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 12 NOVEMBER 2019

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

Jorde Frangoples
Director Transport and Assets

northern beaches council

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

northern
beaches
council

northern beaches council

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

to be held on Tuesday 12 November 2019

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10:00am

NEXT MEETING Tuesday 3 December 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 1 OCTOBER 2019

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 1 October 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	**LOCAL GOVERNMENT AREA ENTRY MARKERS**
REPORTING OFFICER	**MANAGER, TRANSPORT NETWORK**
TRIM FILE REF	**2019/575159**
ATTACHMENTS	**1 Preliminary Traffic Management Plan**
	2 Final Design and Construction Drawings

GEOCODES:

Manly Road: -33.800683, 151.246512

Warringah Road: -33.767189, 151.204366

Mona Vale Road: -33.709462, 151.194951

REPORT

BACKGROUND

Following the adoption of the Northern Beaches Identity, Council has been planning to design and install three Local Government Area (LGA) Entry Markers (Markers) at Spit Bridge, Roseville Bridge and Mona Vale Road, Belrose.

The purpose of the Markers is to promote a sense of pride and belonging within our local community and welcome people to the area. An amount of $200,000 has been allocated from the New Council Implementation Fund (NCIF) for this purpose. The design reflects the Northern Beaches identity and is in line with the adopted Style Guide.

Council appointed Singleton Moore Signs (SMS) as a result of an open tender process in May 2019. SMS have worked collaboratively with Council staff and community representatives on the design and technical requirements for this project.

The locations are all on Roads and Maritime Services (RMS) main roads and as such must meet RMS safety requirements. There are a number of site constraints that also have to be considered including size, installation and traffic management. The preliminary Traffic Management Plan is attached and this will be refined and finalised once installation dates are confirmed.

Council will liaise between RMS and the contractors SMS on finalising the Traffic Management and installation plans, including the Road Occupancy License

It is proposed that Council adopt the Marker concept design and appearance at its meeting on 24 September 2019.

LOCATION

The three Entry Markers will be situated at:

- Spit Bridge,
- Roseville Bridge
- Mona Vale Road, Belrose

The locations have been inspected by Councils Transport and Civil Infrastructure team. Initial Site Analyses were undertaken as part of the tender process.

ISSUES

No issues have been raised about the location and design of the Markers. Detailed site investigation works will be undertaken by SMS prior to installation to avoid underground utilities.

The contractor SMS has prepared a preliminary Traffic Management Plan (Attachment 1). This will be finalised in conjunction with Councils Traffic team.

The detailed design includes construction materials and frangibility compliance (Attachment 2).

PROPOSAL

Council has undertaken a review of the design, locations and technical reports and supports the fabrication and installation of the Markers as per the attached documents. In summary:

- Size: Each Marker is 3m by 1.2m at its widest point.
- Footings and base: The base will be concrete slab to a height of 150mm with rounded edges 1500mm by 1000mm. Details of the footings are in Attachment 2.
- Material: Constructed from aluminium (refer construction detail in Attachment 2)
- The details for the illuminated logo for the gateway signs.
    - 12 or 24v Daylight LED lighting modules all concealed with the logo elements for **HALO** (soft white) illumination.
    - Amp draw will be less than 8amps.
    - The power converter/driver will be a 100w transformer housed inside the sign.
    - There is no direct (front on) illumination and the illumination is static with no flashing or features.
    - Each sign will be supplied with a timer or PE cell so the sign is no running during the day and wasting power.
    - All electrical hardware will be external IP67 rated and hosed within the sign.
- Landscaping – tailored to the site. Council have been liaising with RMS at the Spit site and our landscaping team have been involved at all sites. The landscaping design is still being finalised with Councils Landscaping team. This will include mulch and low lying natives surrounding each Marker. In addition minor remedial landscaping will be undertaken at each site including weed clearance at the Forestville and Mona Vale road sites. The Spit Bridge location will tie in with the proposed landscaping by RMS.
- Maintenance – the Roads Asset team will undertake maintenance as required.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- This proposal will have no impact on pedestrians and people cycling as all locations are clear of pedestrian desire lines and located clear of future proposed cycle facilities and paths
    .

CONSULTATION

The design of the Markers is in line with the adopted Style and Brand guidelines. A community working group, consisting of Strategic Reference Group members, worked with council staff to refine and recommend the final design to Council. The details of the design and engagement process can be found in the 24 September Council Papers.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of the three Local Government Entry Markers at the Spit Bridge, Roseville Bridge and Mona Vale Road, Belrose.

northern beaches council

SINGLETON MOORE SIGNS

Northern Beaches Council

Preliminary Traffic Management Plans

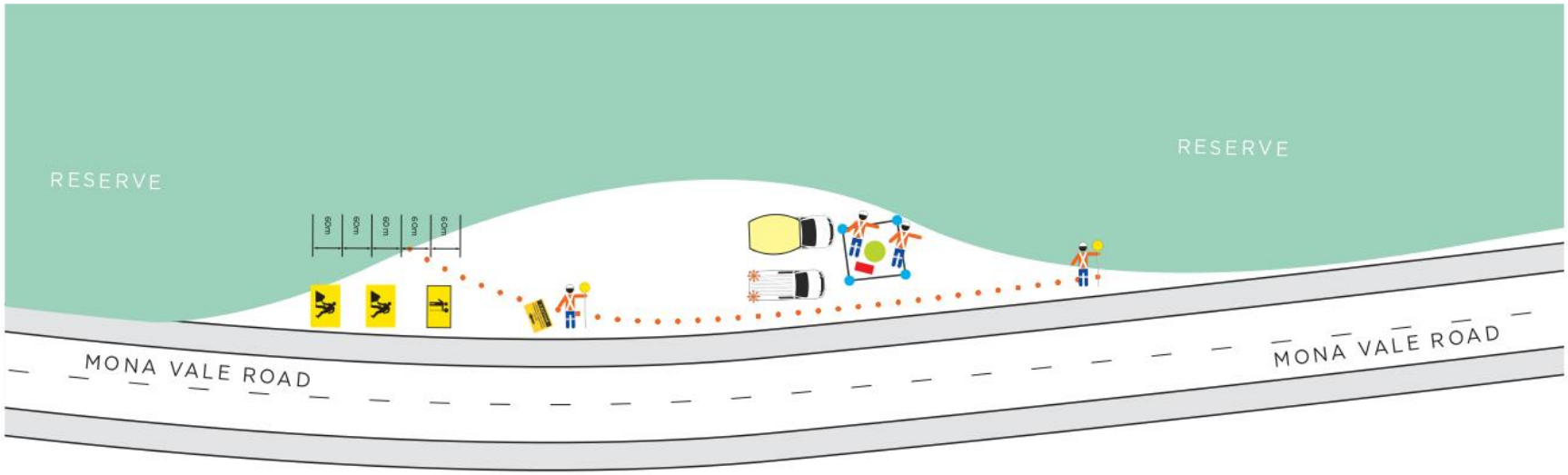
6th September
2019

Issue 1

northern beaches council

Mona Vale Road - Pedestrian, Traffic Management and Safe Delineation

Stage 1 - Excavation and Footings



- Park vehicle in safe zone
- Carry hand tools and equipment to each location
- Set up barricades for safe delineation
- Manually dig holes (Dial Before You Dig will be completed by SMS prior to arriving on site)
- Mini mix concrete truck to arrive and be parked in safe space and witches hats placed around it
- Concrete transported to each location by concrete pump or wheel barrows
- Temp fencing set up around concrete pads and removed after signs are installed
- Remove spoil from site and leave clean and tidy

Sign location (Approx, TBC on site)
Safety barricades & Temporary fencing
Hand tools
Witches hats
People at work sign
Mini concrete truck
SMS vehicle
Installers
Traffic Management Person

SINGLETON MOORE SIGNS

northern beaches council

Mona Vale Road - Pedestrian, Traffic Management and Safe Delineation

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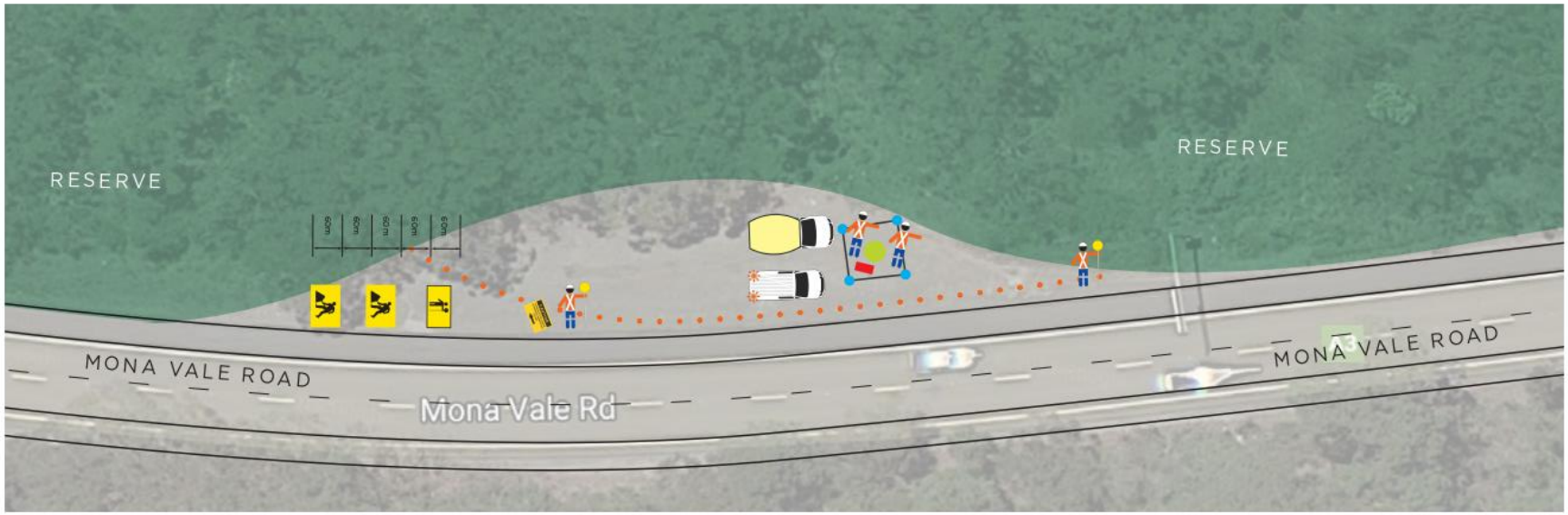

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3 CLIENT : Northern Beaches Council PROJECT : Preliminary Traffic Management Plans DATE : 06.09.19 SINGLETON MOORE SIGNS

northern beaches council

Mona Vale Road - Pedestrian, Traffic Management and Safe Delineation

Stage 2 - Installation

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CLIENT : Northern Beaches Council
PROJECT : Preliminary Traffic Management Plans
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SINGLETON MOORE SIGNS

northern beaches council

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SINGLETON MOORE SIGNS

northern beaches council

The Spit - Pedestrian, Traffic Management and Safe Delineation

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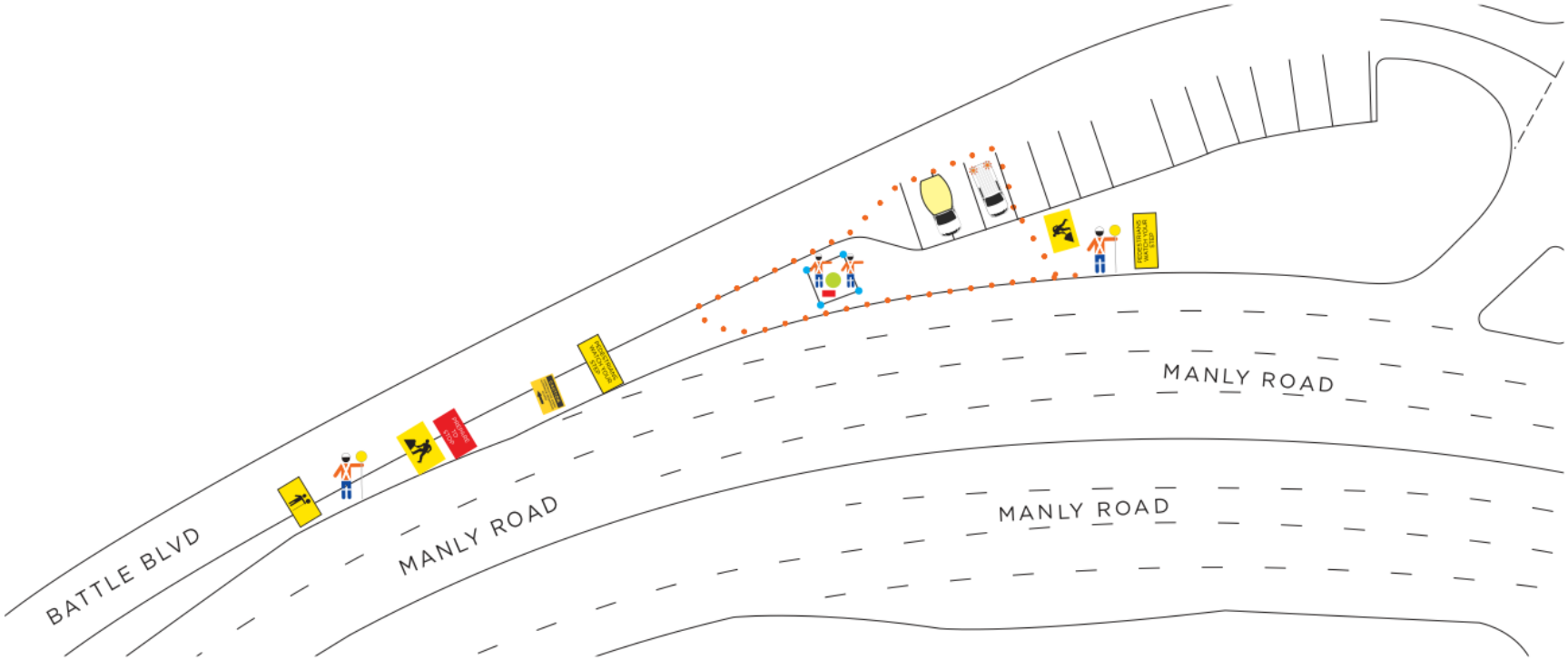

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SINGLETON MOORE SIGNS

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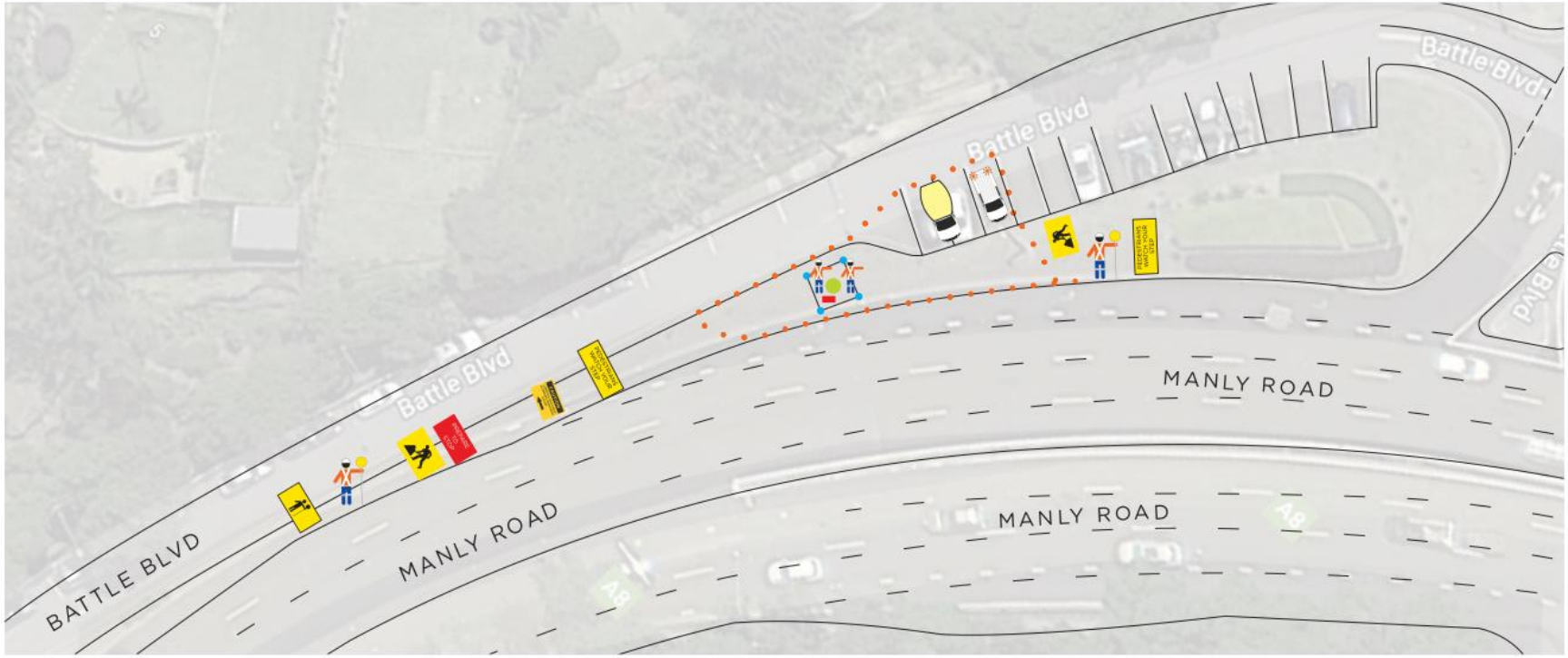

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SINGLETON MOORE SIGNS

The Spit - Pedestrian, Traffic Management and Safe Delineation

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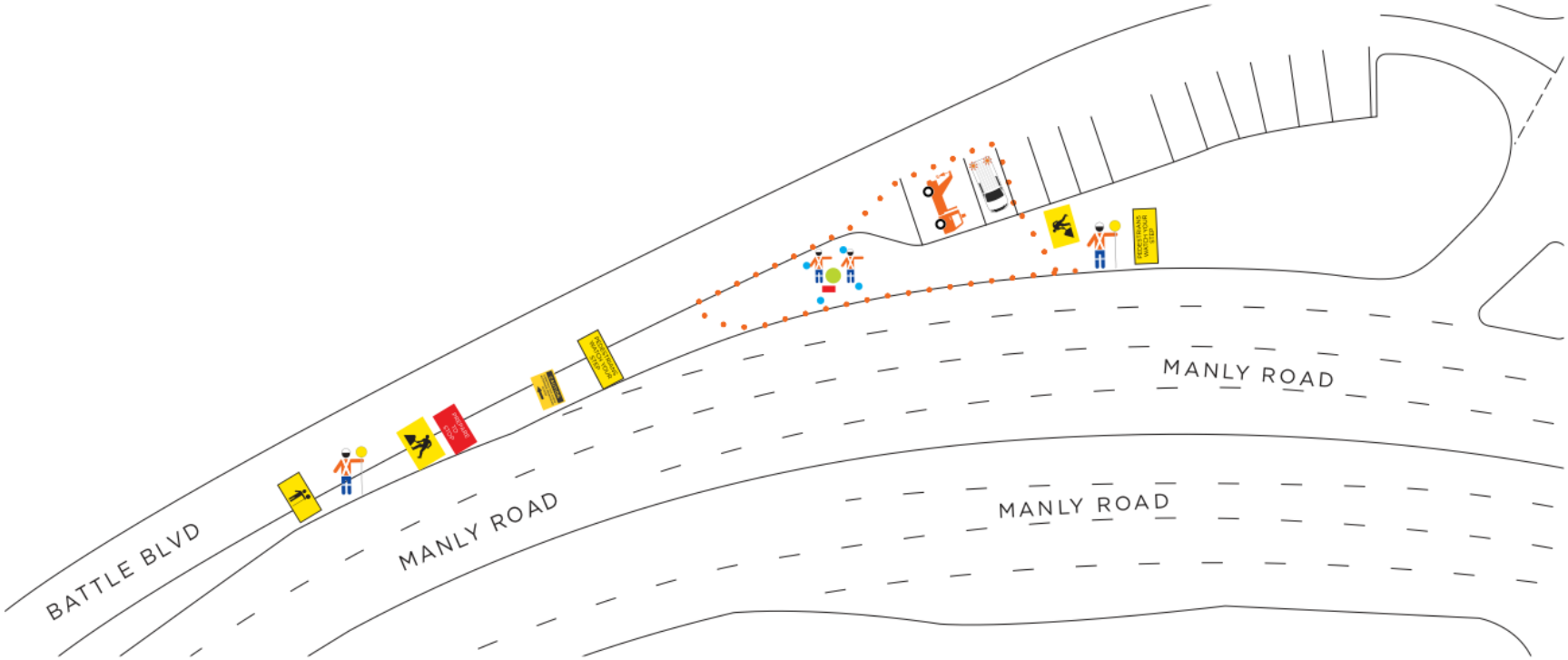

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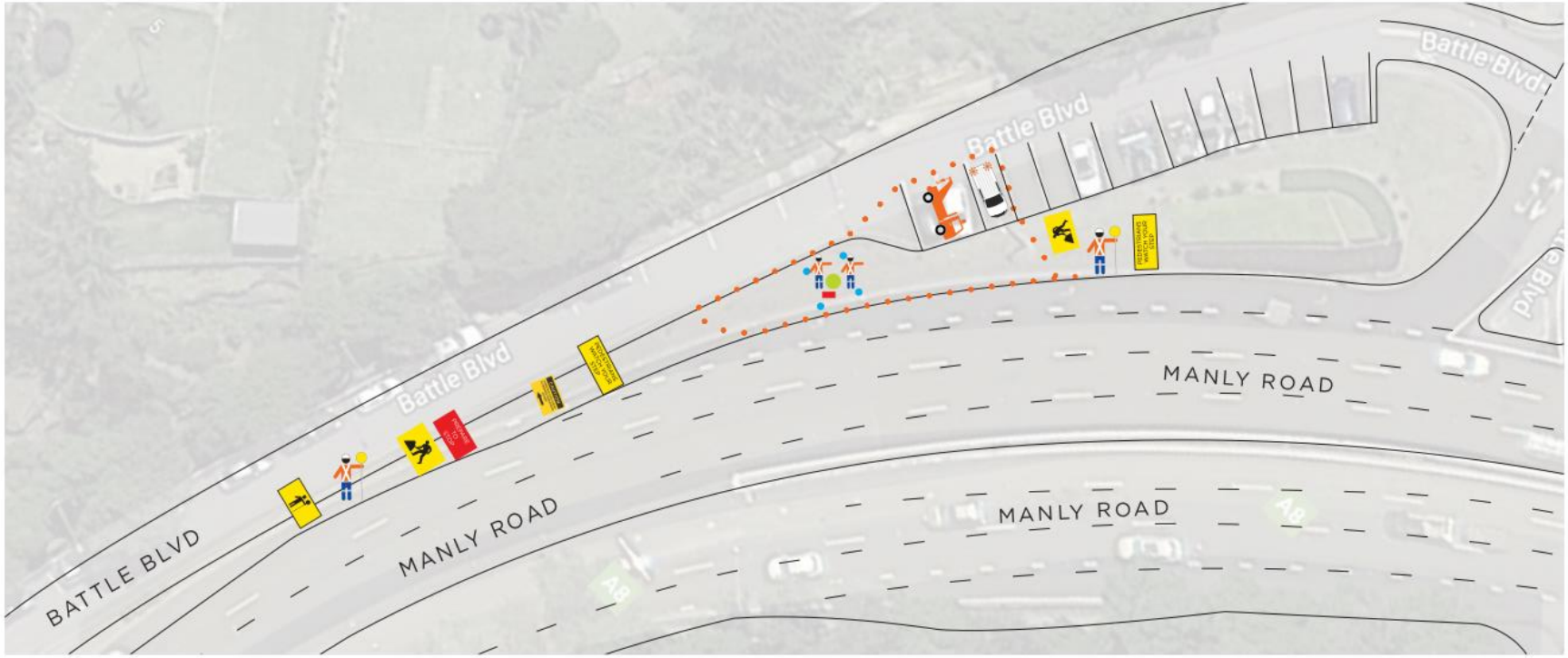

