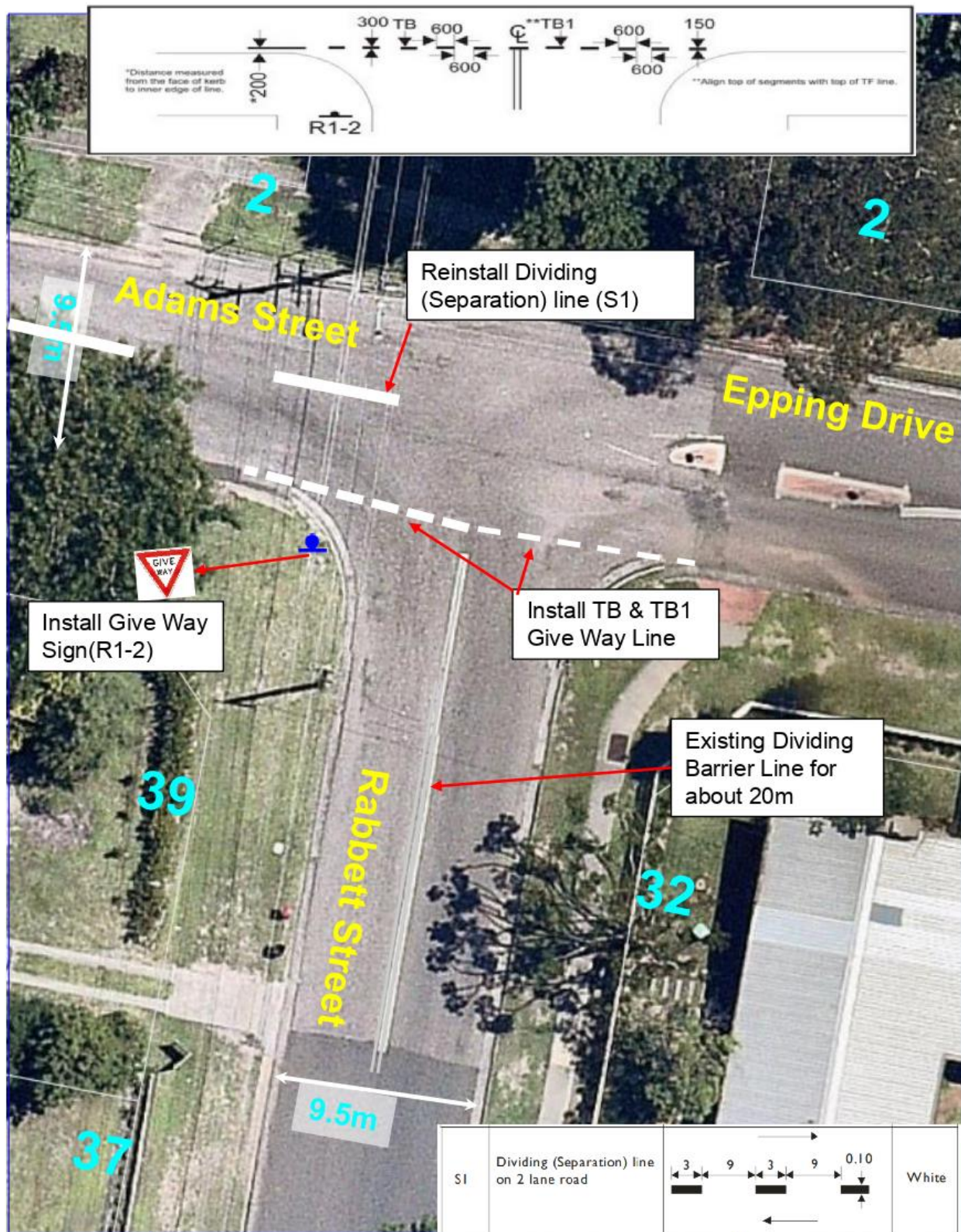
CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a Give Way sign and the relevant pavement markings on Rabbett Street, Frenchs Forest, at the intersection with Adams Street and Epping Drive.
 - B. Reinstallation of the faded Dividing Separation Line on Adams Street, Frenchs Forest, at the intersection.
-



PROPOSAL

Rabbett Street , Frenchs Forest
Intersection Treatment

Drawn AS

Approved



northern
beaches
council

Table of Consultation

Address	Rabbett Street, Frenchs Forest
Proposal	Intersection Treatment

Properties Consulted	21
Responses Received	4
Support	3
Do Not Support	0

Issue	Resident Comment	Council Response
Cutting corner	Reinstall silent cop(Cast Iron)	Council does not maintain or install new silent cop(cast iron) any longer, as it is not recommended by RMS due to safety issue.
Barrier lines faded	Repaint faded barrier line on Adams Street near the intersection	Council will repaint the faded barrier line (S1) when installing the signs and associated line markings.