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SINGLETON MOORE SIGNS

Warringah Road - Pedestrian, Traffic Management and Safe Delineation

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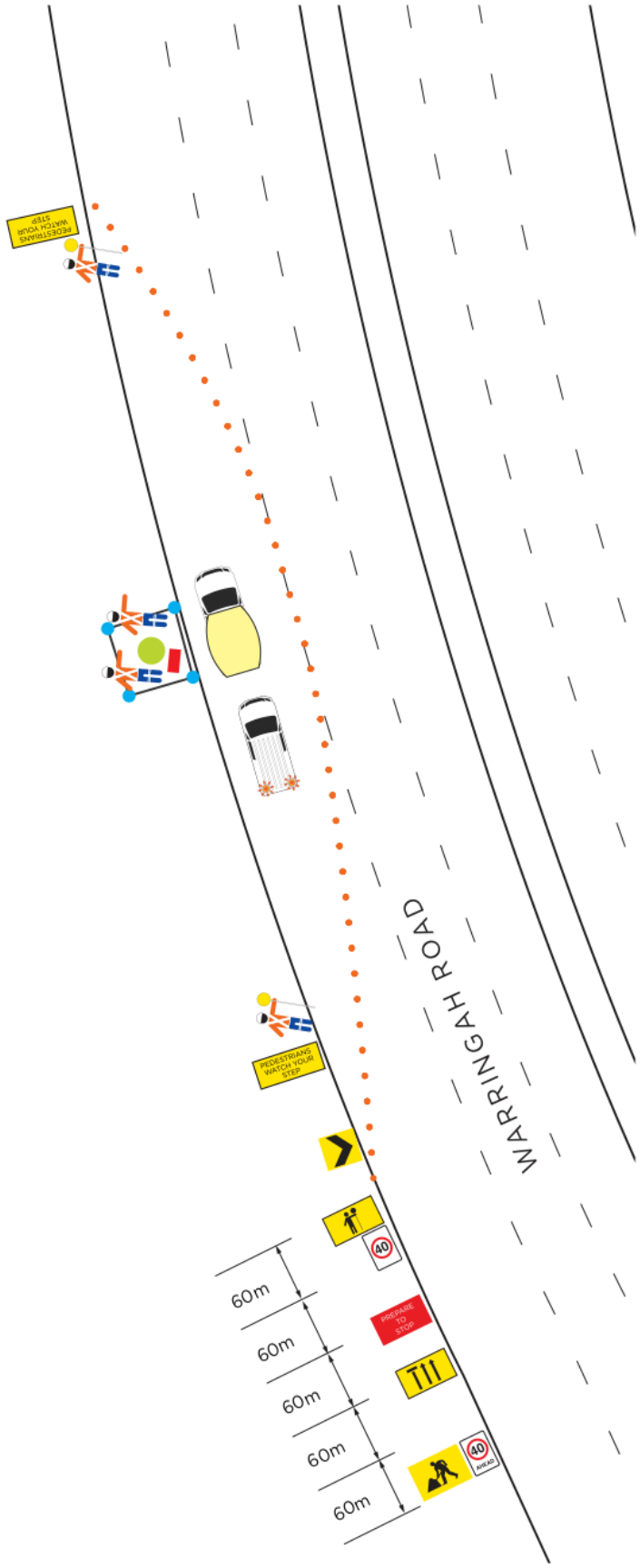

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10 CLIENT : Northern Beaches Council PROJECT : Preliminary Traffic Management Plans DATE : 06.09.19 SINGLETON MOORE SIGNS

Warringah Road - Pedestrian, Traffic Management and Safe Delineation

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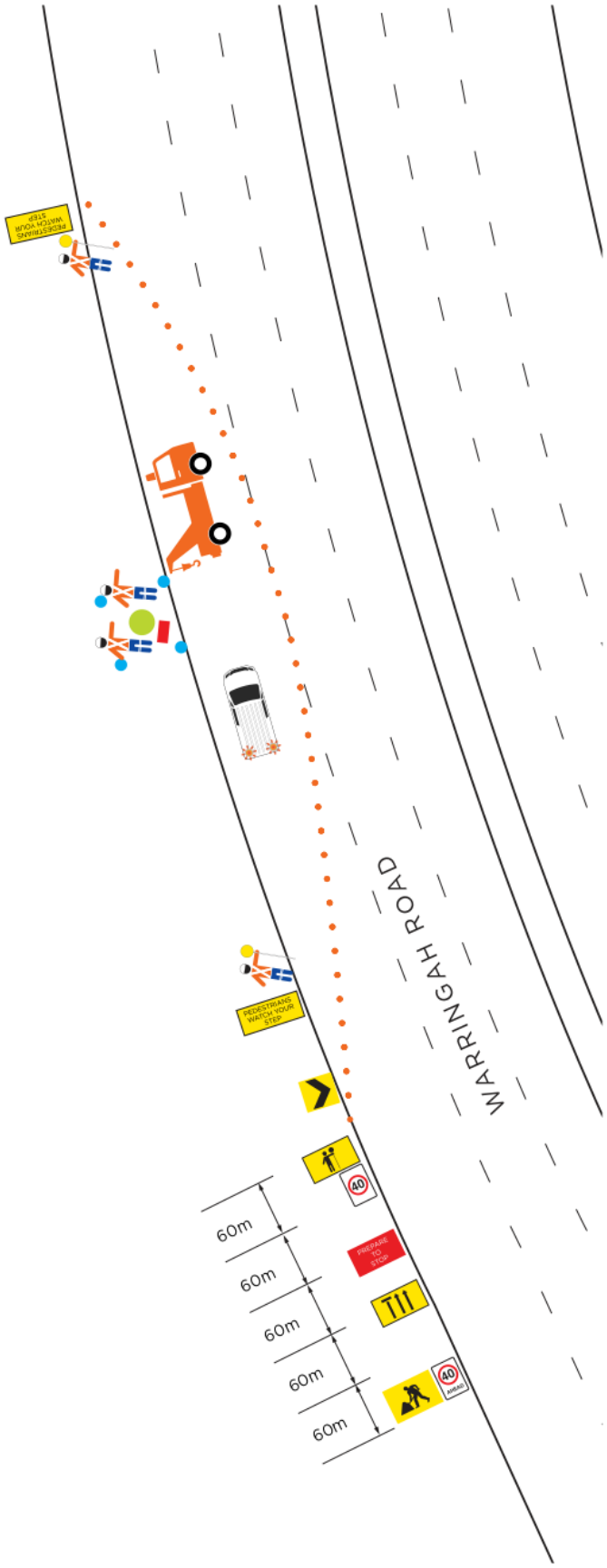
Stage 2 - Installation



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- SMS vehicle
- Installers
- Traffic Management Person

12

CLIENT : Northern Beaches Council

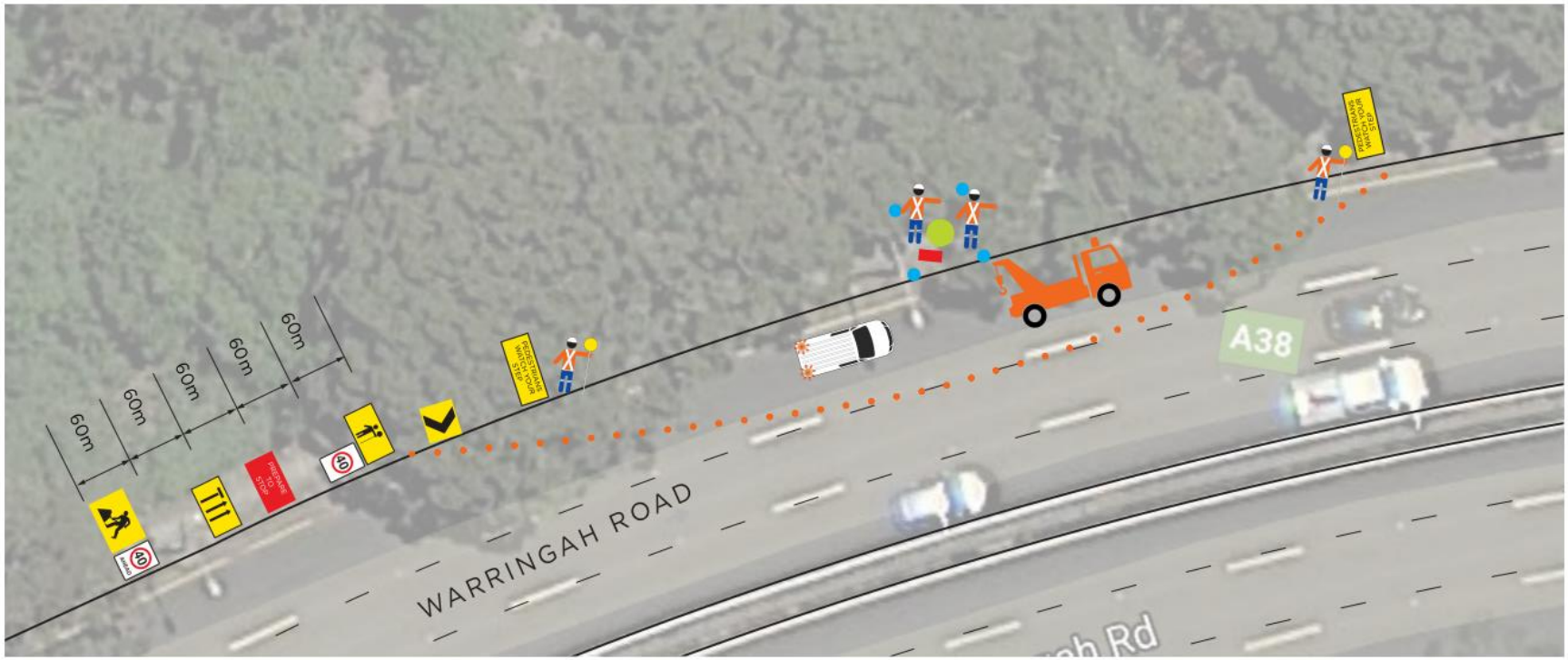
PROJECT : Preliminary Traffic Management Plans

DATE : 06.09.19

SINGLETON MOORE SIGNS

Warringah Road - Pedestrian, Traffic Management and Safe Delineation

Stage 2 - Installation



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SINGLETON MOORE SIGNS

To our valued clients:

Please check the attached drawings/proofs carefully, including spelling, grammar, colours, sizes, materials and finishes, as this information is important for us to complete your job correctly.

When you confirm approval by return email, it is assumed that all details are correct.

Should you have any concerns or queries, please do not hesitate to contact your Singleton Moore Signs representative on **03 9387 1211**

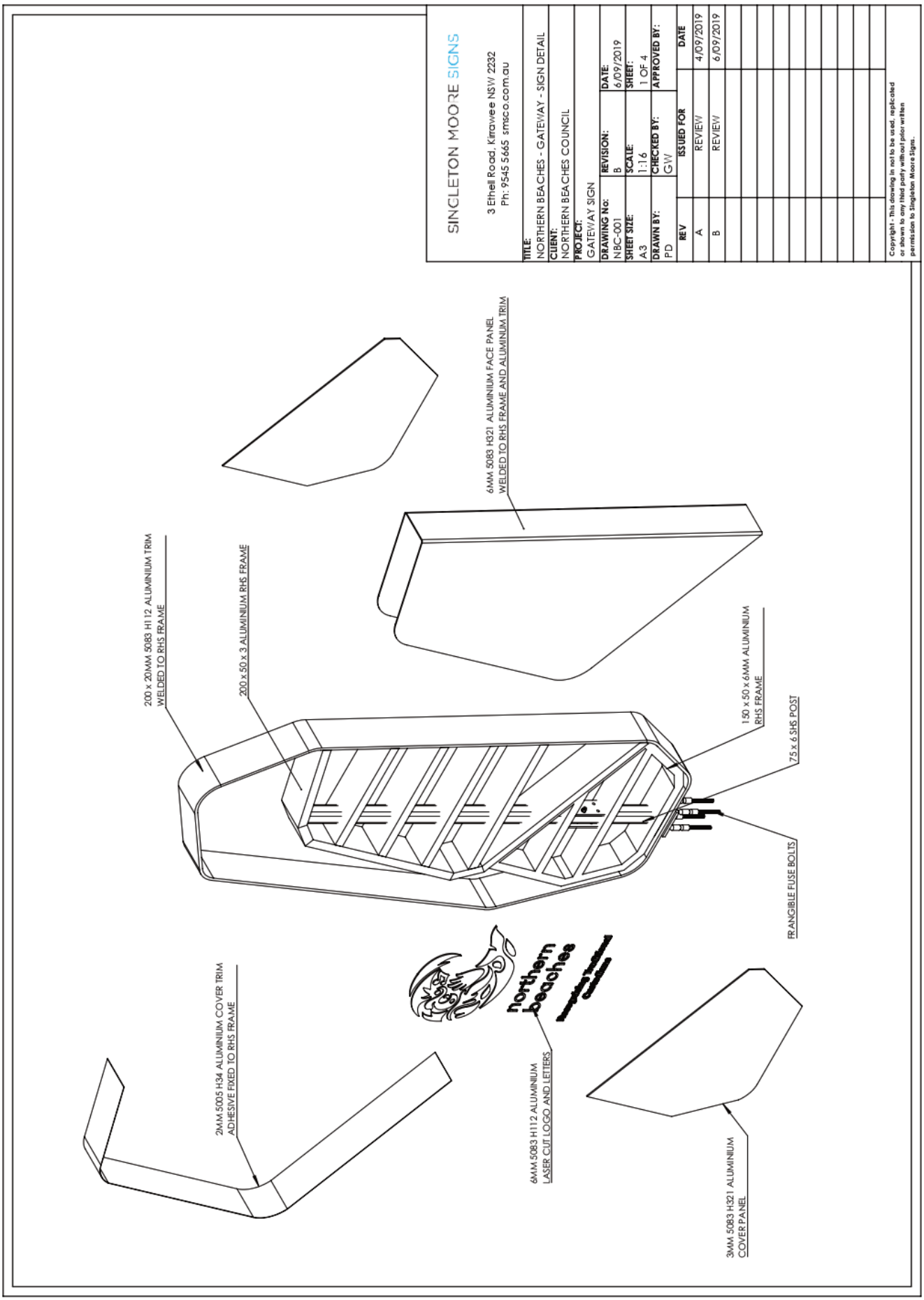
SINGLETON MOORE SIGNS

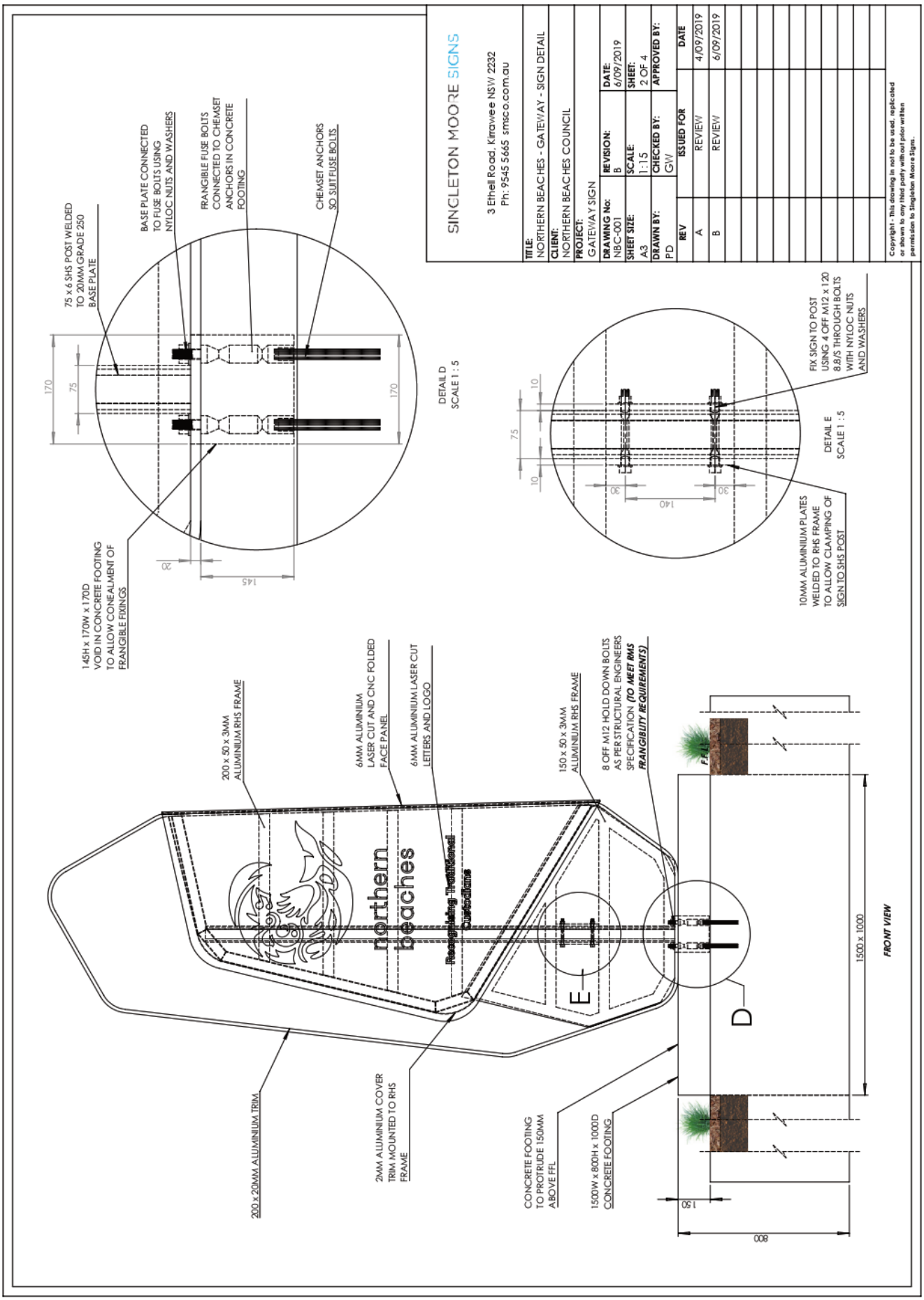
Northern Beaches Council

Final Design - Preliminary Construction & Landscape Drawings
16th September 2019

Issue 1

Project Manager: Gerard Whelan
0426 005 844
3 Ethell Road Kirrawee


SINGLETON MOORE SIGNS
3 Ethell Road, Kirrawee NSW 2232
Ph: 9545 5665 smsco.com.au
TITLE: NORTHERN BEACHES - GATEWAY - SIGN DETAIL
CLIENT: NORTHERN BEACHES COUNCIL
PROJECT: GATEWAY SIGN
DRAWING No: NBC-001
REVISION: B
DATE: 6/09/2019
SHEET SIZE: A3
SCALE: 1:16
SHEET: 1 OF 4
DRAWN BY: PD
CHECKED BY: GW
APPROVED BY:
REV
ISSUED FOR
DATE
A
REVIEW
4/09/2019
B
REVIEW
6/09/2019
Copyright - This drawing is not to be used, replicated or shown to any third party without prior written permission to Singleton Moore Signs.
6MM 5083 H321 ALUMINIUM FACE PANEL WELDED TO RHS FRAME AND ALUMINIUM TRIM
200 x 20MM 5083 H112 ALUMINIUM TRIM WELDED TO RHS FRAME
200 x 50 x 3 ALUMINIUM RHS FRAME
150 x 50 x 6MM ALUMINIUM RHS FRAME
75 x 6 SHS POST
FRANGIBLE FUSE BOLTS
2MM 5005 H34 ALUMINIUM COVER TRIM ADHESIVE FIXED TO RHS FRAME
6MM 5083 H112 ALUMINIUM LASER CUT LOGO AND LETTERS
3MM 5083 H321 ALUMINIUM COVER PANEL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SHEET SIZE: A3
SCALE: 1:15
SHEET: 2 OF 4
DRAWN BY: PD
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REV
ISSUED FOR
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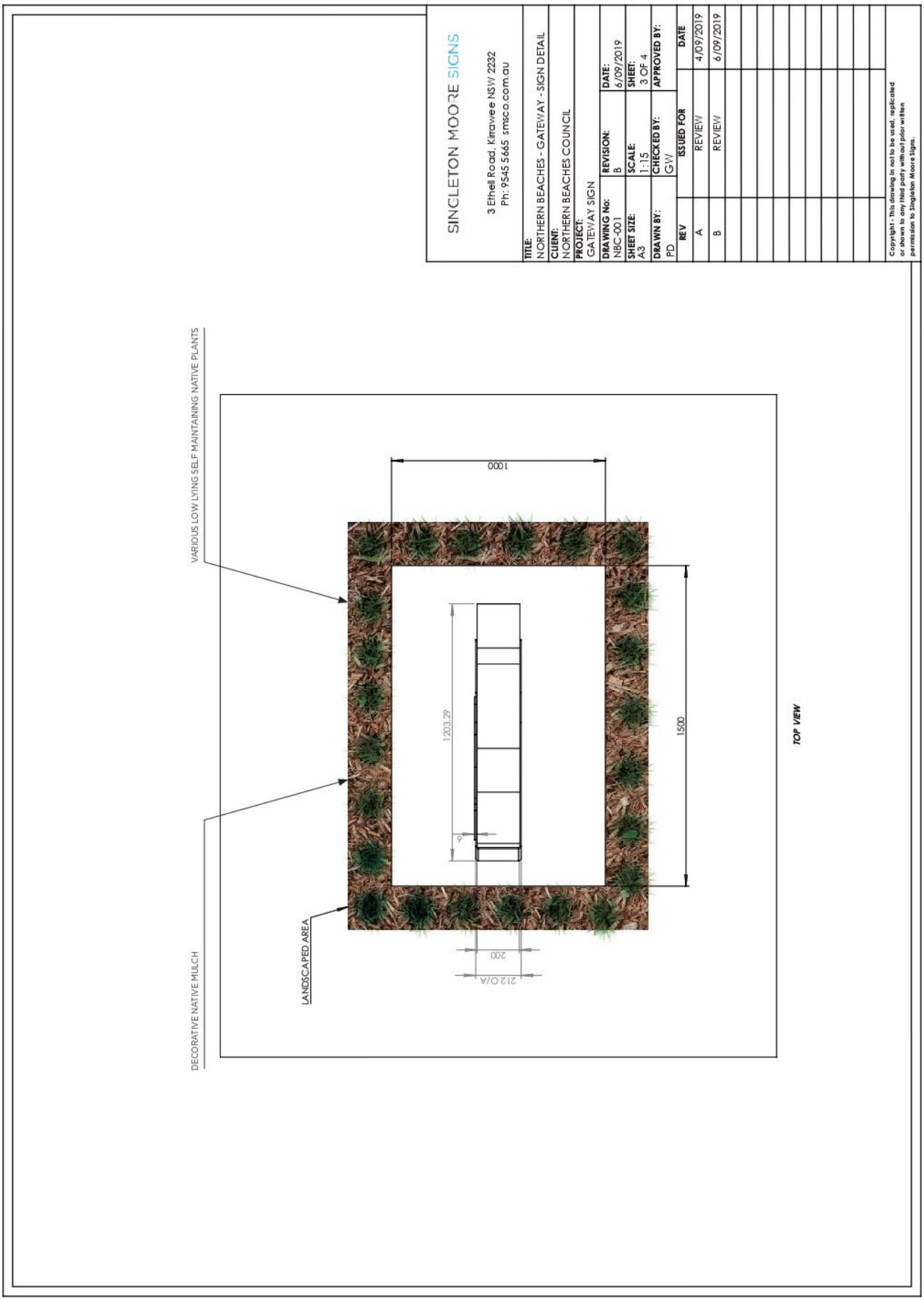
REVIEW
4/09/2019
B
REVIEW
6/09/2019
Copyright - This drawing is not to be used, replicated or shown to any third party without prior written permission to Singleton Moore Signs.
75 x 6 SHS POST WELDED TO 20MM GRADE 250 BASE PLATE
BASE PLATE CONNECTED TO FUSE BOLTS USING NYLOC NUTS AND WASHERS
FRANGIBLE FUSE BOLTS CONNECTED TO CHEMSET ANCHORS IN CONCRETE FOOTING
CHEMSET ANCHORS SO SUIT FUSE BOLTS
145H x 170W x 170D VOID IN CONCRETE FOOTING TO ALLOW CONEALMENT OF FRANGIBLE FIXINGS
DETAIL D SCALE 1 : 5
FIX SIGN TO POST USING 4 OFF M12 x 120 8.8/S THROUGH BOLTS WITH NYLOC NUTS AND WASHERS
10MM ALUMINIUM PLATES WELDED TO RHS FRAME TO ALLOW CLAMPING OF SIGN TO SHS POST
DETAIL E SCALE 1 : 5
200 x 50 x 3MM ALUMINIUM RHS FRAME
6MM ALUMINIUM LASER CUT AND CNC FOLDED FACE PANEL
6MM ALUMINIUM LASER CUT LETTERS AND LOGO
150 x 50 x 3MM ALUMINIUM RHS FRAME
8 OFF M12 HOLD DOWN BOLTS AS PER STRUCTURAL ENGINEERS SPECIFICATION (TO MEET RMS FRANGIBLITY REQUIREMENTS)
northern beaches
Recognising Traditional Custodians
200 x 20MM ALUMINIUM TRIM
2MM ALUMINIUM COVER TRIM MOUNTED TO RHS FRAME
CONCRETE FOOTING TO PROTRUDE 150MM ABOVE FFL
1500W x 800H x 1000D CONCRETE FOOTING
FFL
1500 x 1000
FRONT VIEW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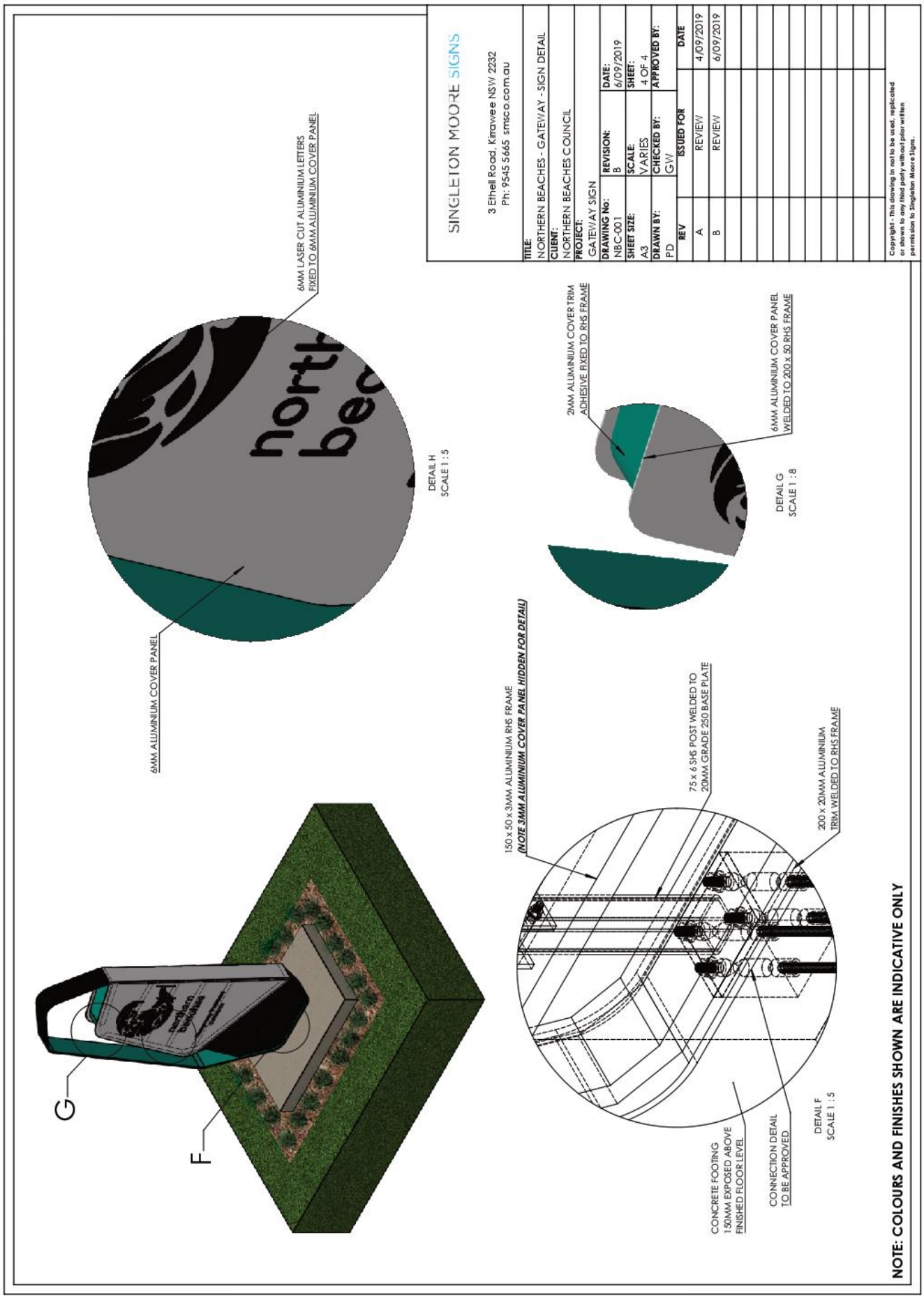
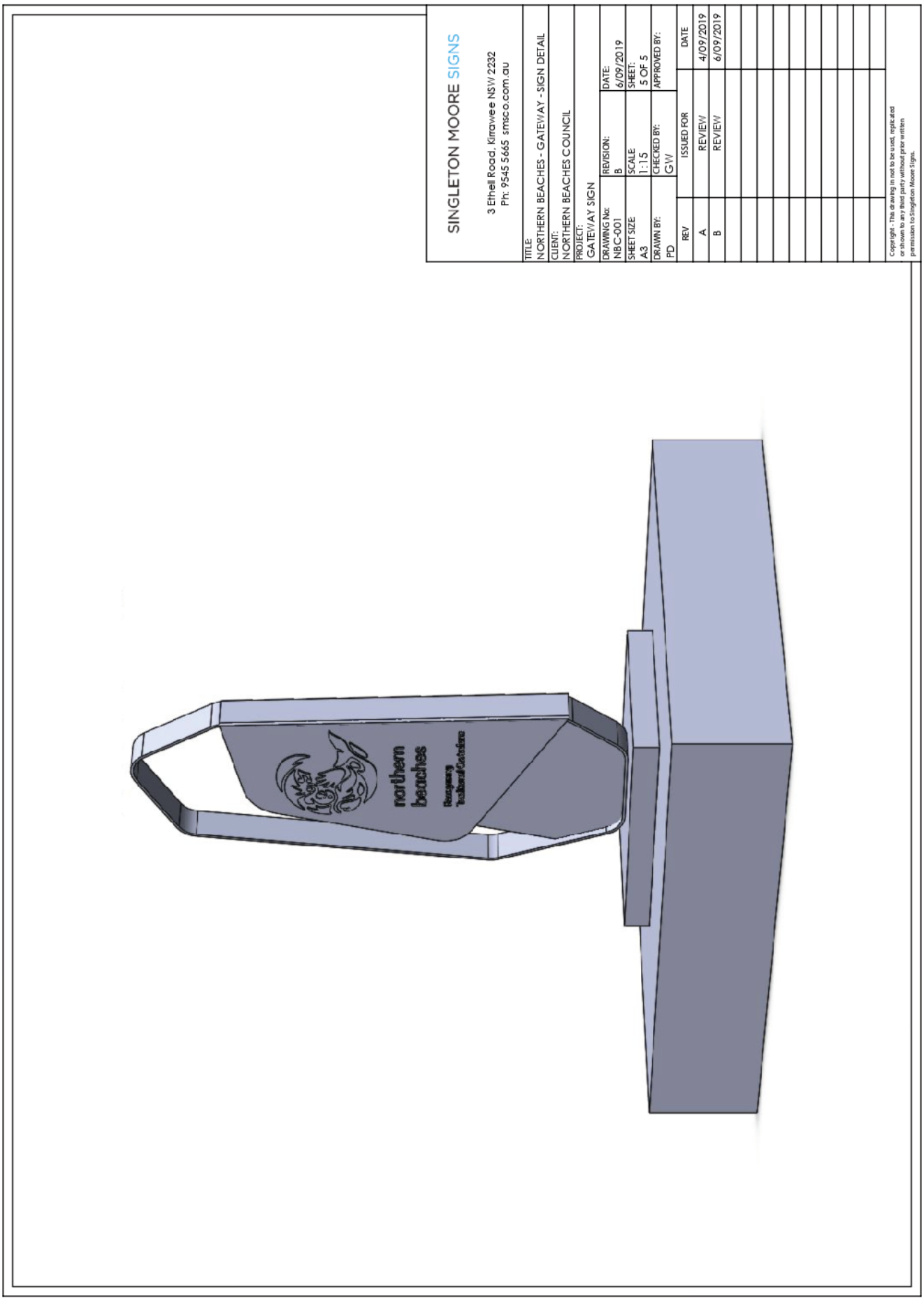
REVIEW
6/09/2019
Copyright - This drawing is not to be used, replicated or shown to any third party without prior written permission to Singleton Moore Signs.
VARIOUS LOW LYING SELF MAINTAINING NATIVE PLANTS
DECORATIVE NATIVE MULCH
LANDSCAPED AREA
1000
1203.29
9°
1500
200
212 O/A
TOP VIEW


SINGLETON MOORE SIGNS
3 Ethell Road, Kirrawee NSW 2232
Ph: 9545 5665 smsco.com.au
TITLE: NORTHERN BEACHES - GATEWAY - SIGN DETAIL
CLIENT: NORTHERN BEACHES COUNCIL
PROJECT: GATEWAY SIGN
DRAWING No: NBC-001
REVISION: B
DATE: 6/09/2019
SHEET SIZE: A3
SCALE: VARIES
SHEET: 4 OF 4
DRAWN BY: PD
CHECKED BY: GW
APPROVED BY:
REV
ISSUED FOR
DATE
A
REVIEW
4/09/2019
B
REVIEW
6/09/2019
Copyright - This drawing is not to be used, replicated or shown to any third party without prior written permission to Singleton Moore Signs.
6MM LASER CUT ALUMINIUM LETTERS FIXED TO 6MM ALUMINIUM COVER PANEL
6MM ALUMINIUM COVER PANEL
DETAIL H
SCALE 1 : 5
2MM ALUMINIUM COVER TRIM ADHESIVE FIXED TO RHS FRAME
6MM ALUMINIUM COVER PANEL WELDED TO 200 x 50 RHS FRAME
DETAIL G
SCALE 1 : 8
150 x 50 x 3MM ALUMINIUM RHS FRAME
(NOTE 3MM ALUMINIUM COVER PANEL HIDDEN FOR DETAIL)
75 x 6 SHS POST WELDED TO 20MM GRADE 250 BASE PLATE
200 x 20MM ALUMINIUM TRIM WELDED TO RHS FRAME
CONCRETE FOOTING 150MM EXPOSED ABOVE FINISHED FLOOR LEVEL
CONNECTION DETAIL TO BE APPROVED
DETAIL F
SCALE 1 : 5
G
F
NOTE: COLOURS AND FINISHES SHOWN ARE INDICATIVE ONLY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DRAWING No:
NBC-001
REVISION:
B
DATE:
6/09/2019
SHEET SIZE:
A3
SCALE:
1 : 15
SHEET:
5 OF 5
DRAWN BY:
PD
CHECKED BY:
GW
APPROVED BY:
REV
ISSUED FOR
DATE
A
REVIEW
4/09/2019
B
REVIEW
6/09/2019
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northern
beaches


3000
600
northern
beaches
Recognising Traditional
Custodians
Final Design


KEEP LEFT
UNLESS
OVERTAKING
northern
beaches
Recognising Traditional
Custodians
Final Design
MONA VALE ROAD


Final Design
SPIT BRIDGE
northern beaches
Recognising Traditional Custodians


Final Design
WARRINGAH ROAD
FORESTVILLE
northern beaches
Recognising Traditional Custodians

Initial Illumination Plans for LGA Entry Markers

Summary details for the illuminated logo for the gateway signs.

- 12V or 24V Daylight LED lighting modules all concealed with the logo elements for **HALO** (soft white) illumination.
- Amp draw will be less than 8amps.
- The power converter/driver will be a 100w transformer housed inside the sign.
- There is no direct (front on) illumination and the illumination is static with no flashing or features.
- Each sign will be supplied with a timer or PE cell so the sign is not running during the day and wasting power.
- All electrical hardware will be external IP67 rated and hosed within the sign.

Roseville Bridge and Spit Bridge
Type 1 – Illumination from Existing Power Supply

- Convert the construction of the 600mm high logo element to incorporate soft cool halo type illumination.
- Illuminated with Cool LED lighting modules.
- Illumination driver (transformer and hardware all IP67 rated and housed inside the sign).
- The bottom rear black panel will be removable with stainless steel security screws for access to the power supply and hardware for service and or maintenance.
- Includes plumbing in conduits to the concrete base and connection to power at the point of the sign.

Mona Vale Road
Type 2 – Solar Illumination with the supply of a free standing solar panel

- Convert the construction of the 600mm high logo element to incorporate soft cool halo type illumination.
- Illuminated with cool LED lighting modules
- Power and hardware for the sign will include the following;
    - 20AH, DC-DC Internal Boost Driver with Battery Protection
    - Deep cycle 12v 260AH Battery
    - Solar Panel 220w 18v 1320x992x35mm set at the recommend pitch of 41 degrees
    - Solar panel mounted onto a single stand-alone post painted in nominated colour with a base plate and concreted and connected to a cage of bolts.
    - The battery will also be housed on the post in IP67 rated security box.
    - 4m of 3x1.00mm² 100% Copper, outdoor use, rubber coated wire to connect solar controller to solar panels.
    - 1.5m of 2x1.00mm² 100% Copper, outdoor use, rubber coated wire to connect solar panels to LEDs
- The bottom rear black panel will be removable with stainless steel security screws for access to the power supply and hardware for service and or maintenance.
- Includes plumbing in conduits to the concrete base and connection to power at the point of the sign

ITEM 4.2	**LOVETT STREET, MANLY VALE - NO STOPPING RESTRICTIONS**
REPORTING OFFICER	**TRAFFIC ENGINEER**
TRIM FILE REF	**2019/593359**
ATTACHMENTS	**1 Lovett Street, Manly Vale - Plan** **2 Table of Consultation**

GEOCODES: -33.783082, 151.272103

REPORT

BACKGROUND

Council has received concerns from from its Waste Services Contractor regarding vehicles parking in the turning area of the cul-de-sac of Lovett Street, Manly Vale. Observations suggest that this is frequently occurring and prevents vehicles turning around. The garbage truck often has to reverse along Lovett Street to Quirk Road, which is dangerous and poses a safety risk.

LOCATION

Lovett Street is a local road of 7.3m in width carrying low volumes of two way traffic flow, at its western end it meets Condamine Street, at its eastern end it terminates in a cul-de-sac. Parking is currently permitted along both sides of the road over most of its length.

ISSUES

- Vehicles parking on both sides of the street can create congested conditions
- Parking in the cul-de-sac regularly occurs which prevents its use as a turning area. Due to parking activity elsewhere in the street and its narrow width it can be difficult to turn around particularly for larger vehicles such as Council's garbage trucks
- There is a relatively high demand for parking in the street and Council does not wish to impose more restrictions on this than is necessary to minimise any transfer of parking activity

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a No Stopping Unbroken Yellow Kerb Line around the turning area of the cul-de-sac.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Sight lines to cyclists and pedestrians passing through the cul-de-sac area will be improved by the removal of parked vehicles from the area

CONSULTATION

Consultation letters have been distributed to 37 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the introduction of a No Stopping Unbroken Yellow Kerb Line around the cul-de-sac area at the eastern end of Lovett Street, Manly Vale

N	PROPOSAL	
	Lovett Street, Manly Vale No Stopping unbroken yellow line	northern beaches council
	Drawn JB Approved	

Table of Consultation

Address	**Lovett Street**
Proposal	**No Stopping unbroken yellow line**

Properties Consulted	37
Responses Received	7
Support	6
Do Not Support	1

Issue	Resident Comment	Council Response
parking in turning circle	turning circle often full of parked cars	proposed No Stopping unbroken yellow line will prevent this occurring
extent of restrictions	vehicles park both sides of Lovett Street - consideration should be given to extending restrictions further along Lovett St	not considered necessary at this stage. Will intensify parking pressures elsewhere
parking permits	Lovett Street needs to have a permit parking scheme	A permit parking scheme is unlikley to be possible as most homes have offstreet parking
enforcement	restrictions will be ineffective if not enforced	noted

ITEM 4.3	**TORONTO AVENUE CROMER - NO STOPPING RESTRICTIONS**
REPORTING OFFICER	**TRAFFIC OFFICER**
TRIM FILE REF	**2019/597492**
ATTACHMENTS	**1 Toronto Avenue, Cromer - Plan**
	2 Table of Consultation

GEOCODES: - 340296.975, 6266189.424

REPORT

BACKGROUND

Council has received concerns from a local resident regarding cars, trucks and trailers parking adjacent to No.s 2 and 7 Toronto Avenue, Cromer, just before the public reserve, causing a blind spot for parents exiting the Goodstart Early Learning Centre.

LOCATION

- Toronto Avenue is classified as a collector road in the Sydney Road Hierarchy Plan carrying local traffic to Cromer Heights
- The location is outside Goodstart Early Learning Centre which has five marked off street parking bays
- Toronto Avenue, Cromer, is a two lane road with parking currently permitted along both sides of the road over most of its length.

ISSUES

- Vehicles parking on both sides of the street can create congested conditions
- There is a relatively high demand for parking in the street and Council does not wish to impose more restrictions on this than is necessary to minimise any transfer of parking activity
- Given the high volume of traffic and proximity to the Goodstart Early Learning Centre, parking in some areas causes blind spots for drivers which may risk road and pedestrian safety

PROPOSAL

Council has undertaken a review of the location and proposes to install two No Stopping Unbroken Yellow Kerb Lines on the northern and southern side of Toronto Avenue. On the Northern side beginning to the east of the driveway of No.2 Toronto Avenue, 25m to the bridge. On the southern side, 15m from the bridge to the eastern side of the driveway at No.7 Toronto Avenue.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Sight lines to cyclists and pedestrians passing through the section of road will be improved by the removal of parked vehicles from the area.

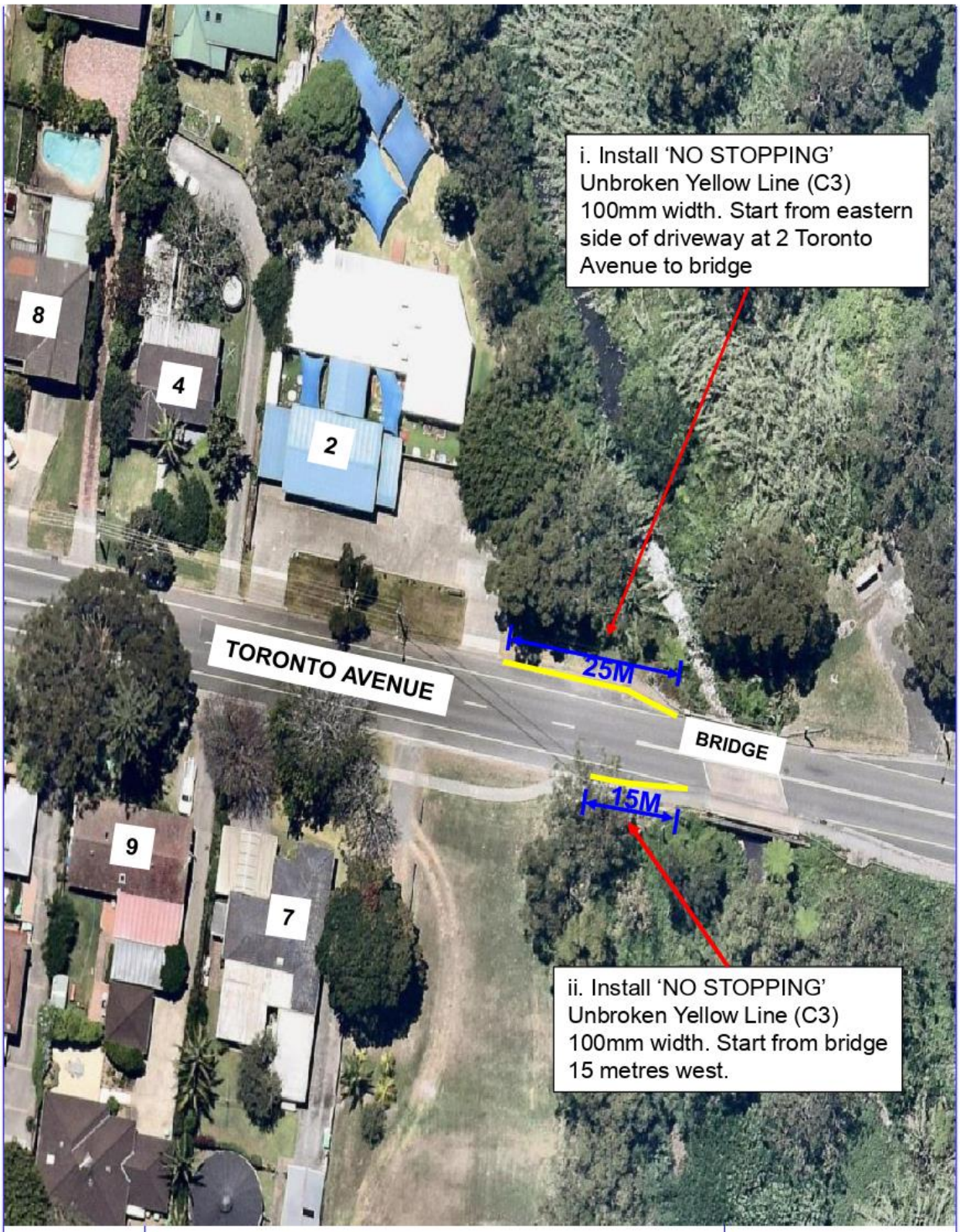
CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

A. Installation of a 25m No Stopping Unbroken Yellow Kerb Line from the eastern side of the driveway at No. 2 Toronto Avenue, Cromer, to the bridge.
B. Installation of a 15m No Stopping Unbroken Yellow Kerb Line from the bridge west towards the eastern side of the driveway at No. 7 Toronto Avenue, Cromer.



PROPOSAL

Toronto Avenue, Cromer
No Stopping Restrictions

Drawn

Approved

northern beaches council

Table of Consultation

Address	**Toronto Avenue Cromer**
Proposal	**No Stopping Restrictions**

Properties Consulted	10
Responses Received	3
Support	0
Do Not Support	3

Issue	Resident Comment	Council Response
Road Safety & moving the parking issues elsewhere	The parking issue will be moved further up the hill and will create safety issues for even more households. Customer mentioned illegal parking and parking in a reserve	Request sent to Rangers to investigate
Reduction of on street parking	It would reduce parking by at least 5 parking spaces that I believe are mainly used by kindergarten staff	The remaining length of Toronto Avenue is unrestricted parking. Parking for private vehicles remains the responsibility of the property owners. Residents with multiple
Relocation of parking	I lived in Toronto Avenue for 42 years and there has never been trailers or caravan parked in the street which is very busy and not that large for people	Minimal restrictions being implemented,therefore, would have a minimal effect on other areas

ITEM 4.4	**PACIFIC ROAD AND NORMA ROAD, PALM BEACH - NO STOPPING RESTRICTIONS**
REPORTING OFFICER	**TRAFFIC OFFICER**
TRIM FILE REF	**2019/594529**
ATTACHMENTS	**1 Pacific Road and Norma Road, Palm Beach - Plan** **2 Table of Consultation**

GEOCODES: -33.605448, 151.331644

REPORT

BACKGROUND

Council has received concerns from local residents regarding visibility issues with vehicles parking close to the intersection of Pacific Road and Norma Road, Palm Beach.

LOCATION

- Pacific Road is a local road with an average width of 5.1m and a speed limit of 50km/h
- Norma Road is a local road with an average width of 5m and a speed limit of 50km/h
- The 716N Avalon to Avalon Public School Bus and 717N Avalon Primary to Whale Beach Loop services this section

ISSUES

Vehicles parking close to the intersection of Pacific Road and Norma Road, restricting the view of vehicles and pedestrians to oncoming traffic

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install two No Stopping Unbroken Yellow Kerb Lines on the southern side of driveway at 14 Norma Road to the western side of driveway at 16 Norma Road and from the southern side of driveway at 2 Pacific Road to 10m into the intersection on Norma Road.