5.0 MATTERS FOR NOTATION

ITEM 5.1	APPROVALS UNDER DELEGATION
REPORTING OFFICER	SPECIALIST ADMINISTRATION OFFICER
TRIM FILE REF	2019/524931
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.

REPORT TO TRAFFIC COMMITTEE

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

Table of Approvals Under Delegation

Location	Action	Consultation	Referral Response Date	Approval Date
Hope Street, Seaforth	Install "No Parking" restriction across and between the driveways serving No. 23 & No.25 Hope Street	Properties consulted: 6 Support: 1 Object: 1 Reason for approval: when vehicles are parked between the two driveways and opposite ingress and egress from the driveways is very difficult	23 September 2019	23 September 2019
Gordon Street, Clontarf	install No Stopping unbroken yellow line across and between the common driveway serving No.s 44-50 Gordon Street and the driveway serving No.52 Gordon St	Properties consulted: 7 Support: 4 Object: 0 Reason for approval: the driveway serving No.s 44-50 meets Gordon Street at an acute angle. If a vehicle is parked between this driveway and the one serving No.52 ingress and egress from the driveway is very difficult	23 September 2019	23 September 2019
Peacock Street, Seaforth	formalise Bus Zone and introduce No Parking across driveways to No.s 1,3 & 5 Peacock Street	Properties consulted: 8 Support: 3 Object: 1 Reason for approval: Vehicles park in Bus Zone, too close Frenchs Forest Road and on both sides of Peacock Street, proposed restrictions will improve safety of access to/from the street and from driveways to No.1,3 & 5 Peacock Street	23 September 2019	23 September 2019

Location	Action	Consultation	Referral Response Date	Approval Date
Sydney Road, Manly	relocate Bus Stop and create Bus Zone to support it	Properties consulted: Nil, have consulted with STA & RMS Support: 2 Object: 0 Reason for approval: Required for safety reasons. Relocation of existing Bus Stop is required due to issues with falling rocks at current bus stop location. Existing and relocated bus stop are located within a No Parking zone. Creation of Bus Zone within that No Parking zone will formalise bus stop parking restrictions.	23 September 2019	23 September 2019
Middleton Road, Cromer	Add 'FRONT TO KERB' restrictions to the existing 90° Angle Parking signs at the indented parking bays and footpath servicing Middleton Road, Cromer.	Properties consulted: Nil Support: 0 Object: 0 Reason for approval: Angle parking is existing. Vehicles parking rear to kerb in the indented parking bays are overhanging the footpath and obstruct pedestrian access. There will be no changes to the number of parking at the section of Middleton Road.	23 September 2019	23 September 2019

ITEM 5.2	COUNCIL COMMUNITY FACILITIES - SERVICE VEHICLE PARKING
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/511949
ATTACHMENTS	<ol style="list-style-type: none"> 1 Devitt Street, Narrabeen - Service Vehicle Parking Plan 2 Tasman Road, Avalon - Service Vehicle Parking Plan 3 Surfview Road, Mona Vale - Service Vehicle Parking Plan 4 Ocean Road, Palm Beach (pool) - Service Vehicle Parking Plan 5 Ocean Road, Palm Beach (pavilion) - Service Vehicle Parking Plan 6 North Steyne, Manly - Service Vehicle Parking Plan 7 Cameron Avenue, Queenscliff - Service Vehicle Parking Plan 8 St. David Avenue, Dee Why - Service Vehicle Parking Plan

GEOCODES: Various

REPORT

BACKGROUND

Council has received concerns from its facilities maintenance and servicing contractors and staff regarding difficulties in obtaining parking within close proximity to beachfront and other public amenities buildings.

LOCATION

The public amenities buildings at the a number of locations require the introduction of No Parking (Council Authorised Service Vehicles Excepted) restrictions on the road reserve. The following locations are submitted for consideration to this Traffic Committee meeting. In each case spaces have been chosen which are in close proximity to the amenities building and where possible where a public parking space is not lost:

- Devitt Street, Narrabeen, in beachside carpark on south side at eastern end of angle parking bays
- Tasman Road, North Avalon, in beachside carpark adjacent to public amenities building
- Surfview Road, Mona Vale in beachside angle parking bays – one space in existing hatched bay in front of surf club storage area
- Ocean Road, Palm Beach - far eastern end of north side of Ocean Road, near rockpool amenities building
- Ocean Road, Palm Beach – southernmost parking space in indented parallel parking bay on east side of Ocean Road at Palm Beach Pavilion Amenities
- North Steyne, Manly – on existing hatched bay west of North Steyne Surf Club
- Cameron Avenue, Queenscliff – at Lagoon Park Amenities Building – one space in existing angle parking area in front of roller door
- St David Avenue, Dee Why – easternmost space of the existing 1P Parking Zone on the southern side of St. David Avenue