Following resident feedback that highlighted concerns regarding the loss of parking, the proposal has been amended so that vehicles can park up to the statutory 10m No Stopping on the north eastern side of Norma Road, on approach to Pacific Road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Improved safety for people cycling along Norma Road and Pacific Road by providing a wider road and improved sightlines on approach of the intersection
- Sight lines will be improved on the intersection for any pedestrians trying to cross the road

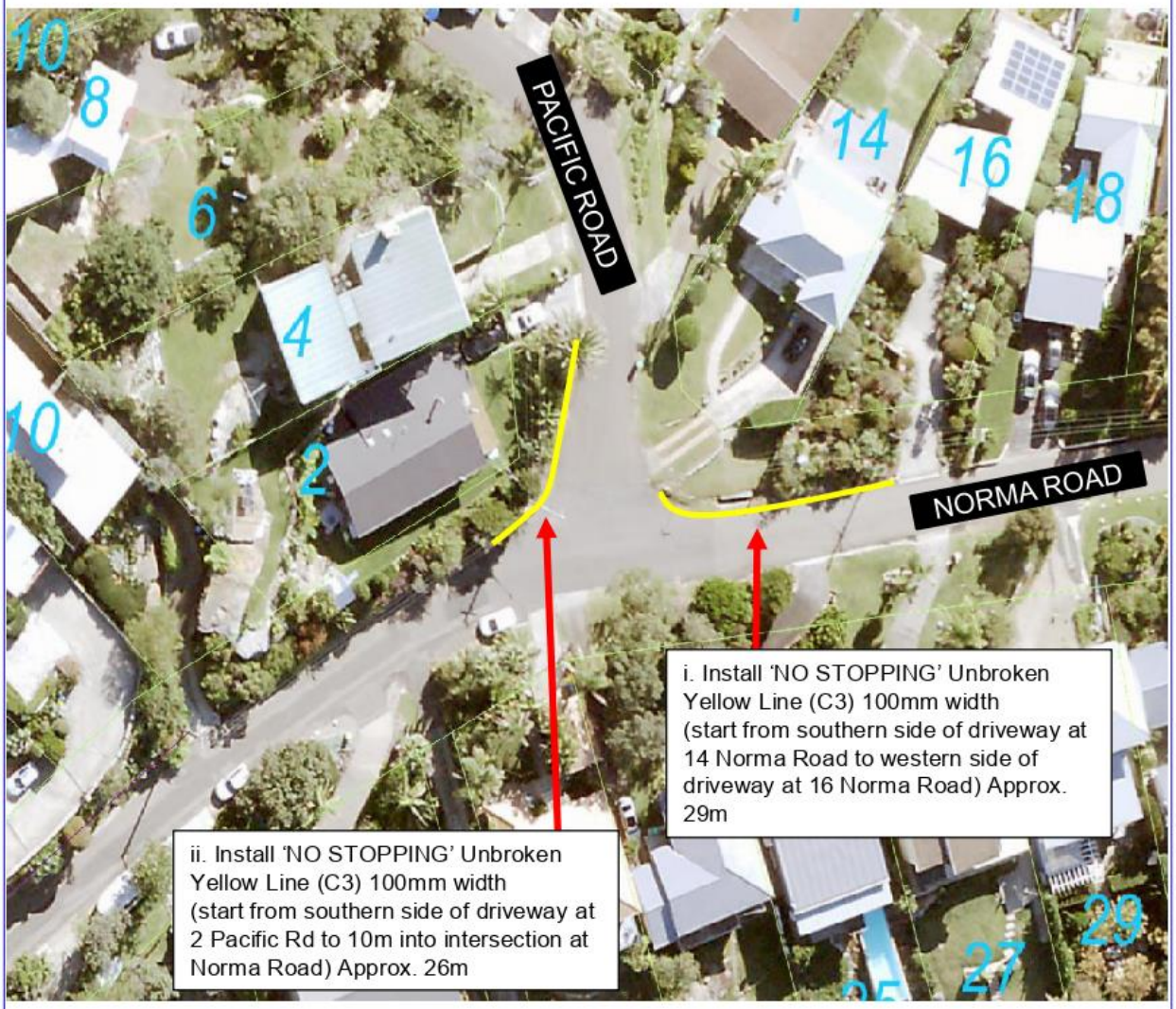
CONSULTATION

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 29m length of No Stopping Unbroken Yellow Kerb Lines on the southern side of the driveway at 14 Norma Road to the western side of driveway at 16 Norma Road, Palm Beach.
B. Installation of 26m length of No Stopping Unbroken Yellow Kerb Lines from the southern side of the driveway at 2 Pacific Road to 10m into the intersection on Norma Road, Palm Beach.



N

PROPOSAL

Pacific Road & Norma Road, Palm Beach
No Stopping Restrictions

Drawn KT Approved

northern beaches council

Table of Consultation

Address	**Pacific Road and Norma Road, Palm Beach**
Proposal	**No Stopping Restrictions**

Properties Consulted	21
Responses Received	3
Support	1
Do Not Support	2

Issue	Resident Comment	Council Response
Loss of parking	Effects the whole boundary line and will be negitive to the value of the property	No Stopping Unbroken Yellow Line has been reduced to allow parking up to the statutory 10m No Stopping on the north eastern side of Norma Road, on approach to Pacific Road
No visibility issues	Visibility at this intersection has never been of concern	There are previous concerns about reduced sight distances and with these restrictions better visibility will be ensured

ITEM 4.5	**WHALE BEACH ROAD AND NORMA ROAD, WHALE BEACH - NO STOPPING RESTRICTIONS**
REPORTING OFFICER	**TRAFFIC OFFICER**
TRIM FILE REF	**2019/595216**
ATTACHMENTS	**1 Whale Beach Road and Norma Road - Plan** **2 Table of Consultation**

GEOCODES: -33.6066553, 151.3352367

REPORT

BACKGROUND

Council has received concerns from local residents regarding safety and visibility issues with vehicles parking close to the intersection of Whale Beach Road and Norma Road, Whale Beach.

LOCATION

- Whale Beach Road is a collector road with a 40km/h speed limit approved under a previous RMS Local Traffic Scheme
- Norma Road is a local road with an average width of 5m and a speed limit of 50km/h
- The 716N Avalon to Avalon Public School Bus and 717N Avalon Primary to Whale Beach Loop services this section

ISSUES

- Due to the geometry and topography of the road, sight distances to approaching vehicles are limited on Whale Beach Road
- When vehicles are parked on the western and northern side of Whale Beach Road, they narrow the overall road width for through traffic

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install two No Stopping Unbroken Yellow Kerb Lines on the southern side of driveway at 284 Whale Beach Road to the Bus Stop on Norma Road and from the southern side of the angled car park on Norma Road to the western side of driveway at 278 Whale Beach Road.

This will also include reinstatement of the damaged No Parking signs on the southern side of Whale Beach Road to allow sufficient room for buses to turn.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Improved safety for people cycling along Whale Beach Road and Pacific Road by providing a wider road and improved sightlines on approach of the intersection
- Sight lines will be improved on the intersection for any pedestrians trying to cross the road

CONSULTATION

Consultation letters have been distributed to 16 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

A. Installation of 117m length of a No Stopping Unbroken Yellow Kerb Line on the southern side of driveway at 284 Whale Beach Road to the Bus Stop on Norma Road, Whale Beach.
B. Installation of 53m of a No Stopping Unbroken Yellow Kerb Line from the southern side of the angled car park on Norma Road to the western side of driveway at 278 Whale Beach Road, Whale Beach.
C. Reinstatement of the damaged No Parking signs on the southern side of Whale Beach Road, Whale Beach.

N	PROPOSAL	
	Whale Beach Road & Norma Road, Whale Beach No Stopping Restrictions	northern beaches council
	Drawn KT Approved	

Table of Consultation

Address	**Whale Beach Road and Norma Road, Palm Beach**
Proposal	**No Stopping Restrictions**

Properties Consulted	16
Responses Received	3
Support	1
Do Not Support	2

Issue	Resident Comment	Council Response
Visibility issues	Visibility issues due to angle of the intersection	There are previous concerns about visibility due to the location of intersection and with these restrictions better visibility and safety will be ensured to maintain a clear travel path

ITEM 4.6	**RUSSELL AVENUE AND GRACE AVENUE, FRENCHS FOREST - NO STOPPING RESTRICTIONS**
REPORTING OFFICER	**TRAFFIC ENGINEER**
TRIM FILE REF	**2019/599487**
ATTACHMENTS	**1 Russell Avenue and Grace Avenue, Frenchs Forest - Plan**

GEOCODES: -33.749471, 151.223360

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles, including trucks, parking illegally in the No Parking zone at the south-east corner of Russell Avenue and Grace Avenue roundabout, Frenchs Forest. A No Parking zone allows vehicles to stop for two minutes; however, motorists have to remain within 3m of the vehicle.

LOCATION

- Grace Avenue and Russell Avenue are local roads with posted speed limit of 40 km/h.
- Grace Avenue is a two lane road with a varying width. The subject section of Grace Avenue is approximately 12m with unrestricted kerbside parking on the western side. Between the roundabout and the first driveway there is a No Parking Zone on the eastern side.
- Russell Avenue is a two lane road with an average width of 7m. There is a pedestrian refuge island between the roundabout and Forest Way. There is a No Stopping restriction on the entire section of the northern side of Russell Avenue. On the southern side, there is a No Parking restriction from the roundabout to just past the first driveway while the rest is No Stopping.
- Grace Avenue and Russell Avenue form a roundabout intersection.
- Grace Avenue and Russell Avenue are a bus route for the school bus service 720N and 722N which runs during morning and afternoon school times.
- Frenchs Forest Public School, Forestway Shopping Centre, Drive in Liquor Store and other shops are nearby.

ISSUES

- Vehicles, often oversize trucks, exploit the existing No Parking zone and park vehicles unattended for more than two minutes
- The No Parking signs are vandalised as well. Rangers cannot infringe due to vandalised signs.
- Parked vehicles decrease the trafficable lane and line of sight of oncoming traffic
- Vehicles parked too close to the roundabout make this section hazardous for traffic.

PROPOSAL

Council has undertaken a review of the above location and proposes to convert the existing No Parking zone to a No Stopping zone. The proposed parking restrictions will prevent exploitation of the No Parking restrictions and improve vehicle movement by enhancing safety.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The parking restriction will provide clearer road space for cyclists and improve sightlines to pedestrians crossing Grace Avenue and Russell Avenue.

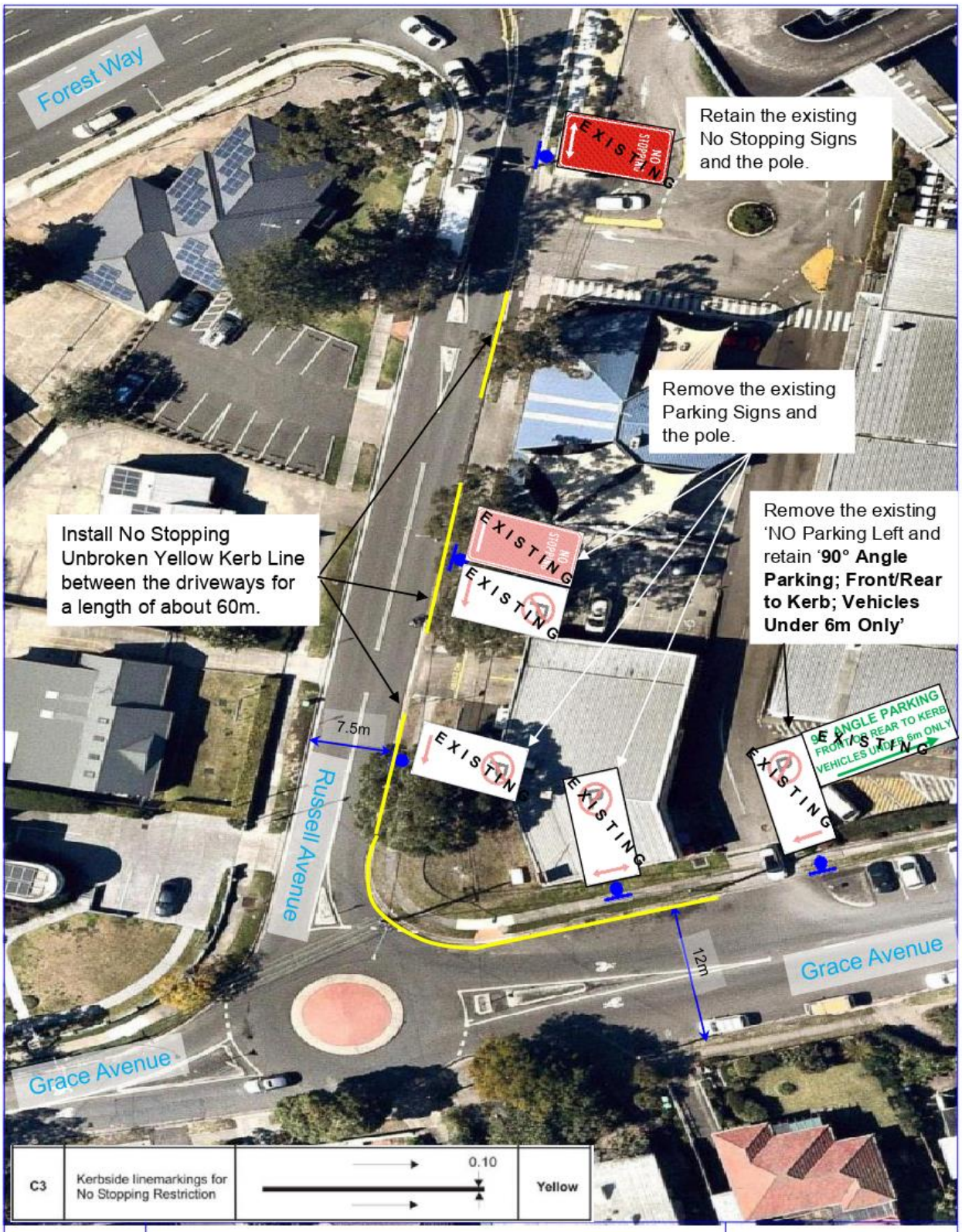
CONSULTATION

Consultation letters have been distributed to 50 properties within the immediate vicinity of the location providing notification of the proposed changes. Two responses supporting the proposal were received.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

A. The conversion of the No Parking Zone to a No Stopping Zone on Russell Avenue and Grace Avenue, Frenchs Forest.
B. Installation of a No Stopping Unbroken Yellow Kerb line on Russell Avenue and Grace Avenue, Frenchs Forest.



PROPOSAL

Grace Avenue & Russell Avenue, Frenchs Forest
Parking Restriction

Drawn **AS** Approved

northern beaches council

ITEM 4.7	**SOUTH CREEK ROAD, CROMER - NO STOPPING AND TIMED PARKING RESTRICTIONS**
REPORTING OFFICER	**TRAFFIC OFFICER**
TRIM FILE REF	**2019/597429**
ATTACHMENTS	**1 South Creek Road, Cromer - Plan**

GEOCODES: -340602.363, 6265971.707

REPORT

BACKGROUND

Council has received two separate concerns from local residents regarding boats, trailers and caravans parking on the southern side of South Creek Road, Cromer, adjacent to St Matthews Farm, in particular, the entrance to the Cromer Skate Park carpark.

LOCATION

- South Creek Road is a local road with a speed limit 50km/h and lies within a designated school zone, with a reduced 40km/h speed limit between 8:00am – 9:30am and 2:30pm – 4:00pm on school days
- The section of road under consideration is located outside St Matthews Farm Reserve between Graver and Toronto Avenue
- There is a traffic island on South Creek Road
- School buses operate frequently in this area
- Cromer/Collaroy Strikers Soccer Club, Cromer Kingfishers Rugby League, Warringah Baseball and Cromer Cricket Club have playing fields on the southern side of South Creek Road
- Cromer Skate Park is located within St Matthews Farm Reserve
- This area is neighbouring industrial businesses.

ISSUES

- The long term parking of boats and trailers on both sides of the road restricts the view of the pedestrian crossing and sight distances through the bend
- Limited drop off or parking facilities to cater for local businesses and sport

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce parking modifications including the implementation of No Stopping restrictions either side of the entrance to the northern carpark of St Matthews Farm Reserve to improve sightlines exiting the carpark. It is also proposed to introduce 8P 7:00am - 7:00pm Everyday timed parking restrictions to facilitate parking and extend the existing No Stopping Unbroken Yellow Kerb Line to the intersection of South Creek Road and Grover Avenue to improve sightlines and pedestrian safety.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Improve safety for pedestrians and people cycling along South Creek Road by providing improved sightlines

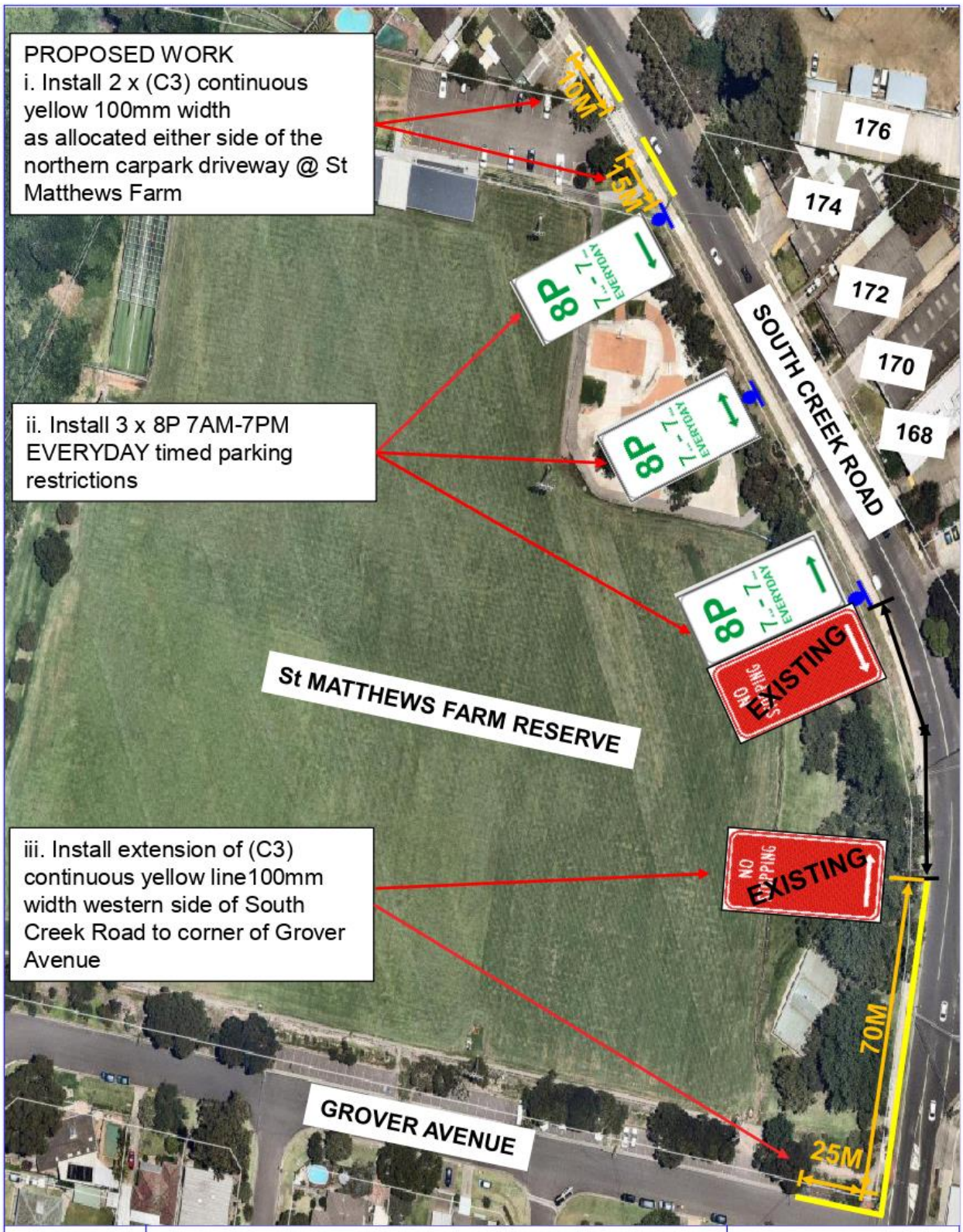
CONSULTATION

Consultation letters have been distributed to 110 properties within the immediate vicinity of the location providing notification of the proposed changes. Two responses were received in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

A. Installation of two No Stopping Unbroken Yellow Kerb Lines either side of the northern carpark driveway at St Matthews Farm, South Creek Road, Cromer.
B. Installation of 8P 7:00am – 7:00pm Everyday timed parking restrictions on South Creek Road, Cromer.
C. Extension of the existing No Stopping Unbroken Yellow Kerb Line on the western side of South Creek Road to corner of Grover Avenue, Cromer.



PROPOSAL

South Creek Road, Cromer
No Stopping & Timed Parking Restrictions

Drawn

Approved

northern beaches council

ITEM 4.8	**KOORALA STREET, MANLY VALE - TIMED PARKING RESTRICTIONS**
REPORTING OFFICER	**TRAFFIC ENGINEER**
TRIM FILE REF	**2019/597297**
ATTACHMENTS	**1 Koorala Street, Manly Vale - Plan**

GEOCODES: -33.785348, 151.267429

REPORT

BACKGROUND

Council and RMS have received concerns from local residents and Sydney Buses regarding congested conditions on Condamine Street, Manly Vale, heading in a southbound direction on approach to Kenneth Road. RMS is proposing to introduce a No Stopping restriction on the east side of Condamine Street between Koorala Street and the Bus Zone at Kenneth Road. This change will result in the loss of 6-7 parking spaces on Condamine Street. There is a need to offset the loss of that parking to ensure that local business does not suffer.

LOCATION

Koorala Street is a local road of approximately 13m in width. It carries moderate volumes of traffic and links with Condamine Street at its western end. Parking is permitted on both sides of the road, mostly on an unrestricted basis.

ISSUES

- Parked vehicles on the east side of Condamine Street between Koorala Street and Kenneth Road add significantly to congestion on Condamine Street in a southbound direction
- As a result of congestion on Condamine Street southbound vehicles turn left into Koorala Street to avoid that congestion adding to the volume of traffic and creating more congested conditions on local roads.
- Removing parking on the east side of Condamine Street south of Koorala Street will improve the above issues
- The 6-7 parking spaces that are proposed to be removed on Condamine Street by RMS are used by customers of business premises fronting Condamine Street. They are also used for deliveries to those premises.
- Introducing seven 1P timed parking spaces and a Loading Zone in Koorala Street will more than offset the loss of parking in Condamine Street. A 1P Timed Parking restriction will allow for regular turnover of parking catering to business use.
- To ensure that residents of Koorala Street are not unduly impacted the proposed restrictions will only be introduced along the side boundaries of commercial premises fronting Condamine Street. The restrictions will also apply 8:30am - 6:00pm Mon-Fri and 8:30am -12:30pm Sat, which will mean residents can still park overnight and on weekends in Koorala Street.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce a 1P timed parking restriction on both the north and south side of Koorala Street. Four spaces on the north side of the street and three spaces on the south side along the side boundaries of commercial

premises fronting Condamine Street. These spaces will be signposted for 1P Timed Parking applying 8:30am - 6:00pm Mon-Fri and 8:30am - 12:30pm Sat.

A Loading Zone will also be introduced on the south side of the street adjacent to an existing Loading bay applying 8:30am - 12:30pm Mon-Fri.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The introduction of No Stopping restrictions in conjunction with the above changes will ensure that vehicles do not park too close to Condamine Street which will improve sight lines to pedestrians and cyclists using the shared path on the east side of Condamine Street.

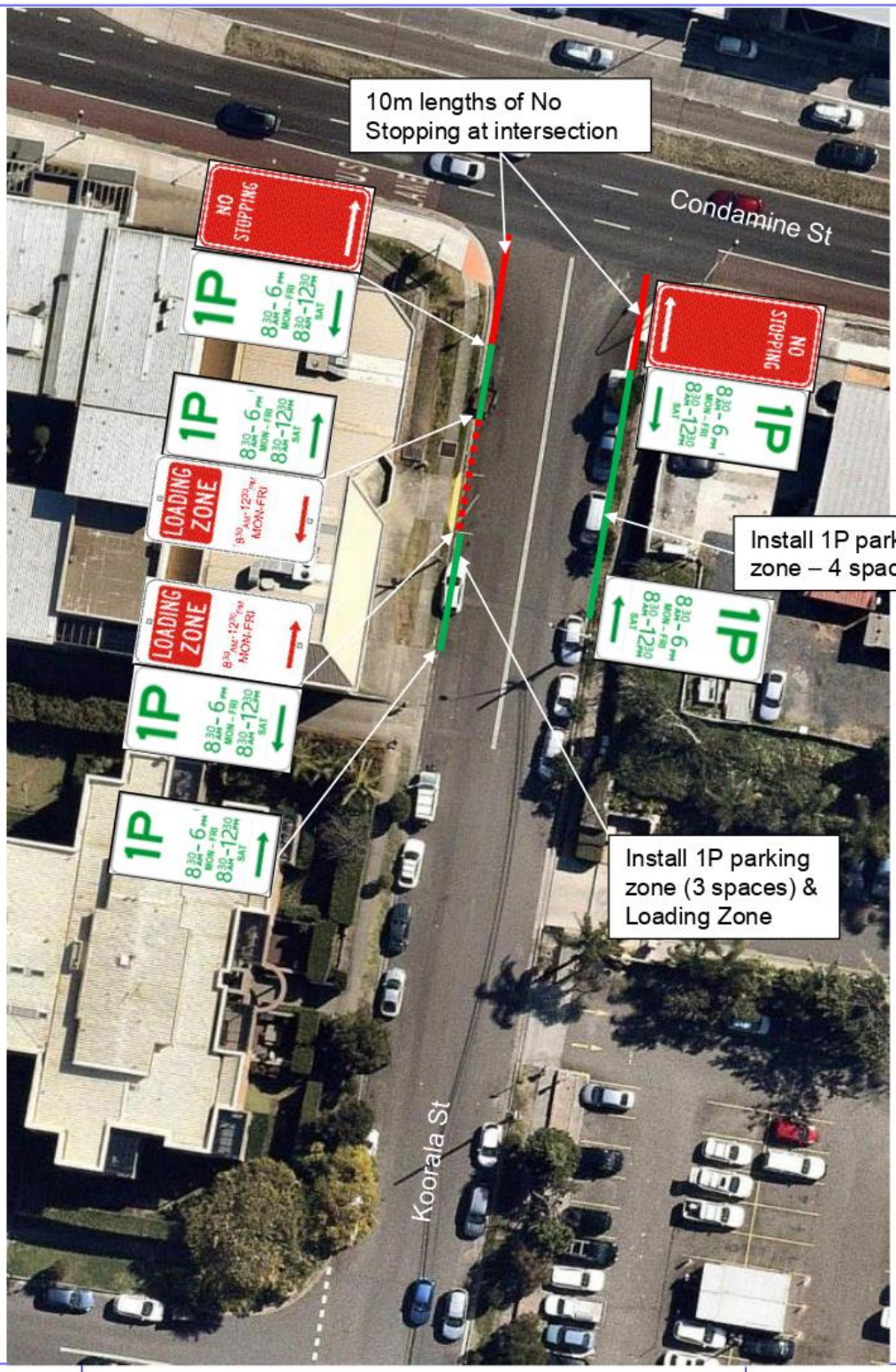
CONSULTATION

Notification letters have been distributed to 198 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:

A. Installation of four 1P Timed Parking spaces on the north side of Koorala Street east of Condamine Street, Manly Vale, applying 8:30am - 6:00pm Mon-Fri and 8:30am -12:30pm Sat.
B. Installation of three 1P Timed Parking spaces on the south side of Koorala Street east of Condamine Street, Manly Vale, applying 8:30am - 6:00pm Mon-Fri and 8:30am -12:30pm Sat.
C. Installation of a Loading Zone on the south side of Koorala Street adjacent to the existing loading bay. The restriction to apply 8:30am - 12:30pm Mon-Fri.
D. Installation of two 10m lengths of No Stopping restrictions on either side of Koorala Street, Manly Vale, to reinforce the statutory No Stopping rule at intersections.



PROPOSAL

Koorala Street, Manly Vale
1P Parking

Drawn JB

Approved

northern beaches council

ITEM 4.9	**SOUTH CREEK ROAD, CROMER - NO STOPPING AND NO PARKING RESTRICTIONS**
REPORTING OFFICER	**TRAFFIC OFFICER**
TRIM FILE REF	**2019/587488**
ATTACHMENTS	**1 South Creek Road, Cromer - Plan**

GEOCODES: -33.738532, 151.283125

REPORT

BACKGROUND

Council has received concerns from the P&C Association of Northern Beaches Secondary College, Cromer Campus, regarding safety and parking in South Creek Road, Cromer, outside the school.

LOCATION

- South Creek Road is a local road with a speed limit 50km/h and lies within a designated school zone, with a reduced 40km/h speed limit between 8:00am – 9:30am and 2:30pm – 4:00pm on school days
- The section of road under consideration is located outside Northern Beaches Secondary College between Inman Road and Dumic Place
- There is a marked pedestrian crossing on South Creek Road
- School buses operate frequently in this area
- Warringah Football Association have playing fields on the southern side of South Creek Road
- Safety traffic barriers are located on the southern side of the bend on this section of road
- This area is neighbouring industrial businesses.

ISSUES

- The long term parking of boats and trailers on both sides of the road restricts the view of the pedestrian crossing and sight distances through the bend
- Limited drop off facilities near the school during the peak morning drop-off and afternoon pick-up periods.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install No Parking 8:00am – 9:30am and 2:30pm – 4:00pm School Days restrictions to facilitate school pick-up and drop-off.

The proposal will also include the installation of a No Stopping Unbroken Yellow Kerb Line on the western side of the new restrictions to enforce the statutory No Stopping restrictions to Dumic Place and the angled parking area.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Improve safety for people cycling along South Creek Road by providing a wider road and improved sightlines along the bend

- There is currently only an indented 14m No Parking 8:00am – 9:30am and 2:30pm – 4:00pm School Days Only located on the western side of the school grounds. The proposal will enhance pedestrian safety for students during the school pick-up and drop-off period.

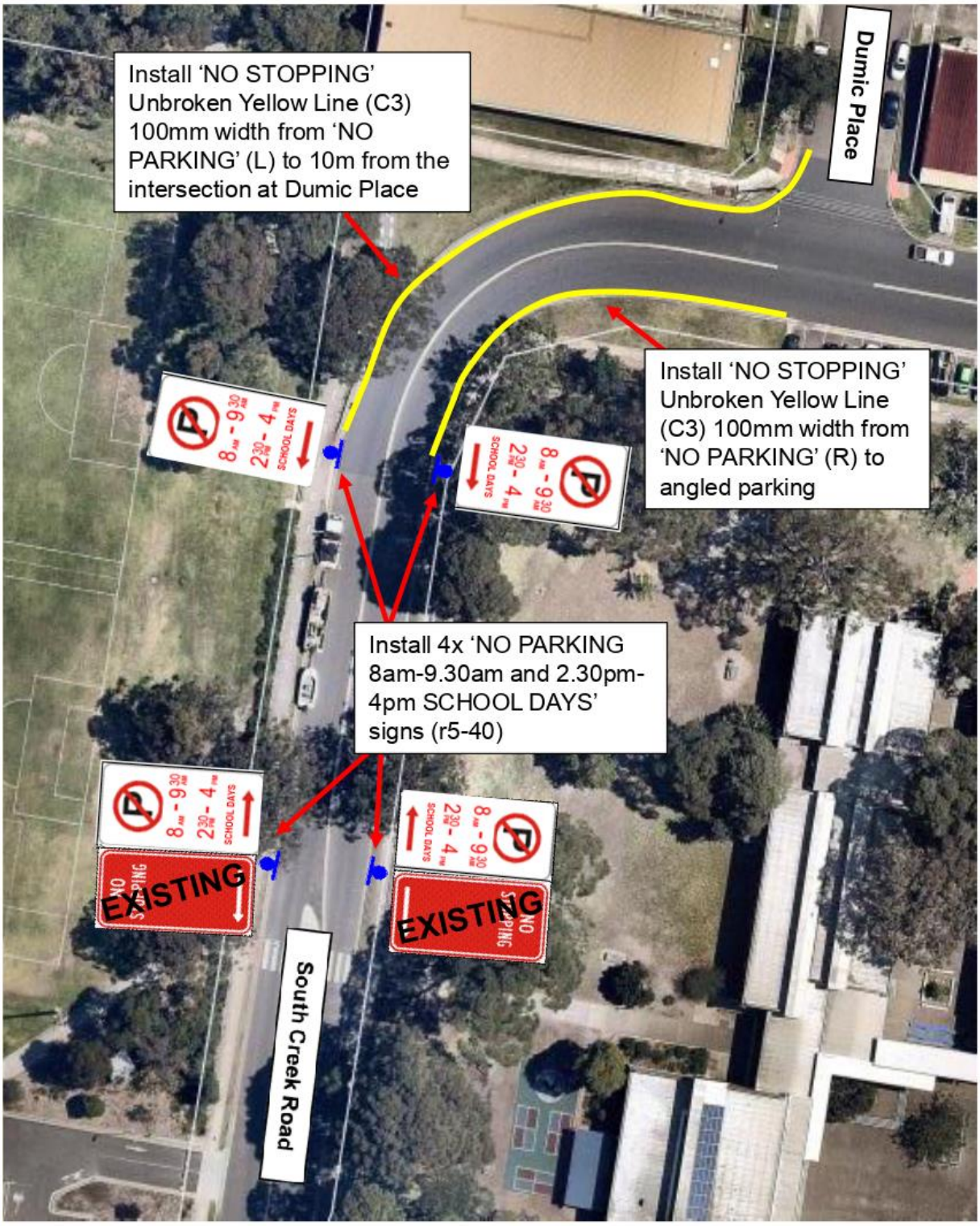
CONSULTATION

Public consultation is not necessary as the impact on residents is very low and the proposal enhances safety; however, notification has been given to the adjacent stakeholders.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

A. Installation of No Parking 8:00am – 9:30am and 2:30pm – 4:00pm School Days restrictions from west of the existing No Stopping signs to the start of the guardrail and school zone sign on South Creek Road, Cromer.
B. Installation of No Stopping restrictions from west of the new restrictions to 10m west of Dumic Place, Cromer, and to the existing angled parking area.



PROPOSAL

South Creek Road, Cromer
No Parking and No Stopping Restrictions

Drawn: JO

Approved

northern beaches council

ITEM 4.10	**FRANCIS STREET, MANLY - NO PARKING RESTRICTIONS**
REPORTING OFFICER	**TRAFFIC ENGINEER**
TRIM FILE REF	**2019/593458**
ATTACHMENTS	**1 Francis Street, Manly - Plan**
	2 Table of Consultation

GEOCODES: -33.790269, 151.278701

REPORT

BACKGROUND

Council has received concerns from local residents regarding increased numbers of vehicles parking on the east side of Francis Street, Manly.

LOCATION

Francis Street is a local road carrying low volumes of two way traffic. It is approximately 7.3m in width with parking generally permitted on both sides of the road. Buses use the street in both directions passing between Balgowlah Road and Arthur Street, Manly.

ISSUES

- Due to the narrow width of the street and a relatively high demand for parking, two way access is frequently blocked
- Buses use the street in both directions and sometimes have to reverse back to allow an opposing bus or other vehicle to pass which poses a safety risk
- Parked vehicles opposite Herbert Street impede access to/from the street
- Vehicles park too close to the end point of an existing Dividing Barrier Line forcing traffic to the wrong side of the lines
- Vehicles sometimes enter Francis Street from Balgowlah Road and immediately have to stop due to blocked traffic
- Residents of unit developments on the east side of Francis Street oppose loss of parking

PROPOSAL

Council has undertaken a review of the location and issues and proposes to extend the existing No Stopping zone on the eastern side of Francis Street near Balgowlah Road by 6m to provide extra passing space and to reinforce No Stopping rules associated with Dividing Barrier Lines. It is also proposed to formalise a Bus Zone on the western side of Francis Street near Balgowlah Road and introduce No Parking restrictions on the western side of Francis Street between the Bus Zone and a point opposite the southern kerb alignment of Herbert Street. Statutory 10m No Stopping zones will also be reinforced with No Stopping Unbroken Yellow Kerb Lines at the intersection with Herbert Street.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- As congestion will be reduced cyclists will be less likely to be squeezed by passing traffic
- Sight lines to pedestrians will be improved by removing vehicles parked too close to the intersection with Herbert Street

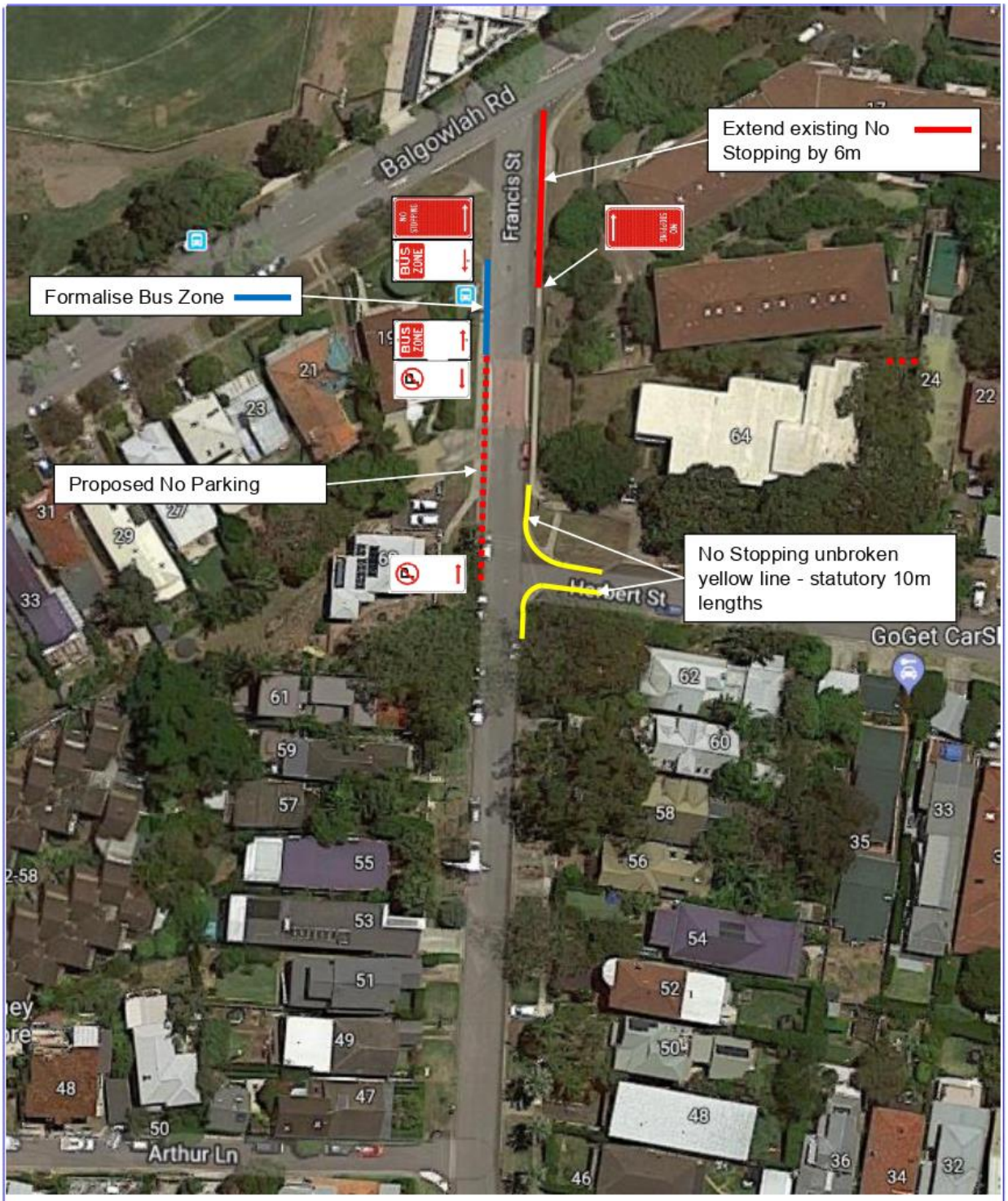
CONSULTATION

Consultation letters have been distributed to 77 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 a Bus Zone on the west side of Francis Street near Balgowlah Road, Manly
B. Extension of the No Stopping zone on the east side of Balgowlah Road, Manly, by 6m in a southerly direction
C. Introduction of a No Parking restriction on the west side of Francis Street between the proposed Bus Zone and a point opposite the southern kerb alignment of Herbert Street, Manly.
D. The installation of a No Stopping Unbroken Yellow Kerb Line at the intersection of Herbert Street and Francis Street, Manly, to reinforce the statutory 10m No Stopping rule.



N	PROPOSAL	
	Francis Street, Manly No Parking & No Stopping	northern beaches council
	Drawn JB Approved	

Table of Consultation

Address	**Francis Street, Balgowlah**
Proposal	**No Parking**

Properties Consulted	77
Responses Received	10
Support	6
Do Not Support	4

Issue	Resident Comment	Council Response
parking opposite Herbert Street	vehicles park on the western side of Francis Street opposite Herbert Street and obstruct egress from Herbert Street and impede visibility to the chevron sign and from the driveway at No.63	No Parking will be introduced on the western side to address these concerns
buses access	buses are often unable to proceed along Francis Street. On occasion two buses will meet head on with one having to reverse some distance to allow the other to pass	The proposed No Parking & No Stopping zones will ease these problems
extend proposal	The restrictions could be extended all the way up the hill to Arthur Street	noted, at this point in time restrictions are only proposed at the lower end of the street
increased speed	restrictions will lead to increased speed	given the narrow width of the street, the presence of parked vehicles and a chicane speeds are unlikely to increase to unacceptable levels
relocation of parking	the restrictions will lead to relocation of parking further up the hill	parking loss has been minimised to manage any parking shift
restrictions on west rather than east side	restrictions would be more appropriate on the west rather than the east	this is agreed and No Parking is proposed on the west side
restrictions at intersection	restrictions are needed at the intersection of Herbert St and Francis St to reinforce the 10m rule	agreed and has been added to the proposal
road narrowing in Herbert St	the road narrowing in Francis Street north of Herbert Street and in Herbert Street at Francis Street should be removed	these narrowings reinforce the local nature of the streets and calm traffic so won't be removed

ITEM 4.11	**THE STRAND, DEE WHY - NO PARKING AUSTRALIA POST VEHICLES EXCEPTED**
REPORTING OFFICER	**TRAFFIC ENGINEER**
TRIM FILE REF	**2019/596782**
ATTACHMENTS	**1 The Strand, Dee Why - Plan**

GEOCODES: -33.755721, 151.296081

REPORT

BACKGROUND

Council has received concerns from local residents regarding a conflict between the existing 2P Parking restrictions and the restrictions associated with the adjacent Australia Post boxes on The Strand, Dee Why.

LOCATION

The Strand is a local road running north south along the Dee Why beachfront. The subject section the Strand is at its southern end connecting to Pacific Parade and runs parallel to Griffin Road. This section carries low volumes of traffic and is approximately 8.5m in width.

ISSUES

- The western side of The Strand is currently signposted for 2P Parking, two Australia Post delivery boxes are sited side by side within the 2P zone but are currently unsupported by any signposted restrictions meaning there is a conflict between the Post Box No Stopping restriction and the signposted 2P restriction
- Enforcement of restrictions associated with the post boxes is currently unable to be undertaken due to the signposting confusion
- Servicing of the Australia Post boxes is often difficult as vehicles park adjacent to the Post boxes

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a No Parking Australia Post Vehicles Excepted restriction adjacent to the Post Boxes to keep the area clear for the servicing of the post boxes and mail drop off.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

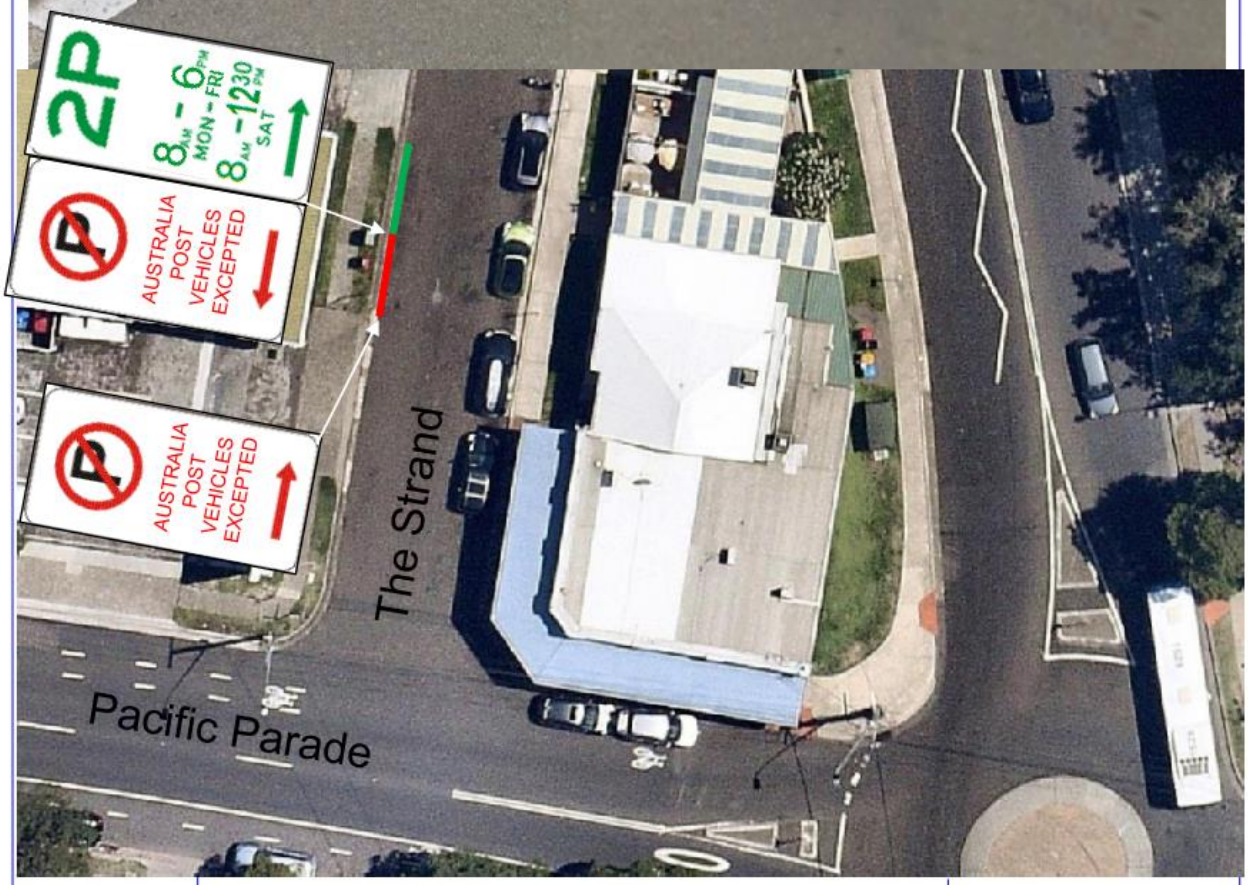
- There will be no impact on pedestrians and people cycling.

CONSULTATION

Consultation letters have not been distributed as the change is being undertaken to reinforce existing restrictions and correct a signposting anomaly.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the introduction of a 5m length of No Parking Australia Post Vehicles Excepted on the west side of The Strand, Dee Why, adjacent to the existing Australia Post boxes.



PROPOSAL

The Strand, Dee Why
No Parking Australia Post Vehicles Excepted

Drawn JB Approved

ITEM 4.12	**THE STRAND, DEE WHY - MOTOR BIKES ONLY**
REPORTING OFFICER	**TRAFFIC OFFICER**
TRIM FILE REF	**2019/601504**
ATTACHMENTS	**1 The Strand, Dee Why - Plan**
	2 Table of Consultation

GEOCODES: -33.753739, 151.296540

REPORT

BACKGROUND

Council has received concerns from local residents regarding the location of the Motor Bikes Only parking bays on The Strand, Dee Why.

LOCATION

- Section of road between the intersections of The Strand-Howard Avenue and The Strand-Dee Why Parade, Dee Why.
- This section of The Strand is a local road, categorised as a High Pedestrian Activity Area with a speed limit of 40km/h.
- South Creek Road has a measured width of 12m with indented parallel parking on the western kerbside and caters for two-way traffic with bicycle lanes
- On-street parking is restricted to the western kerbside with timed parking
- A shared pedestrian and cyclist path and a footpath lie along the western side of The Strand
- The shared path forms a walking and cycling trail around Narrabeen Lagoon State Park
- Adjacent land uses consist of Dee Why Reserve and Beach and mixed-use residential and commercial land along the eastern and western sides of The Strand, correspondingly.
- There are no bus routes that service the section of The Strand.

ISSUES

Due to growth in numbers of motor vehicles, persistent undesirable levels of road traffic noise, the community and business owners have raised concerns regards road traffic noise.

PROPOSAL

Council has undertaken a review of the above location and proposes to relocate the southern Motor Bikes Only parking bays on The Strand, adjacent to the intersection with Howard Avenue. The Motor Bike Only bays will be relocated and with an extension of the existing Motor Bike Only parking bays on the northern end of The Strand, Dee Why.

In addition, Council proposes to install Timed Parking Restrictions 1/4P 8:30am - 6:00pm Mon-Fri and 8:30am - 12:30pm Sat. This proposal will provide a parking bay for high-turnover to assist businesses and delivery services during the day.

The proposal will not alter the existing parking capacity. The proposal will facilitate on-street parking availabilities for all road users without compromising on the safe movement of traffic and the safety of pedestrians.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- The Strand is part of the Road Cycling Network and is included in the Safe Cycling Network
- 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.