ISSUES

- Council staff and contractors need to frequently attend public amenity buildings to undertake routine and urgent services. This is particularly important for those stopping frequently for short periods, who are on defined schedules, or responding to maintenance issues and needing to carry bulky/heavy equipment for e.g. cleaning public amenities, plumbing, electrical services, and inspections.
- High demand for parking in beachside areas limits the ability for service vehicles to obtain parking within close proximity to public amenities buildings in order to clean and service them.
- It has been found that use of existing short stay parking (e.g. 15 mins and Loading zones) is often unsuitable as these zones are often occupied for long periods during peak times, and service providers do not have time to wait, or authority to enforce parking rules.
- Beachside public amenities buildings require frequent cleaning given their high rates of use
- Facilities maintenance and servicing staff need parking within close proximity to the amenities building as they need to carry cleaning equipment and have, on occasion, parked in inappropriate locations when parking has been unable to be obtained
- Servicing of public amenities buildings is generally completed within half an hour but can take considerably longer if parking cannot be obtained nearby.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce No Parking (Council Authorised Service Vehicles Excepted) at a number of public amenities buildings.

Authorised vehicles would be identified by a special Council Permit issued by Council's Parking Operations team following application and approval by the relevant Council Executive Manager.

The locations listed within the recommendation are within the road reserve and require Traffic Committee approval. Additional locations will also be submitted for approval at the November Traffic Committee following further liaison with nearby premises:

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- By creating designated spaces for servicing vehicles to park, these vehicles should not be parking on footpaths or other pedestrian and cyclist areas which has, on occasion, been the case in the past.

CONSULTATION




Consultation has been undertaken with the servicing contractors, surf clubs and other stakeholder organisations by Council's Facilities Management team to assist in identifying the most appropriate locations for the service vehicle parking zones.

RECOMMENDATION TO TRAFFIC COMMITTEE




That the Traffic Committee supports the:

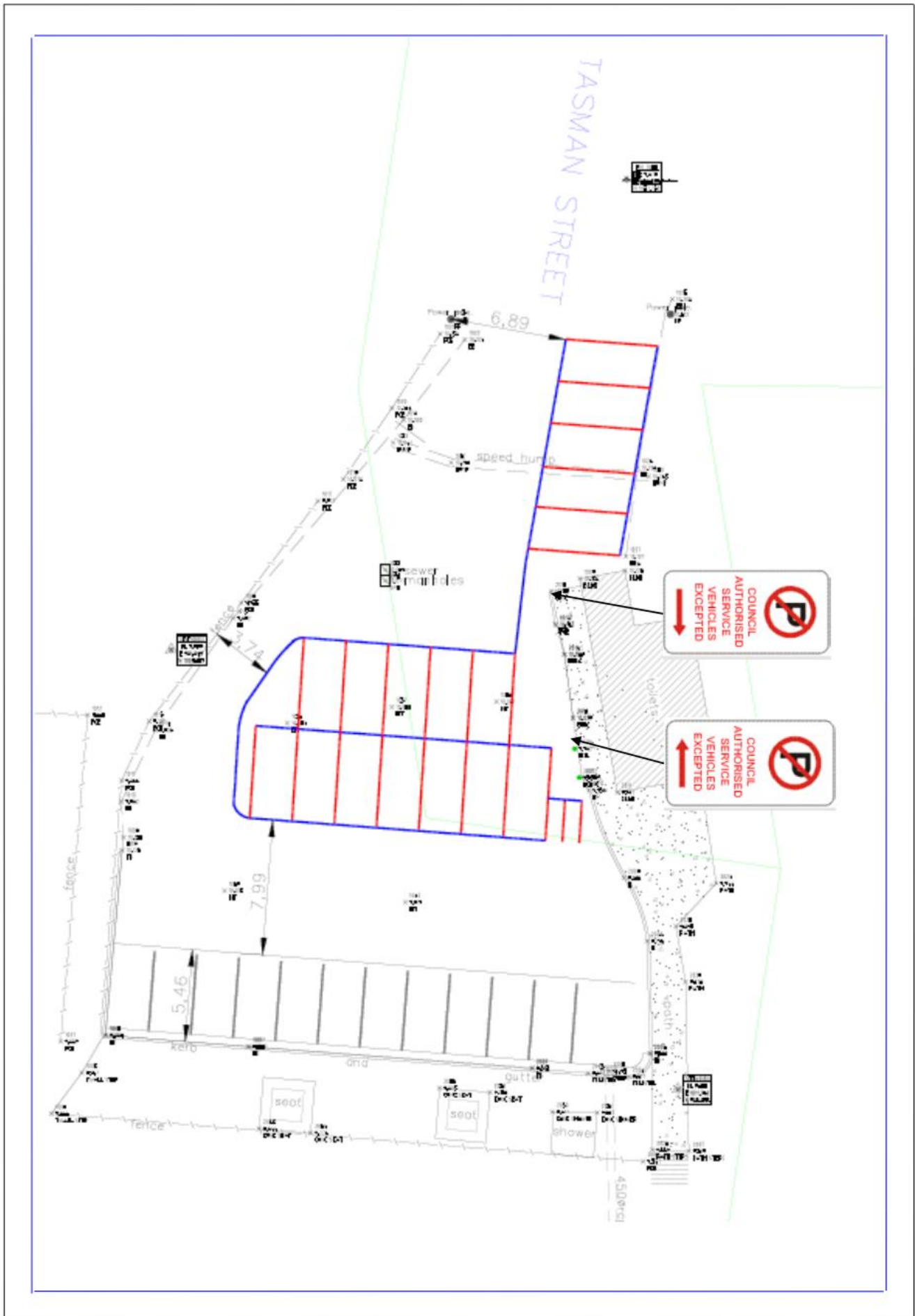
- A. Introduction of No Parking (Council Authorised Service Vehicles Excepted) restrictions at the following locations:
- Devitt Street, Narrabeen, south side at eastern end of angle parking bays
 - Tasman Road, North Avalon, adjacent to public amenities building
 - Surfview Road, Mona Vale – one space in existing hatched bay in front of surf club storage area
 - Ocean Road, Palm Beach - far eastern end of north side of Ocean Road, near rockpool amenities building
 - Ocean Road, Palm Beach – southern end of indented parking area on east side of Ocean Road at Palm Beach Pavilion Amenities
 - North Steyne, Manly – on existing hatched bay west of North Steyne Surf Club
 - Cameron Avenue, Manly – at Lagoon Park Amenities Building – one space in existing angle parking area in front of roller door
 - St. David Avenue, Dee Why – easternmost space of the existing 1P parking zone on the southern side of St. David Avenue.
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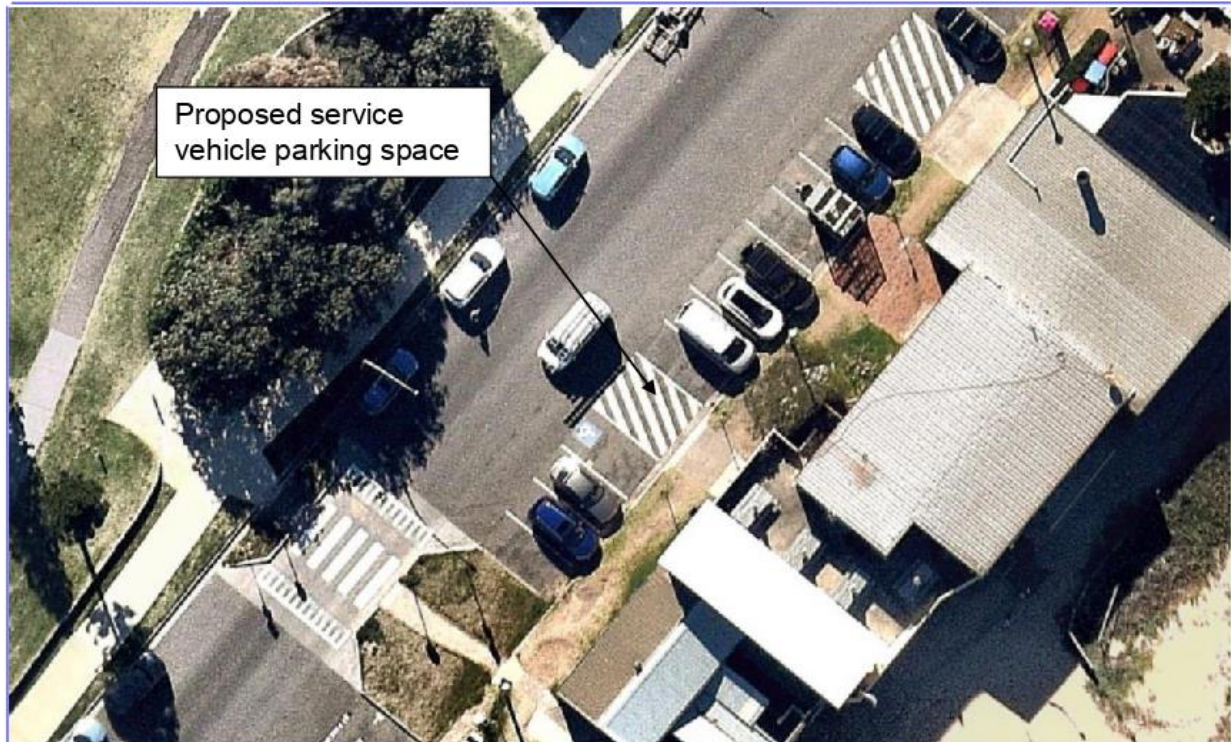




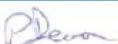
	PROPOSAL		 northern beaches council
	Devitt Street, Narrabeen No Parking (Council Authorised Service Vehicles Excepted)		
	Drawn JB	Approved 	



	PROPOSAL		 northern beaches council
	Tasman Road, Avalon No Parking (Council Authorised Service Vehicles Excepted)		
	Drawn JB	Approved 	





	PROPOSAL		 northern beaches council
	Surfview Road, Mona Vale No Parking (Council Authorised Service Vehicles Excepted)		
	Drawn JB	Approved 	



Proposed service parking
area to be marked up adjacent
to existing No Parking sign. New sign type B.



PROPOSAL

Ocean Road, Palm Beach
No Parking (Council Authorised Service Vehicles
Excepted)

Drawn JB

Approved 



northern
beaches
council



PROPOSAL

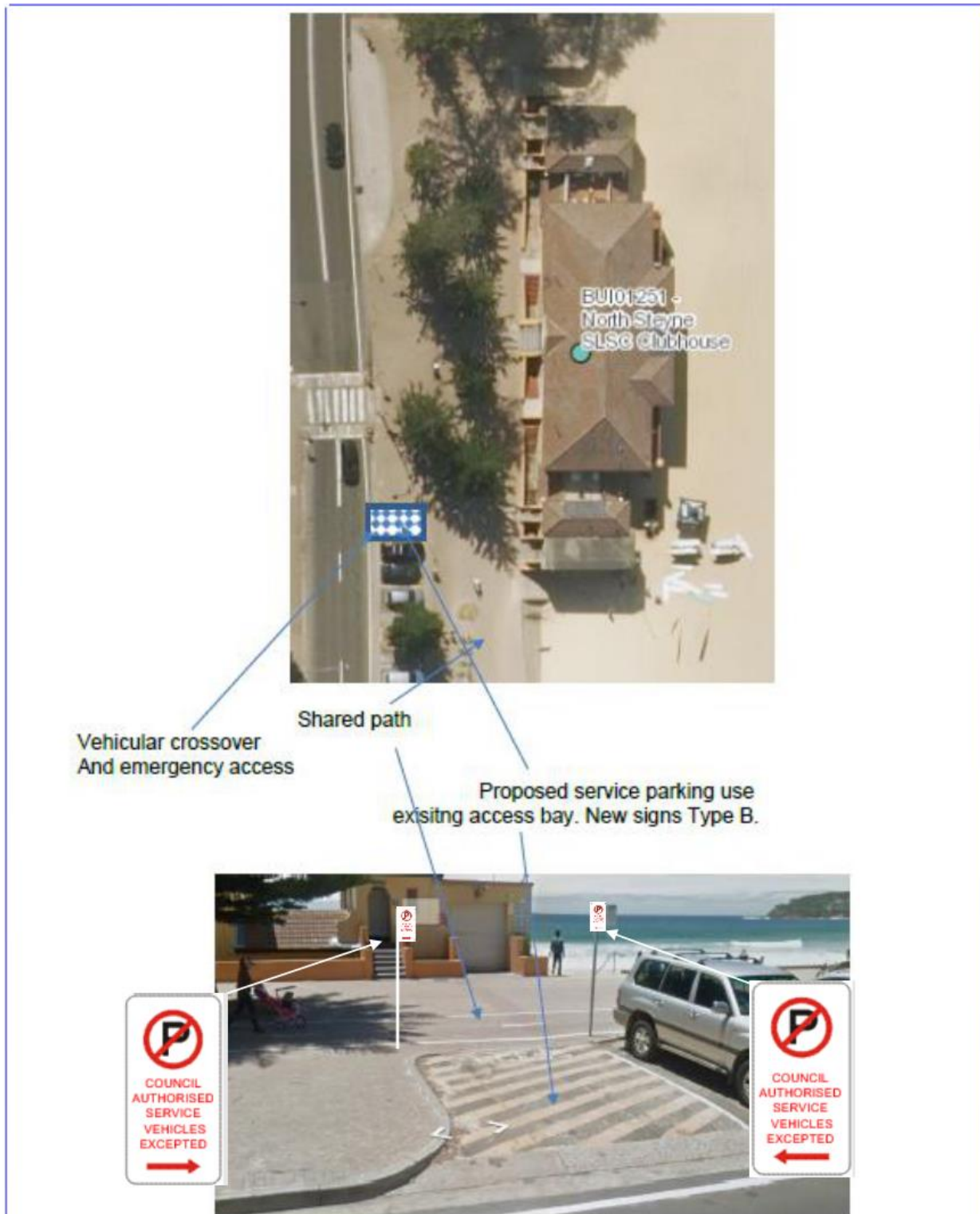
Ocean Road, Palm Beach
No Parking (Council Authorised Service Vehicles
Excepted)