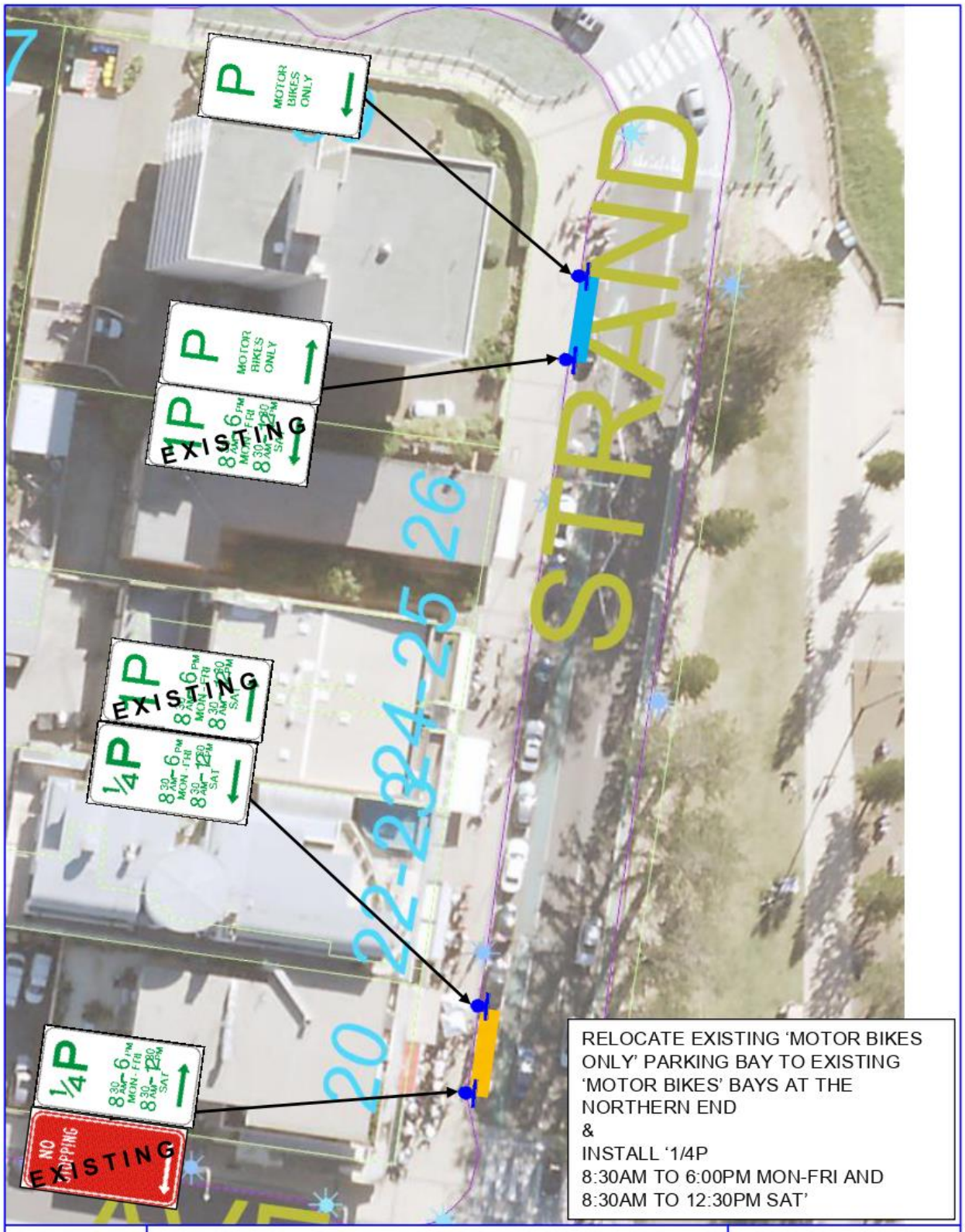
CONSULTATION

Consultation letters have been distributed to 168 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. Relocation of Motor Bikes Only parking bays and line markings with an extension of the existing Motor Bike Only parking bays on the northern end of The Strand, Dee Why
B. Installation of 1/4P 8:30am - 6:00pm Mon-Fri and 8:30am - 12:30pm Sat parking restrictions to replace the relocated Motor Bike Only bays on The Strand, Dee Why.



N

PROPOSAL

THE STRAND, DEE WHY
Motor Bikes Only

Drawn BD Approved

northern beaches council

Table of Consultation

Address	**The Strand, DEE WHY**
Proposal	**MOTOR BIKES ONLY**

Properties Consulted	168
Responses Received	2
Support	0
Do Not Support	2

Issue	Resident Comment	Council Response
Relocate 'Motorcycle Only' bays	Residents have commented to relocate 'Motor Bikes Only' bays to Dee Why Beach Carpark	The location of the propsed bays is where there is specific demand for parking. Relocating the bays to Dee Why Beach Carpark will not be preferable for Motorcyclist as it will increase walking distance to residential and commercial land.

ITEM 4.13	**MAXWELL PARADE, FRENCHS FOREST - LEFT TURN ONLY**
REPORTING OFFICER	**TRAFFIC ENGINEER**
TRIM FILE REF	**2019/599511**
ATTACHMENTS	**1 Maxwell Parade, Frenchs Forest - Plan**
	2 Table of Consultation
	3 Maxwell Parade, Frenchs Forest - Traffic Management Plan

GEOCODES: -33.754553, 151.222936

REPORT

BACKGROUND

Council has received concerns from road users regarding traffic volumes and gap acceptance at the intersection of Maxwell Parade and Warringah Road, Frenchs Forest. The Police have also acknowledged and reported the condition of the intersection and the risk it poses.

LOCATION

- Warringah Road is a state road with six trafficable lanes and posted speed limit of 70km/h; however, due to road works the speed limit is 60 km/h
- Maxwell Parade is a two-way local road running north-south between Warringah Road and Currie Road with a posted speed limit of 50km/h
- Width of the street is approximately 9.5m between kerbs.
- At the intersection with Warringah Road the entry into the street widens to approximately 18m
- There is a pedestrian refuge island provided in Maxwell Parade at the Warringah Road intersection and Dividing Barrier Line markings are provided at both ends of the street
- There is statutory No Stopping restrictions near the intersection and unrestricted kerb side parking is provided on both sides of the street
- Maxwell Parade is mostly a residential street. Guan Yin Buddhist Temple and Our Lady of Good Counsel Catholic School are nearby.

ISSUES

- Warringah Road has a larger vehicular volume especially during peak hours with a posted speed limit of 70 km/h
- Motorists attempting to turn right from Maxwell Parade into Warringah Road have difficulties finding a safe gap
- Vehicles attempting to turn right from Maxwell Parade onto Warringah Road cause queueing along Maxwell Parade. Some vehicles are not able to find a suitable gap from six lanes, try to queue in the median lane. Vehicles not able to fit in the median lane create a potential safety hazard.
- Numerous unreported accidents and near misses mentioned by the residents and road users
- The volume of traffic is expected to increase after the completion of the Northern Beaches Hospital Connectivity and Network Enhancement (CaNE) project
- The intersection would be formalised with Give Way treatment by installing associated signs and line marking as suggested by RMS.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a full time Left Turn Only control along Maxwell Parade approaching Warringah Road. Those turning right will be able to utilise the safe alternative routes including the signalised intersections of either Currie Road and Warringah Road, or Hilmer Street and Warringah Road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- As the proposal only affects vehicle movements at the intersection, pedestrian and cycling safety will not be impacted.

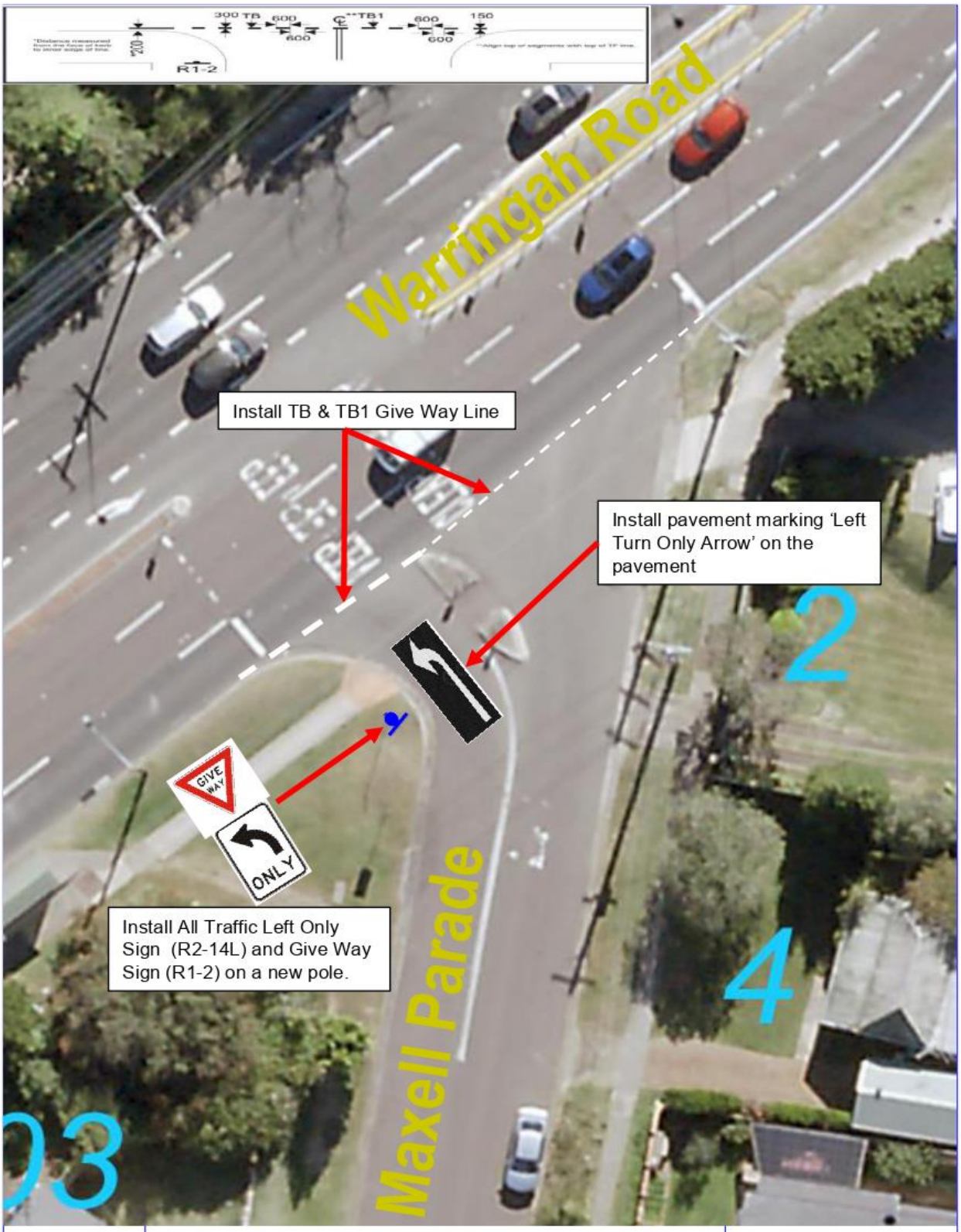
CONSULTATION

Consultation letters have been distributed to 363 properties within the immediate vicinity of the location providing notification of the proposed changes. The proposal was also published in the Manly Daily and included on Council's website under Have Your Say. Some 22,000 people have been notified through the Engagement Update Email. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

A. Installation of transverse TB and TB1 Give Way Lines on Maxwell Parade at Warringah Road, Frenchs Forest, to formalise the intersection.
B. Installation of pavement marking arrow (left turn indicative) on Maxwell Parade, Frenchs Forest.
C. Installation of a Give Way sign (R1-2) on Maxwell Parade, Frenchs Forest.
D. Installation of a Left Only Sign (R2-14L) on a new pole on Maxwell Parade, Frenchs Forest.



N	PROPOSAL	
	Maxwell Parade, Frenchs Forest Left turn Only	northern beaches council
	Drawn **AS** Approved	

Table of Consultation

Address	**Maxwell Parade, Frenchs Forest**
Proposal	**Left Turn Only**

Properties Consulted	363
Responses Received	23
Support	20
Do Not Support	3

Issue	Resident Comment	Council Response
Right turners have to travel a long way.	The right turn is manageable and convinient.	The volume of traffic on Warringah Road is very large. The safety risk is exaceberated by the need to cross 4 or more lanes of traffic in order to turn right. The gap acceptance would be higher and the frustration might arise extended periods spent waiting. This may cause drivers to attempt utising smaller gaps. This significantly increases the safety risk with turning right from Maxwell Parade onto Warringah Road.
Time Restricted	Restriction should be implemented during monring and afternoon peak hour traffic	A time specific turn ban is difficult to enforce and requires resourcing which may not be available on a regular basis. To enhance safety, the preferred option would be to implement a total ban.
The proposal is not addressing all the issues.	Amend the intersection of Maxwell Parde and Warringah Road.	The current proposal is the first stage to remove the highest risk manoeuvre. Council is working with RMS to improve pedestrian and driver safety in this area.
No dedicated light and lane on Currie Road	Suggest to add a dedicated right turn lane on Currie Road at Warringah Road intersection. Request to change the signal phasing as well.	Signalised intersection fall under the authority of Roads and Maritime Services. Council is working with RMS to improve the intersection.
Pedestrian crossing	Provide marked pedestrian crossing on Maxwell Parade near the intersection.	This location does not meet the warrants specified by Roads & Maritime Services guideline for a pedestrian crossing.

JUNE 2019

ITEM	**TRAFFIC MANAGEMENT PLAN – LEFT TURN ONLY – MAXWELL PARADE, FORESTVILLE**
REPORTING OFFICER	**TRAFFIC ENGINEERING COORDINATOR**
PWZTMP NO.	**0034451303**
ATTACHMENTS	**1 Maxwell Parade, Frenchs Forest – Plan** **2 Table of Consultation**

GEOCODES: -33.754616, 151.222977

REPORT

BACKGROUND

The intersection of Maxwell Parade and Warringah Road, Forestville, currently permits a left and right out from a single lane on Maxwell Parade exiting onto Warringah Road. (See Appendix 1).

LOCATION

- Maxwell Parade is a two-way local road running north-south between Warringah Road and Currie Road.
- Width of the Street is generally 9.5m.
- At the intersection with Warringah Road, the entry into the street widens to approximately 18m.
- The widened entry of the street is designed so that vehicles can exit off Warringah Road into the angled street.
- Speed limit of the street is 50 km/h.

ISSUES

- Warringah Road has large vehicular volumes during the peak periods.
- Vehicles attempting to turn right from Maxwell Parade onto Warringah Road cause queueing along Maxwell Parade.

ASSESSMENT

Counts were undertaken to determine the number of vehicles entering and exiting Maxwell Parade at Warringah Road. The counts were taken over two (2) days during the morning peak period (8.00am to 9.30am). The outcomes are listed below:

8/08/2019 (Thursday)	8.30am to 9.30am		
From Warringah Road	From Maxwell Parade		
Right into Maxwell	Right onto Warringah	Left onto Warringah	
3	1	1	
1	1	1	
1	1	1	
1		1	
1		1	
1		1	
2		1	
1		1	
1		1	
1		1	
1		1	
		1	
		1	
		1	
14	3	14	TOTAL

14/08/2019 (Wednesday)	8.15am- 9.15am		
From Warringah Road	From Maxwell Parade		
Right into Maxwell	Right onto Warringah	Left onto Warringah	
1	3	1	
1	1	1	
1	2	1	
1	1	1	
2	1	1	
1	1	2	
1	1	1	
1		1	
1		1	
1		1	
1		1	
1		1	
		1	
13	10	14	TOTAL

The results indicate that there is a relatively low number of vehicles turning right from Maxwell Parade, however these instances may cause delays to those attempting to turn left.
Based on 10 vehicles turning right in comparison to 14 vehicles turning left, the likelihood of a queue forming is high however it is not expected to be significant in terms of queue length. This coupled with the high volumes along Warringah Road, would suggest that the queues would exist for prolonged periods of time until a suitable gap is available along Warringah Road.

Further, the safety risk is exacerbated by the need to cross 4 or more lanes of traffic in order to turn right. The gap acceptance would be higher and frustration might arise from extended periods spent waiting. This may cause drivers to attempt utilizing smaller gaps. This significantly increases the safety risk associated with turning right from Maxwell Parade onto Warringah Road.

Notwithstanding the above, the alternate routes have been assessed and are provided in Appendix B.

Based on the low volumes turning right, the safety is improved significantly if the right turn is banned. With multiple alternative routes not adding significant travel times, in comparison to the waiting periods observed, the drivers would not be unacceptably displaced.

Finally, the right turn ban should be implemented as a full time restriction. It has been noted that a time specific turn ban is difficult to enforce and requires resourcing which may not be available on a regular basis. The preferred option would be to implement a total ban.

PROPOSAL

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

- Install a Give Way Lines (TB & TB1) on Maxwell Parade at Warringah Road to formalize the intersection.
- Install pavement marking arrow (left turn indicative)
- Install Give Way Sign (R1-2) on a new pole
- Install Left Only Sign (R2-14L) on new pole

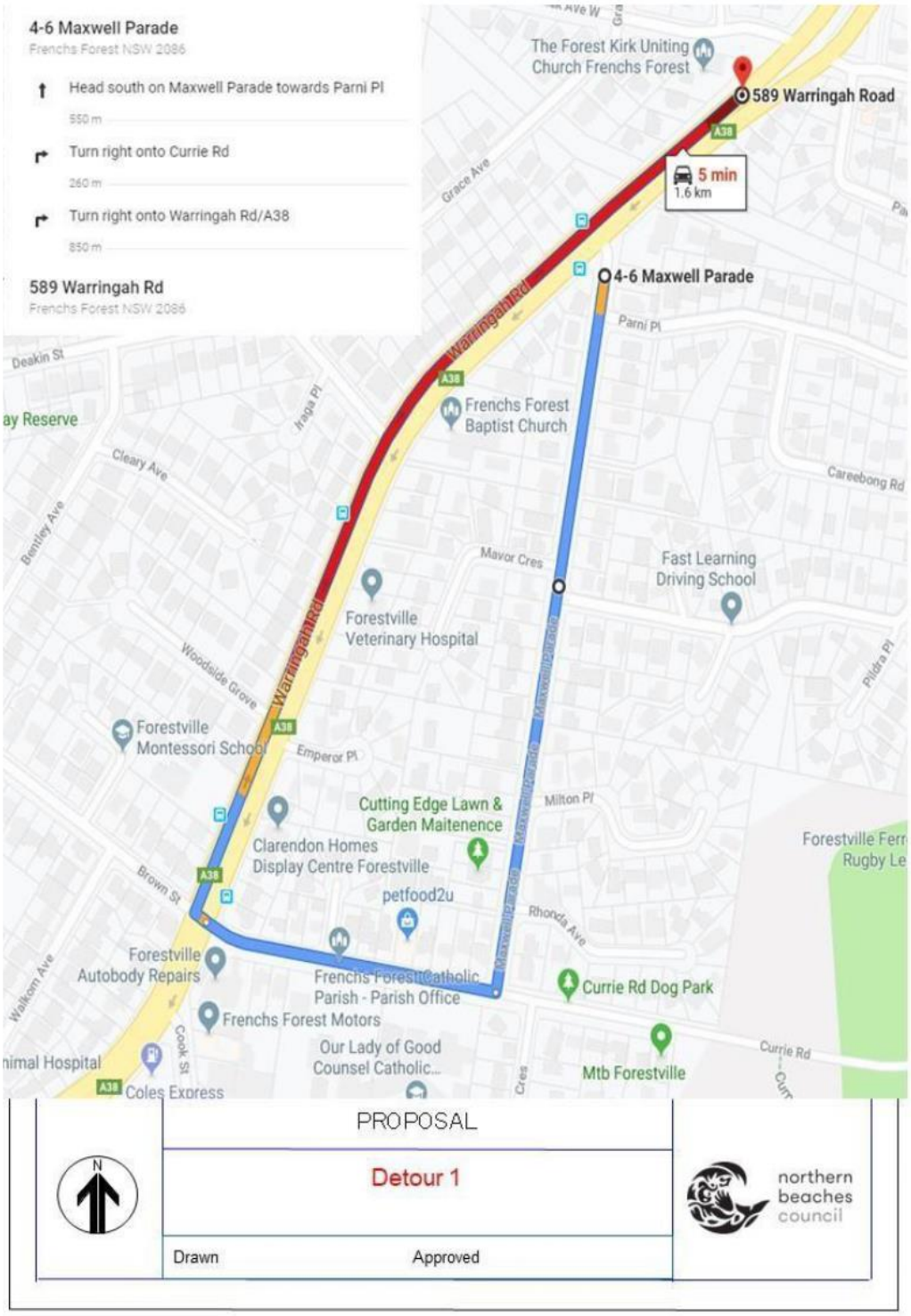
PEDESTRIAN AND CYCLING IMPACT STATEMENT

As the proposal only affects vehicle movements at the intersection, pedestrian and cycling safety will not be impacted.

Appendix 1:


Warringah Rd
Warringah Rd
Warringah Rd
Warringah Rd
A38
A38
A38
Guan Yin Buddhist Temple
Voltz RV Services
Pami Pl
Pami Pl
Maxwell Parade

Appendix 2:

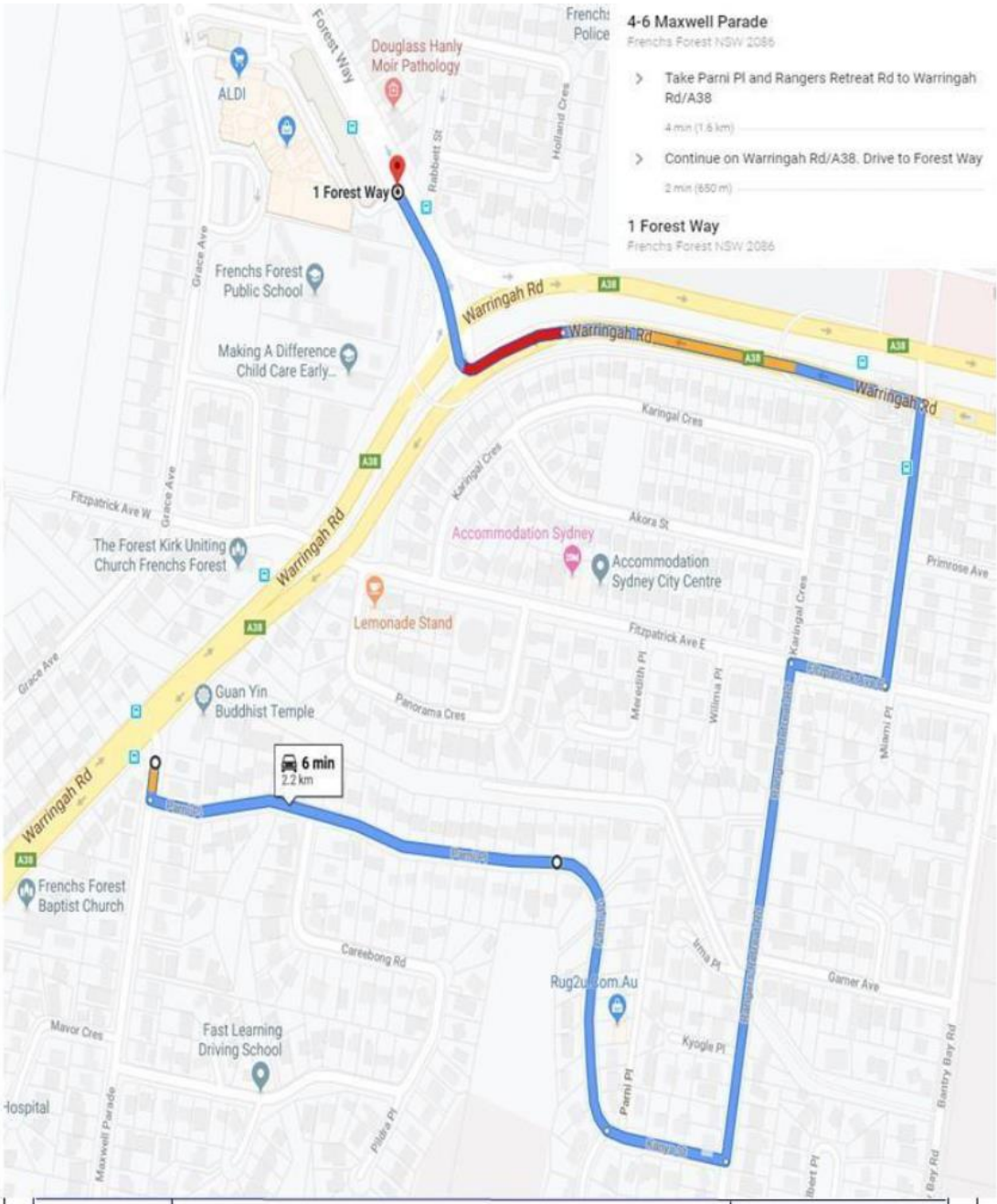

4-6 Maxwell Parade
Frenchs Forest NSW 2086
Head south on Maxwell Parade towards Parni Pl
550 m
Turn right onto Currie Rd
260 m
Turn right onto Warringah Rd/A38
850 m
589 Warringah Rd
Frenchs Forest NSW 2086
The Forest Kirk Uniting Church Frenchs Forest
589 Warringah Road
5 min
1.6 km
4-6 Maxwell Parade
Parni Pl
Grace Ave
Warringah Rd
A38
Frenchs Forest Baptist Church
Deakin St
Cleary Ave
Bentley Ave
Careebong Rd
Mavor Cres
Fast Learning Driving School
Forestville Veterinary Hospital
Woodside Grove
Forestville Montessori School
Emperor Pl
Milton Pl
Cutting Edge Lawn & Garden Maitenence
Clarendon Homes Display Centre Forestville
petfood2u
Brown St
Rhonda Ave
Forestville Autobody Repairs
Frenchs Forest Catholic Parish - Parish Office
Currie Rd Dog Park
Frenchs Forest Motors
Our Lady of Good Counsel Catholic...
Mtb Forestville
Currie Rd
Coles Express
PROPOSAL
Detour 1
Drawn
Approved
northern beaches council