Drawn JB

Approved 



northern
beaches
council



	PROPOSAL		 northern beaches council
	North Steyne, Manly No Parking (Council Authorised Service Vehicles Excepted)		
	Drawn JB	Approved 	



Bay reserved for Manly car share scheme
Vehicles.

Proposed service vehicle parking in
access way. Provide signage (B) on door.



PROPOSAL

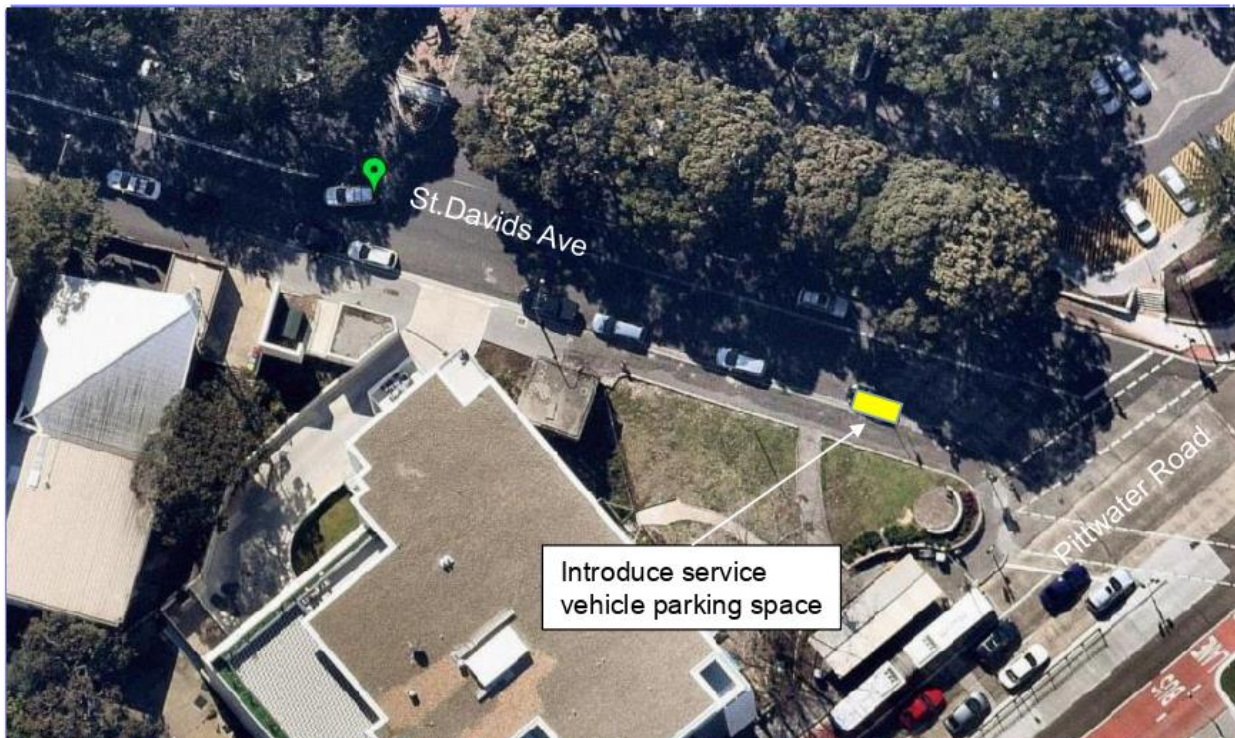
Cameron Avenue, Manly
No Parking (Council Authorised Service Vehicles
Excepted)

Drawn JB

Approved 




northern
beaches
council



PROPOSAL

St.Davids Avenue, Dee Why
No Parking (Council Authorised Service Vehicles
Excepted)

Drawn JB

Approved 



northern
beaches
council

ITEM 5.3	EVENT: MEET YOUR STREET - TEMPORARY ROAD CLOSURES
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2019/530892
ATTACHMENTS	1 Meet Your Street TMP

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 Sydney Road and Griffiths Street on 8 December 2019 between the hours of 2:00pm and 6:00pm.
- (ii) Willawa Street, Balgowlah Heights - between No. 22 and 42 Tabulam Road on 1 December 2019 between the hours of 3:30pm and 7:30pm.
- (iii) Audrey Street, Balgowlah - between Maretimo Street and Wanganella Street on 1 December 2019 between the hours of 3:30pm and 6:30pm.
- (iv) Larmer Place, Narraweena - between Victor Road and cul-de-sac (including Kerr Close) on 16 November 2019 between the hours of 3pm and 7pm.

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)

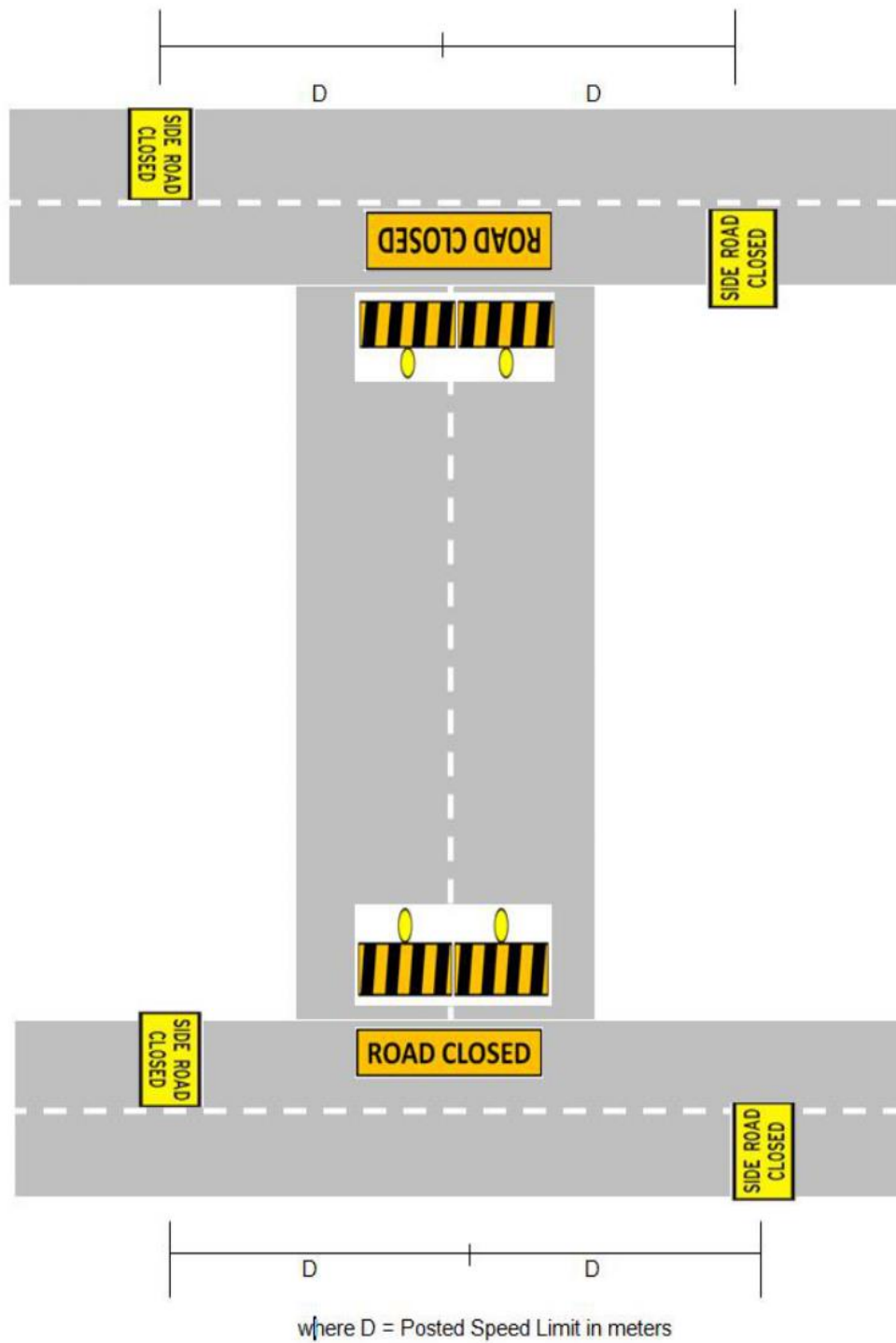
A Traffic Control Plan, TCP, has been developed using the Roads & Maritime Service's (RMS) Traffic Control at Work Sites Manual. The TCP outlines the signs and barriers that are to be used, the erection and removal processes and other requirements. In addition to the TCP, additional requirements are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