northern beaches council

TRAFFIC MANAGEMENT PLAN – LEFT TURN ONLY – MAXWELL PARADE, FORESTVILLE

04

JUNE 2019



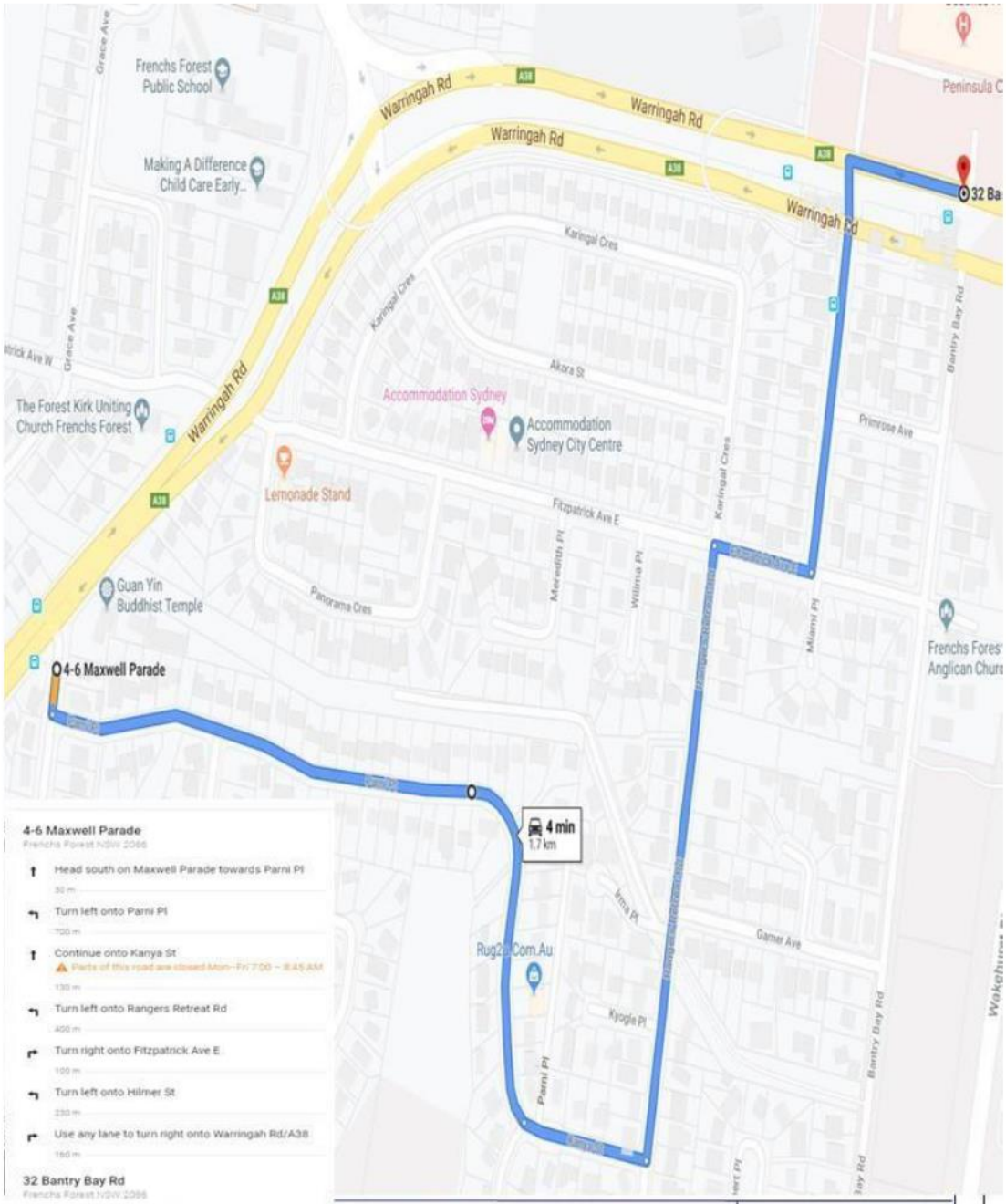
N	PROPOSAL	northern beaches council
	Detour 2	
	Drawn Approved	

northern beaches council

TRAFFIC MANAGEMENT PLAN – LEFT TURN ONLY – MAXWELL PARADE, FORESTVILLE

04

JUNE 2019



PROPOSAL

N

Detour 2

northern beaches council

Drawn

Approved

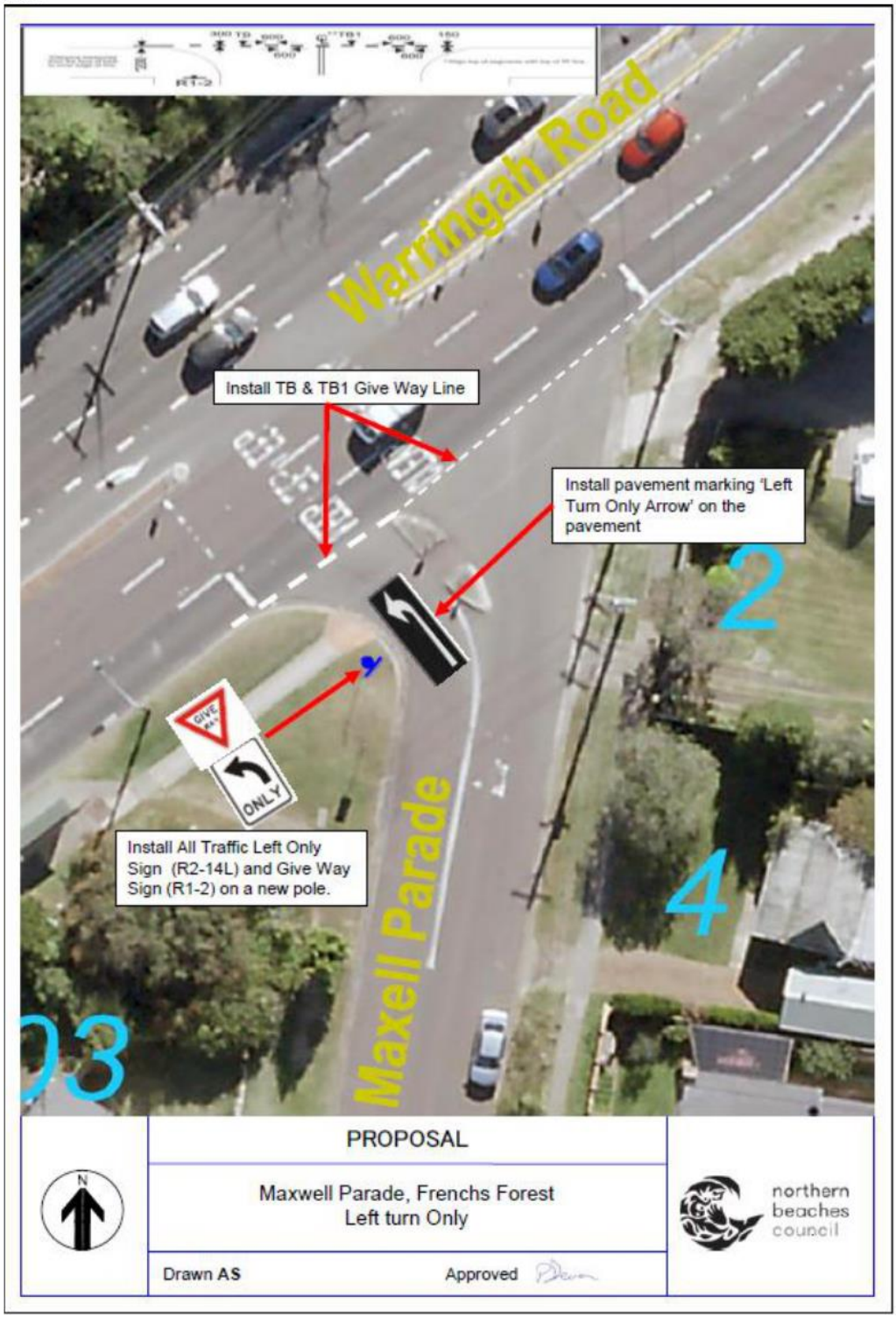
northern beaches council

JUNE 2019

TRAFFIC MANAGEMENT PLAN – LEFT TURN ONLY – MAXWELL PARADE, FORESTVILLE

04

Proposal:



ITEM 4.14	**HARBORD ROAD, FRESHWATER – INTERSECTION IMPROVEMENTS**
REPORTING OFFICER	**TRAFFIC ENGINEER**
TRIM FILE REF	**2019/597943**
ATTACHMENTS	**1 Harbord Road, Freshwater – Plan** **2 Table of Consultation**

GEOCODES: -33.777408, 151.280149

REPORT

BACKGROUND

Council has received concerns from local residents regarding the safety of pedestrians at the Pedestrian Marked Crossing on Harbord Road between Wilson Street and Martin Street, Freshwater.

LOCATION

- Harbord Road is a regional road with a posted speed limit of 60km/h
- Wilson Street and Martin Street are local roads with a default speed limit of 50km/h
- Harbord Road is a Bus route

ISSUES

Existing pedestrian crossing is a marked crossing. Lack of visibility and sight distance creates potential risks to road users especially to pedestrians.

PROPOSAL

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

- Install STOP control with holding lines at the intersection of Harbord Road and Wilson Street to improve sight distance and safety.
- To convert the existing Giveway control into STOP control with holding lines at the intersection of Harbord Road and Martin Street to improve sight distance and safety.
- Install associated signs and line markings which includes:
    - 10m Dividing Barrier Line
    - 10m No Stopping unbroken yellow kerb line to reinforce the statutory no stopping at the corners of the intersections
- Install a No Stopping Unbroken Yellow Kerb Line on northern side of Lawrence Street adjacent to the existing speed hump in consistency with the southern side of Lawrence Street.
- Install missing Holding Rail and Keep Left signs on the pedestrian refuge.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Improves the visibility and safety of pedestrians and people cycling

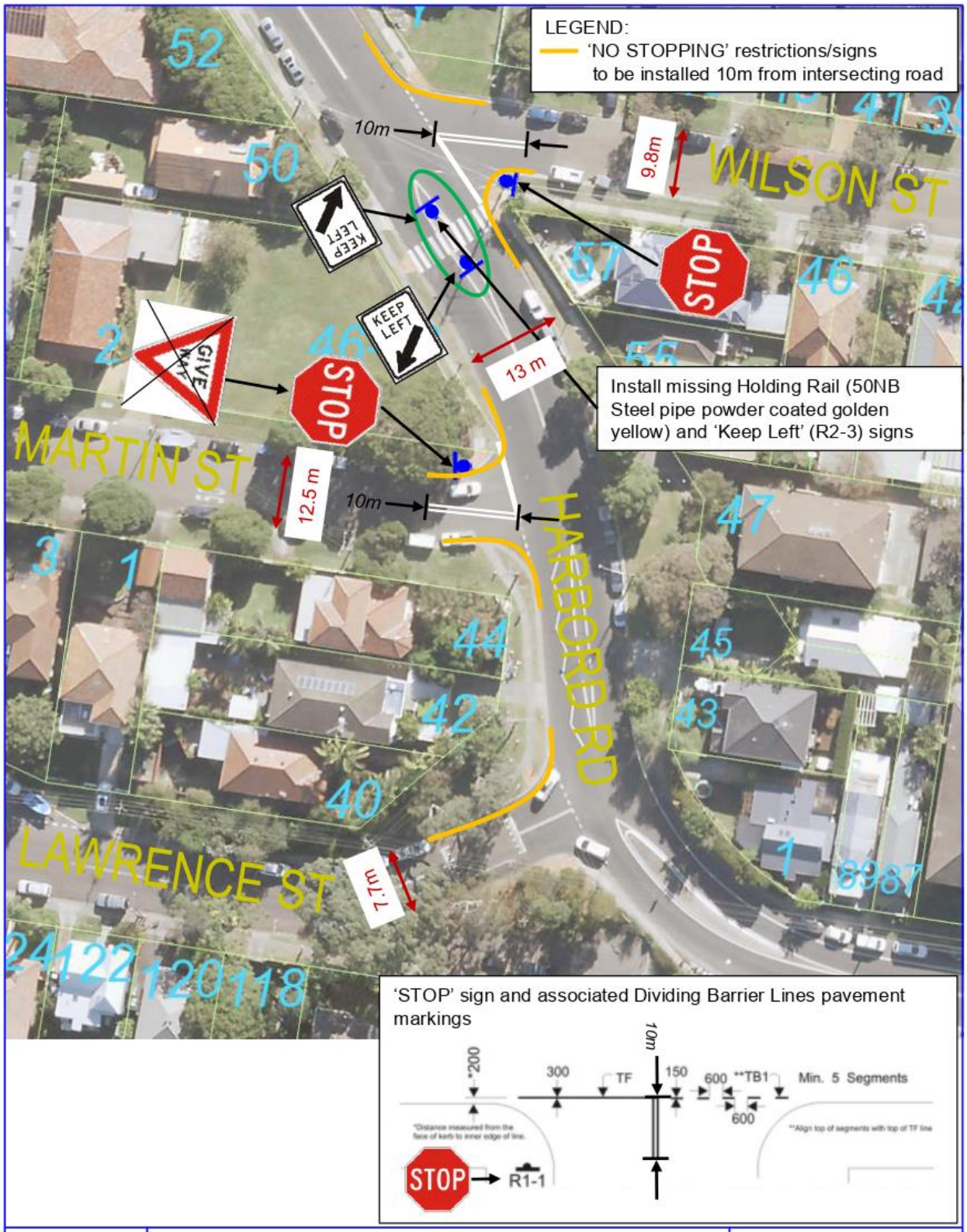
CONSULTATION

Consultation letters have been distributed to 150 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 STOP control with holding lines at the intersection of Harbord Road and Wilson Street, Freshwater, to improve sight distance and safety.
B. Conversion of the existing Giveway control into a STOP control with holding lines at the intersection of Harbord Road and Martin Street, Freshwater, to improve sight distance and safety.
C. Installation of associated signs and line markings which includes:
    - 10m Dividing Barrier Line
    - 10m No Stopping Unbroken Yellow Kerb Line to reinforce the statutory no stopping at the corners of the intersections.
D. Installation of a No Stopping Unbroken Yellow Kerb Line on the northern side of Lawrence Street adjacent to the existing speed hump in consistency with the southern side of Lawrence Street, Freshwater.
E. Installation of the missing Holding Rail and Keep Left signs on the pedestrian refuge.



PROPOSAL

HARBORD ROAD, FRESHWATER
Intersection Improvements

Drawn BD Approved

northern beaches council

Table of Consultation

Address	Harbord Road, Freshwater
Proposal	Intersection Improvements

Properties Consulted	150
Responses Received	1
Support	1
Do Not Support	0

Issue	Resident Comment	Council Response
Speeding	High speed environment creates safety risks.	Harbord Road is a regional road and speed limit of 60km/h. The road has been sufficiently treated with roundabout, median islands, signs and linemarking.
Lighting	Lighting is not enough.	The pedestrian crossing is closer to intersection and sufficiently illuminated.
Holding rail & keep left	One of the holding rail and keep left signs missing.	Council will install the missing ones.

ITEM 4.15	**GRANDVIEW DRIVE, NEWPORT - TRAFFIC CALMING DEVICES**
REPORTING OFFICER	**TRAFFIC OFFICER**
TRIM FILE REF	**2019/596175**
ATTACHMENTS	**1 Grandview Drive Newport - Plan**

GEOCODES: -343791.271, 6275593.687

REPORT

BACKGROUND

Council has received concerns from local residents regarding increased vehicle speeds on the corner of Grandview Drive, Newport, between No.s 133-135. A further concern is the proximity of the footpath adjacent to the road that measures approximately 1m, creating a potential risk to pedestrian safety.

LOCATION

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

ISSUES

- The overall road width is narrow for through traffic
- The proximity of the existing footpath to the road
- The existing pedestrian pathway is very narrow

PROPOSAL

Council has undertaken a review of the location and proposes to implement traffic calming devices at the corner to reduce vehicle speed on approach and exit up and downhill to improve pedestrian and road safety.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

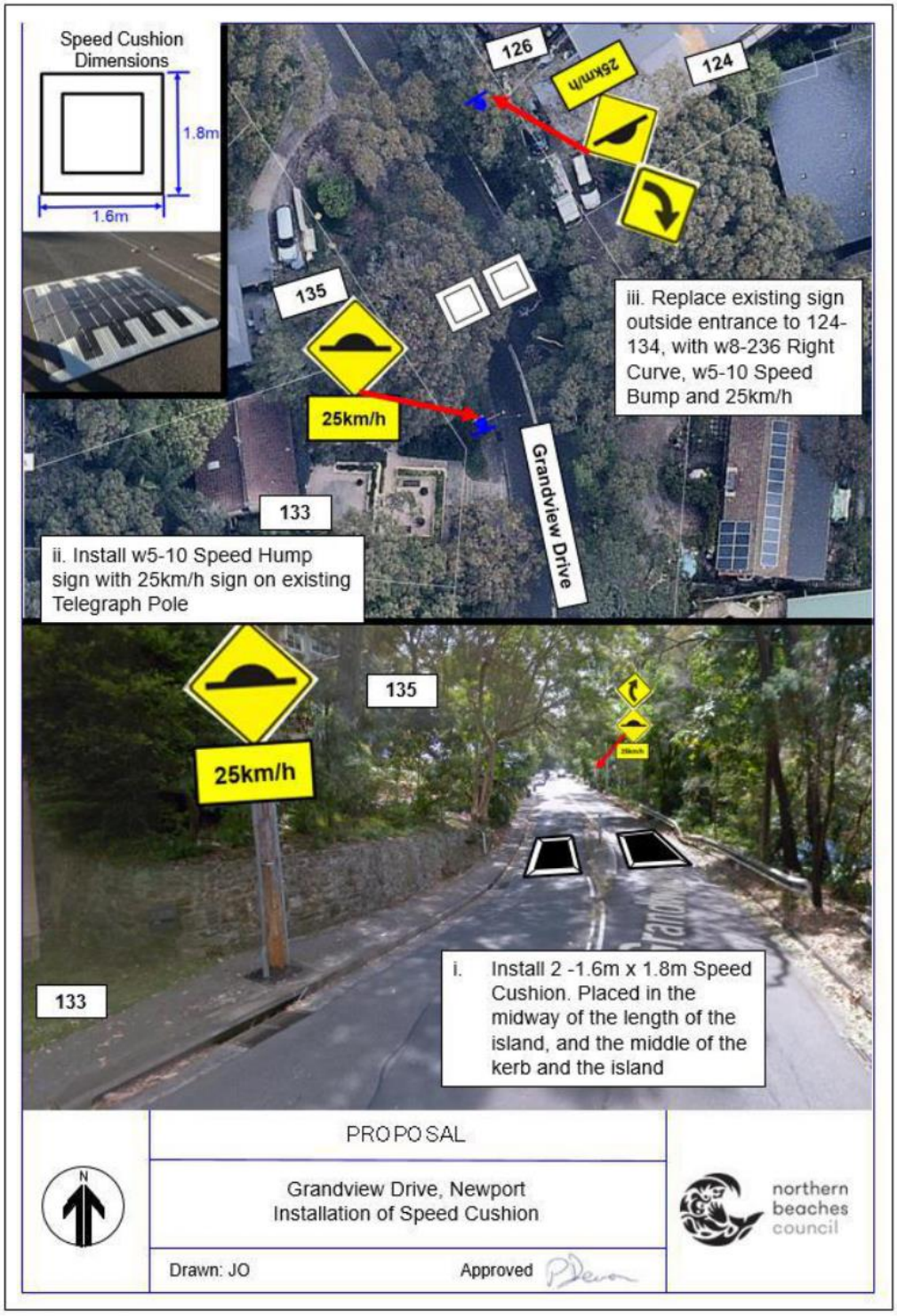
- Grandview Drive is part of the existing Road Cycling Network in the area. The proposal will improve safety for people cycling along Grandview Drive by providing a wider road width.
- The proposal does not affect pedestrian facilities or impacts on people walking.

CONSULTATION

Consultation letters have been distributed to 40 properties within the immediate vicinity of the location providing notification of the proposed changes. Five submissions were received at the time of reporting with all in support of the proposal. Additionally, no issues were raised.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of two speed cushions on the northern and southern lanes of Grandview Drive, Newport, between No.s 133 to 135.


Speed Cushion Dimensions
1.8m
1.6m
126
25km/h
124
135
25km/h
iii. Replace existing sign outside entrance to 124-134, with w8-236 Right Curve, w5-10 Speed Bump and 25km/h
Grandview Drive
133
ii. Install w5-10 Speed Hump sign with 25km/h sign on existing Telegraph Pole
135
25km/h
133
i. Install 2 -1.6m x 1.8m Speed Cushion. Placed in the midway of the length of the island, and the middle of the kerb and the island
PROPOSAL
N
Grandview Drive, Newport
Installation of Speed Cushion
Drawn: JO
Approved
northern beaches council

ITEM 4.16	**OXFORD FALLS ROAD, OXFORD FALLS- PAVEMENT FLAPS**
REPORTING OFFICER	**TRAFFIC OFFICER**
TRIM FILE REF	**2019/597738**
ATTACHMENTS	**1 Oxford Falls Road,Oxford Falls - Plan**
	2 Table of Consultation

GEOCODES: -33807070.553, 6264230.507

REPORT

BACKGROUND

Council has received concerns from local residents regarding excessive speed, the movement of heavy vehicles and dangerous driving from the intersection of Oxford Falls Road and Iris Street to outside No.1336 Oxford Falls Road, Oxford Falls.

LOCATION

- Oxford Falls Road, Oxford Falls, is a collector road with a 50km/h speed limit.
- Oxford Falls Road provides access to the surrounding developments, which are mainly rural properties, the Oxford Falls Grammar School (OFGS) and a commercial business located at the end of Meatworks Avenue. The roads are constructed as rural roads with no kerb and gutter with the exception of the west side Oxford Falls Road in front of OFGS and the south side of Dreadnought Road on the approach to the traffic lights at the Wakehurst Parkway.
- Oxford Falls Road between Warringah Road and Wakehurst Parkway is subject to a 3 tonne load limit with exemptions for traffic proceeding to Meatworks Avenue.
- The main traffic generators are the OFGS and the commercial business at the end of Meatworks Avenue, which must pass by the OFGS.