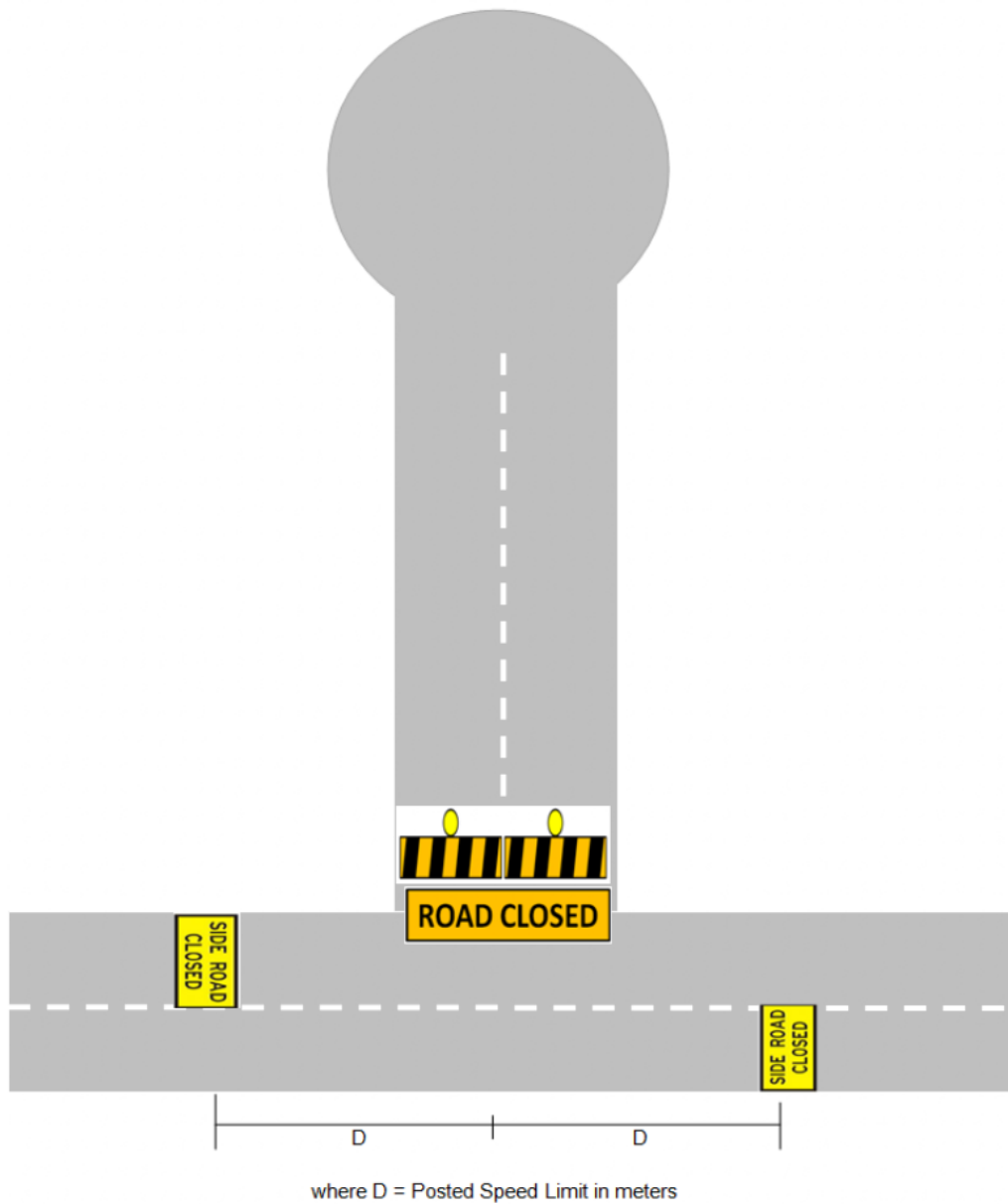
Sign Type	Sign No.
Side Road Closed	T1 - 32
Road Closed	T2 - 4
Barricade With Steady Amber Lights	N/A

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 5.4 REQUEST FOR WORKS ZONE

REPORTING OFFICER TRAFFIC OFFICER

TRIM FILE REF 2019/531271

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
Buildworx Australia Pty Ltd	189 Ocean Street NARRABEEN NSW 2101	Length: 10 M Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	10 August 2019 – 27 October 2019
St Bernard Constructions Pty Ltd	60 Binalong Avenue ALLAMBIE HEIGHTS NSW 2100	Length: 24 M Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	02 August 2019 – 20 December 2019
Dreambuild Pty Ltd	91 McIntosh Road NARRAWEENA NSW 2099	Length: 21 M Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	01 October 2019 – 01 October 2020
Classic Group Pty Ltd	10 Park Street MONA VALE NSW 2103	Length: 8 M Time: 9:00am-3:00pm Mon-Fri 8:00am-1:00pm Saturday	30 September 2019 – 14 February 2020

RECOMMENDATION TO TRAFFIC COMMITTEE

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