ISSUES

- Pedestrian and horse rider proximity to the road
- Vehicle speed, in particular, heavy vehicles
- Dangerous driving practices

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install pavement flaps to prevent vehicles driving along the centre of the road. The proposed traffic devices will enhance delineation and provide improved traffic calming in the area.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

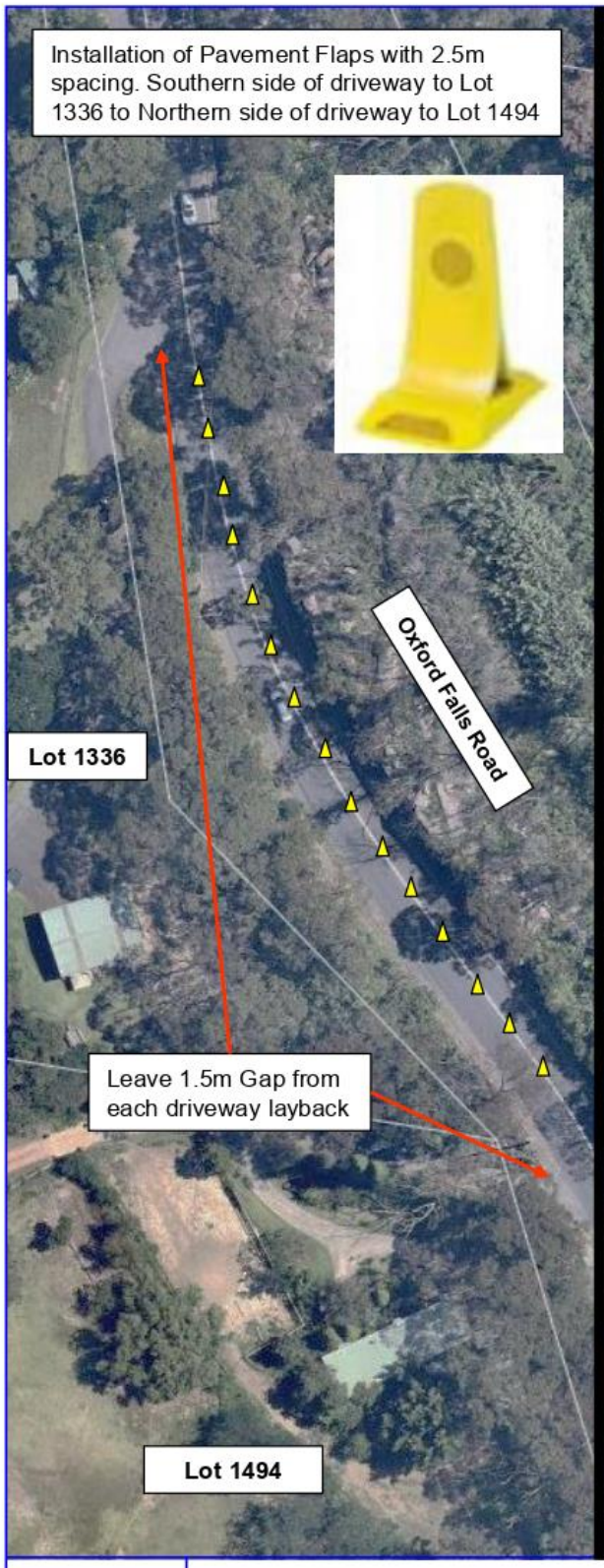
- The proposal does not affect pedestrian facilities or impacts on walking.
- The proposal will improve road safety for people cycling

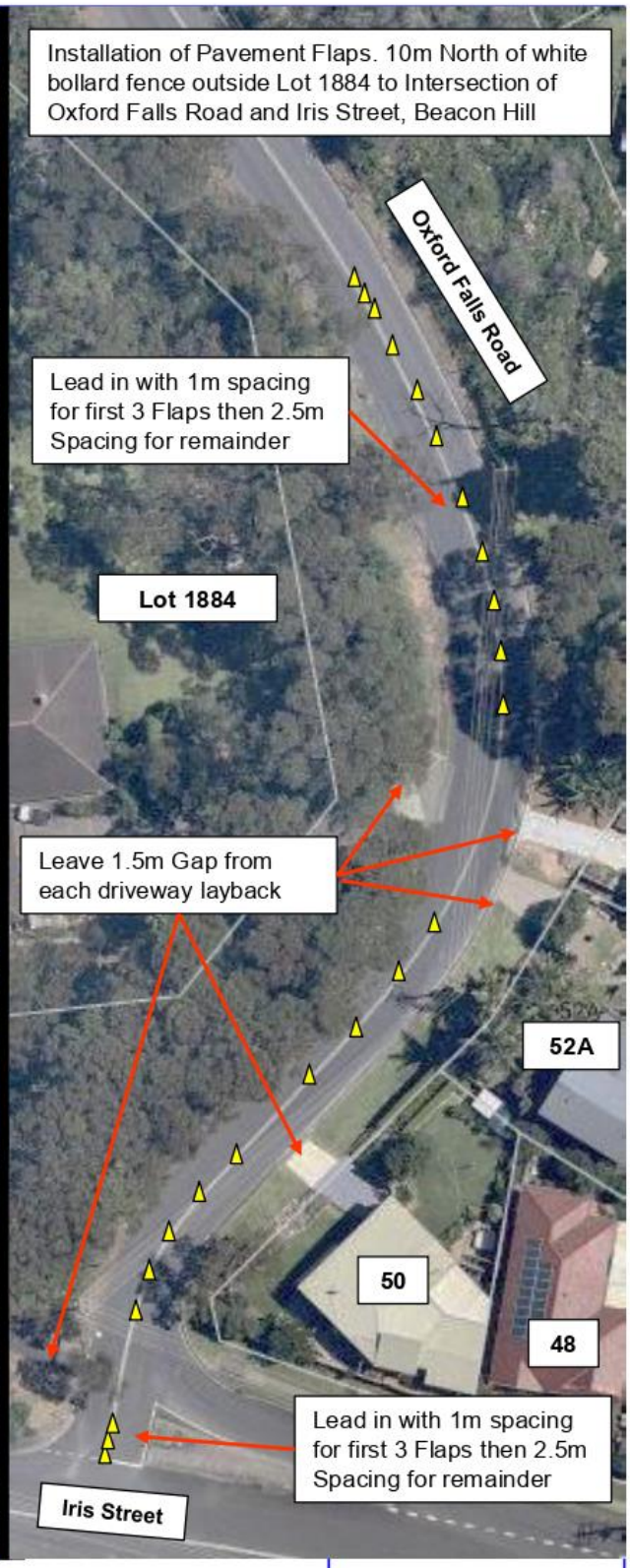
CONSULTATION

Consultation letters have been distributed to 20 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 pavement flaps on Oxford Falls Road, Oxford Falls.





PROPOSAL

Oxford Falls Road, Oxford Falls
Installation of Pavement Flaps

Drawn JO Approved

Table of Consultation

Address	**Oxford Falls Road Oxford Falls**
Proposal	**Pavement Flaps**

Properties Consulted	20
Responses Received	3
Support	1
Do Not Support	2

Issue	Resident Comment	Council Response
Damage to pavement flaps, monetary value	Resident believes flaps were damaged at McCarrs Creek Road,sounds like a waste of money to me	Council can maintain, cost beneficial to pedestrian and road safety
Entering and exit of driveways	Difficult to turn entering and exiting driveways,in particular, motor homes with trailers and caravans	Council will provide spacing in the flaps outside residential and business driveways
Noise	Flaps will generate offensive noise day and night	The noise associated with pavement flaps is significantly less than speed humps or rumble strips
Other devices more beneficial	Pavements flaps will not stop the speeding.Installation of a zig zag structure or wide speed bumps would be more effective reducing speeding	The primary concern raised was dangerous driving,including crossing the bb lines,therefore either device mentioned would not have an impact on this safety
Change of road conditions	Turn this part of Oxford Falls Road into a one way road with traffic only traveling to the north direction, between Iris Street intersection and Barnes Road.	Oxford Falls Road caters to two (2) schools, residential and rural properties, this proposal would significantly impact access to all road users

ITEM 4.17	**HOWARD AVENUE, DEE WHY – LOADING ZONE**
REPORTING OFFICER	**TRAFFIC ENGINEER**
TRIM FILE REF	**2019/597835**
ATTACHMENTS	**1 Howard Avenue, Dee Why – Plan**
	2 Table of Consultation

GEOCODES: -33.753858, 151.296539

REPORT

BACKGROUND

Council has received a petition from local businesses with twenty-three signatures requesting two loading zones, one on the northern side of Howard Avenue, Dee Why, near No.110 and the other on the southern side adjacent to 18 The Strand, Dee Why, between 6:00am – 6:00pm Mon - Fri to facilitate their deliveries and reduce traffic congestion and hazards.

LOCATION

- The particular location of Howard Avenue and The Strand in the 40K High Pedestrian Activity area close to the Dee Why beach front comprises of business and residential premises
- Both streets are bus routes
- The Strand is a regional road having a road width of 12m and Howard Avenue is a local road having a road width of 13.2m.

ISSUES

As there is no designated Loading Zone, delivery vehicles face difficulties in delivering goods and often create traffic congestion and potential risks to road users.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to convert the unrestricted parking on the northern side of Howard Avenue, near No. 110, into a 10m Loading Zone during 7:00am – 5:00pm, Mon – Fri.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

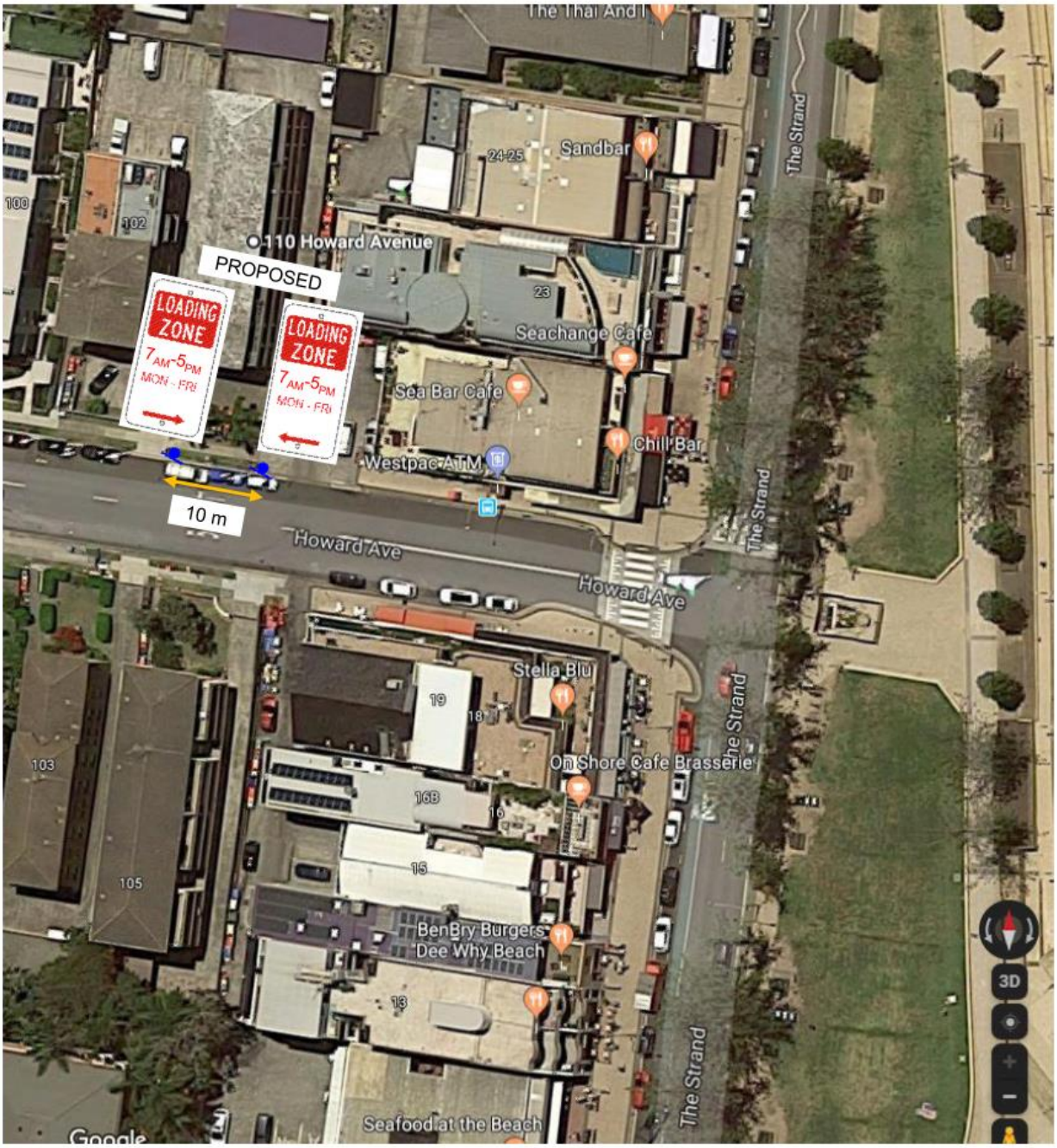
- The proposal reduces traffic congestion and potential risks which will improve the safety of pedestrians and people cycling

CONSULTATION

Consultation letters have been distributed to 218 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 converting the unrestricted parking on the northern side of Howard Avenue, Dee Why, near No.110, into a 10m Loading Zone during 7:00am – 5:00pm Mon – Fri.



N	PROPOSAL	
	Howard Avenue, Dee Why Loading Zone	northern beaches council
	Drawn VS Approved	

Table of Consultation

Address	Howard Ave, Dee Why
Proposal	Loading Zone

Properties Consulted	218
Responses Received	8
Support	3
Do Not Support	5

Issue	Resident Comment	Council Response
Parking	Residents lost parking space.	On-street parking is common and Council tries to maximise the usage to satisfy community needs. Also proposed loading zone applies 7am - 5pm and other times residents can utilise. Lots of businesses get benefitted and traffic congestion and hazards get reduced.
Location of Loading Zone	Loading zone will be beneficial to businesses only and it shouldn't be impacted residents.	This is the most suitable location with the minimum impact. The Strand is very busy and Howard Ave is the most suitable location for loading purpose.
Noise	Delivery vehicles will create noise.	Delivery vehicles currently using Howard Avenue for their delivery. So, no unreasonable noise will be generated.
Safety	Delivery vehicles block the view when residents exit from their driveway.	It is very common issue in Council area. Also delivery vehicles only park while they pick up and deliver goods for maximum of 30minutes. Traffic congestion and potential risks will be reduced with designated loading zone.

5.0 MATTERS FOR NOTATION

ITEM 5.1	**APPROVALS UNDER DELEGATION**
REPORTING OFFICER	**MANAGER, TRANSPORT NETWORK**
TRIM FILE REF	**2019/584204**
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 - 12 November 2019

Location	Action	Consultation	Referral Response Date	Approval Date
Bungan Head Road, Newport	- Install 'NO PARKING 7AM-5PM MON-FRI' restrictions between the driveway of No.3 and the 'NO PARKING' restrictions in the turning area. - Remove existing 'NO PARKING 7AM-5PM MON-FRI' restrictions between the driveway of No.2 and the 'NO PARKING' restrictions in the turning area.	Properties consulted: 10 Support: 10 Object: 0 **Reason for approval:** The changes will continue to restrict parking to one side of the road but will enable additional on-street parking for residents located at the western end of Bungan Head Road.	18 October 2019	18 October 2019

ITEM 5.2	**EVENT: MEET YOUR STREET - TEMPORARY ROAD CLOSURES**
REPORTING OFFICER	**TRAFFIC ENGINEER**
TRIM FILE REF	**2019/594610**
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) Violet Street, Balgowlah - between Wanganella Street and Maretimo Street on 9 November 2019 between the hours of 2:00pm and 6:00pm
(ii) Welch Street and Keirle Street, North Manly - between Wyadra Road and Oatway Parade on 8 December 2019 between the hours of 4:00pm and 7:00pm
(iii) Kempbridge Ave, Seaforth - between Sydney Road and cul-de-sac on 30 November 2019 between the hours of 4:00pm and 8:00pm
(iv) Lodge Street, Balgowlah - between No.15 and No.29 on 14 December 2019 between the hours of 4:00pm and 8:00pm.

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.

RECOMMENDATION TO TRAFFIC COMMITTEE

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

I. STANDARD TRAFFIC CONTROL PLAN (TCP)

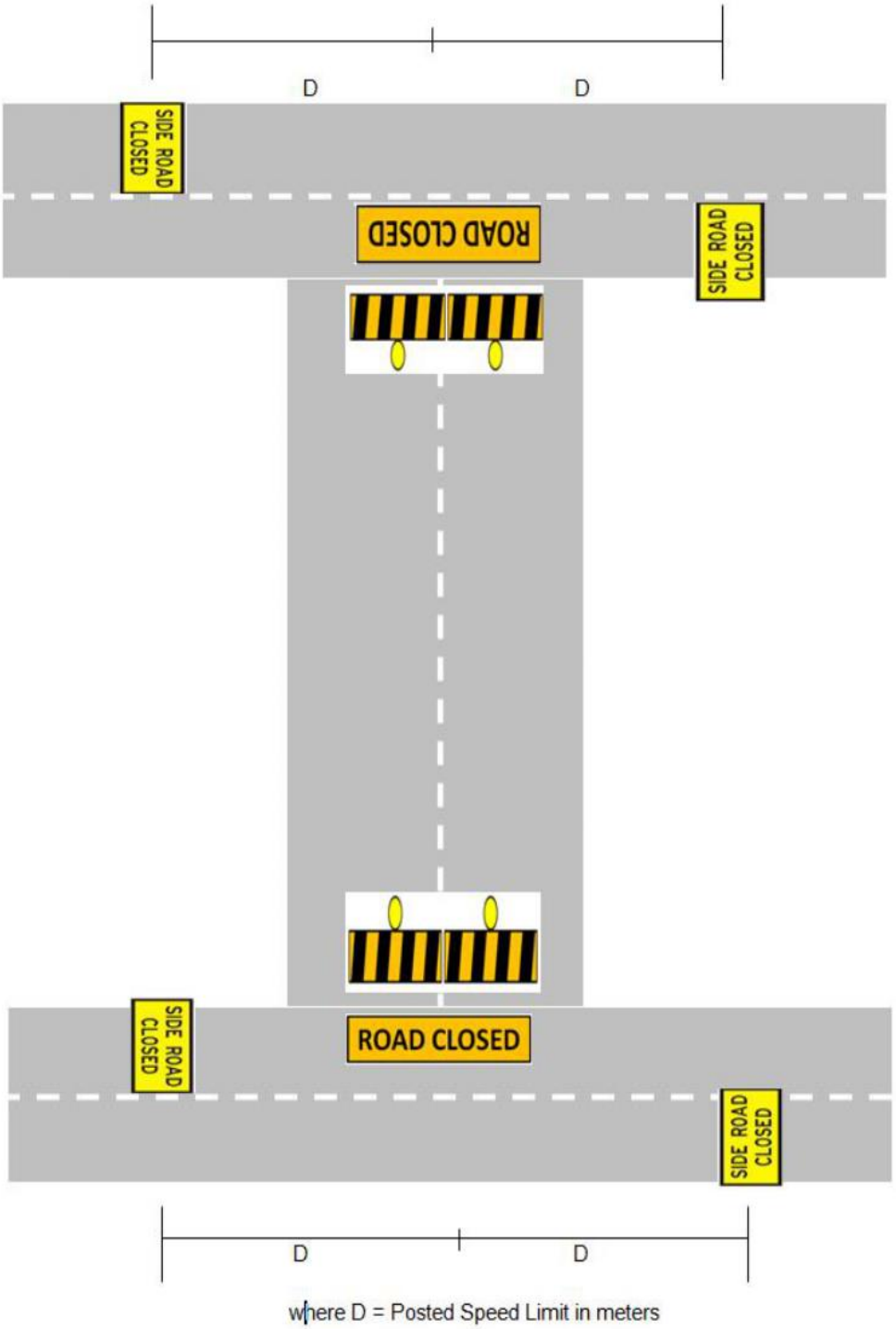
A Traffic Control Plan, TCP, has been developed using the Roads & Maritime Service's (RMS) Traffic Control at Work Sites Manual. The TCP outlines the signs and barriers that are to be used, the erection and removal processes and other requirements. In addition to the TCP, additional requirements are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

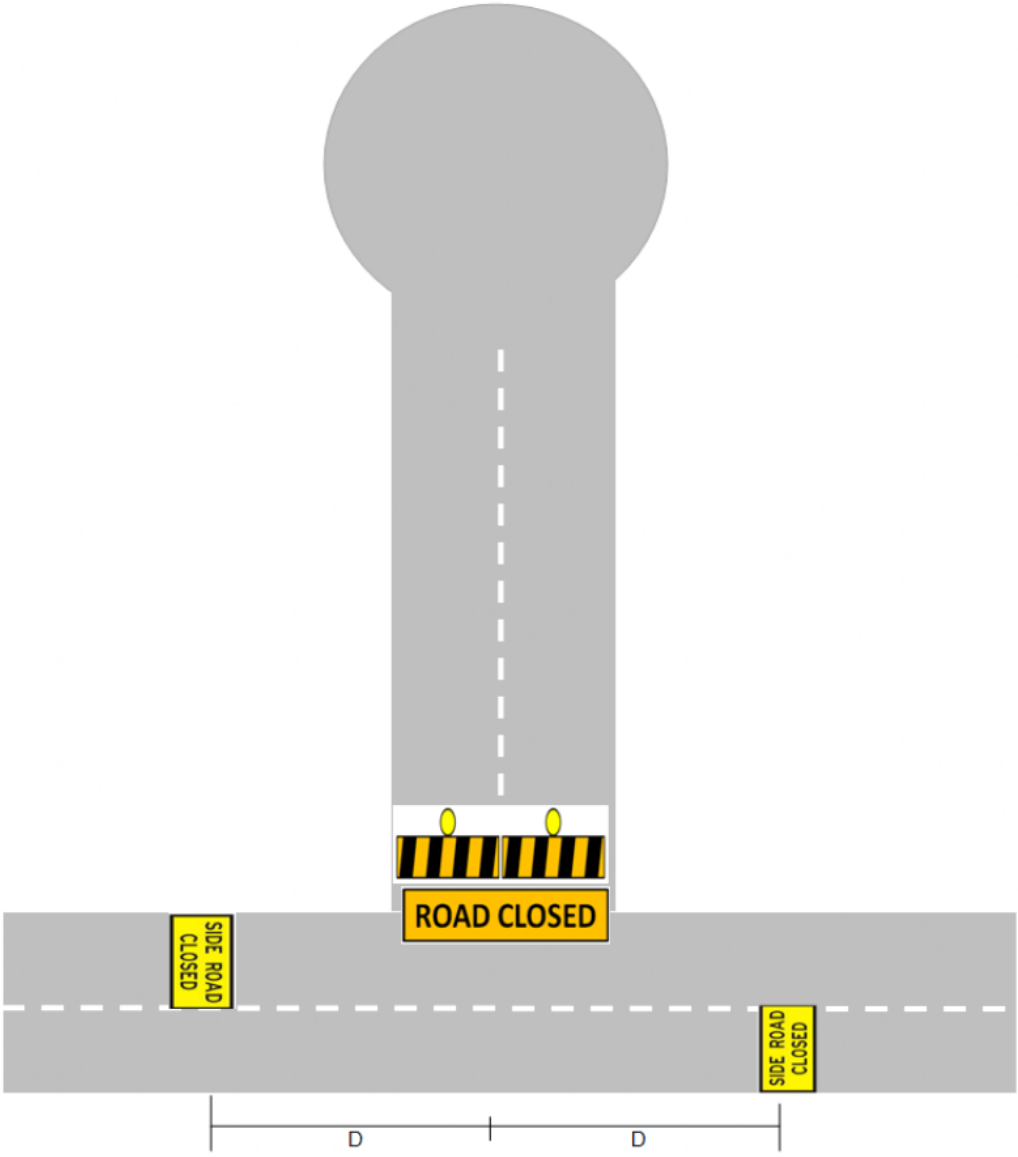
Sign Type	Sign No.
Side Road Closed	T1 - 32
Road Closed	T2 - 4
Barricade With Steady Amber Lights	N/A

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



where D = Posted Speed Limit in meters

Standard Traffic Control Plan (TCP) No. 2

NOTES:

1. All persons working on road must wear visibility vests or jackets as specified in the RTA's OH&S manual.

2. All signs must be approved Australian Standard Signs appropriate for right use.

3. The temporary road closure should be carried out in conjunction with the attached

conditions and requirements.

II. STANDARD CONDITIONS

Resident Street Party Organiser will be responsible for:

1. That resident street party organiser shall submit a completed application form to Council at least 4 weeks prior to the event.

2. That resident street party organiser shall undertake a letterbox drop minimum two weeks prior to the event. The letter shall include that:

    - the proposed date and time of the street party
    - residents participate at their own risk
    - Access to and from the street by resident's vehicles ONLY in an emergency and emergency vehicles
    - A contact name and contact details for residents to communicate any objections to the road closure
    - A copy of the letter is to be provided to Council

3. One week in advance of the event the street party organiser will provide a statement to Council notifying that not more than 25% of the residents oppose the street party.

4. The resident street party organiser shall notify the Traffic Sergeant at the Manly Police Station to confirm that the street party will be going ahead on the proposed date.

5. The resident street party organiser shall ensure that noise is kept at an acceptable level and that it does not inconvenience the neighbouring community.

6. The resident street party organiser shall ensure that all rubbish is removed from the site at the completion of the street party.

7. The resident street party organiser shall notify all emergency service authorities.

Council's Events Team will be responsible for:

1. Ensuring the resident street party organiser has completed the induction and has lodged the application form and understands the conditions to conduct the event.

2. The implementation of the Traffic Management Plan (TMP) and ensuring the Closure and Road Opening is undertaken by qualified and certified people.

3. The road closure points are controlled by qualified and certified people for the duration of the event. This will involve engaging an external contractor to man the road closure barricades for the duration of the event. The estimated cost to Council to facilitate this is $600 per street party, based on a four hour minimum.

4. The street party being restricted to local streets only (not collector, regional or state roads) in a very low traffic environment such as a dead-end or cul-de-sac (consult Council's Traffic and Transport section).

5. The street party shall be limited to not more than 100 people at any given time during the duration of the event.

6. Ensuring the applicant has obtained the concurrence from the Police.

7. Completing a risk management plan for each street party application and submitting

this to Council's Insurers to confirm cover for event

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

Council's Traffic Management Team will be responsible for:

1. Advising the Events Team if a street is deemed suitable for temporary road closures.

2. Preparing the TCP and submitting to Council for approval. The TCP will indicate the recommended signage to be used to ensure traffic is managed effectively with minimum disruption.

ITEM 5.3 **REQUEST FOR WORKS ZONE**

REPORTING OFFICER **TRAFFIC OFFICER**

TRIM FILE REF **2019/594357**

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
Gubler and Associates Pty Ltd	17 Marine Parade MANLY NSW 2095	Length: 12 M Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	30 September 2019 – 11 November 2019
Pacific Plus Constructions Pty Ltd	82-84 Bower Street MANLY NSW 2095	Length: 12 M Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	30 September 2019 – 9 December 2019
Nazoo One Pty Ltd	31 Victoria Parade MANLY NSW 2095	Length: 18 M Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	7 October 2019 – 30 March 2020
Rawson Homes Pty Ltd	10 Rowan Street MONA VALE NSW 2103	Length: 12 M Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	18 November 2019 – 18 November 2020

RECOMMENDATION TO TRAFFIC COMMITTEE

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