


AGENDA

NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING

Notice is hereby given that a meeting of the Northern Beaches Council Local Traffic Committee will be held in the Flannel Flower Room, Civic Centre, Dee Why on

TUESDAY 3 MARCH 2020

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



Jorde Frangoples
Director Transport and Assets

Voting Members

Chair – Mayor – Northern Beaches Council
 Member for Pittwater Mr R Stokes MP Representative
 Member for Davidson Mr J O’Dea MP Representative
 Member for Wakehurst Mr B Hazzard MP Representative
 Member for Manly Mr J Griffin MP Representative
 Roads and Maritime Services
 Northern Beaches Police Command, Dee Why

Mr Michael Regan
 Mr Andrew Johnston
 Mr Phil Corbett
 Mr Toby Williams
 Mr John O’Connor
 Mr Raymond Tran
 Sergeant Nino Jelovic

Non Voting Members

State Transit Authority, Brookvale Depot
 Forest Coach Lines
 Manly Warringah Cabs Co-operative Society Ltd
 Cycling Representative

Mr Egwin Herbert
 Mr Robert Bicakcian
 TBC
 Mr Owen Dunne

Officers

Director Transport and Assets
 Executive Manager Transport and Civil Infrastructure
 Manager Transport Network
 Traffic Engineering Coordinator
 Traffic Engineer
 Traffic Engineer
 Traffic Engineer
 Traffic Engineer
 Traffic Engineer
 Traffic Officer
 Traffic Officer
 Traffic Officer
 Traffic Officer
 Ranger Coordinator
 Strategic Transport Coordinator
 Transport Project Officer
 Road Safety Officer
 Road Safety Officer
 Specialist Administration Officer

Mr Jorde Frangoples
 Mr Craig Sawyer
 Mr Phillip Devon
 Mr Patrick Bastawrous
 Mr Ricky Kwok
 Mr James Brocklebank
 Mr Velsamy Sankaran
 Mrs Rezvan Saket
 Mr Anwar Subel
 Mr Luke Nickson
 Mr Brian Duong
 Mr Ali Samimi Haghighi
 Mrs Kajal Todd
 Mr Michael Davey
 Ms Michelle Carter
 Mr Phillip Gray
 Mrs Karen Menzies
 Ms Robynann Dixon
 Ms Lisa Monk

Visitors

Nil

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

to be held on Tuesday 3 March 2020

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10:00am

1.0 APOLOGIES

2.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICT OF INTEREST

2.1 Minutes of Northern Beaches Council Local Traffic Committee held 4 February 2020

2.2 Declaration of Pecuniary and Conflicts of Interest

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION6

4.1 Binba Place, Brookvale - No Parking Restrictions6

4.2 Parkes Road, Collaroy Plateau - No Parking Restrictions 10

4.3 Sanctuary Avenue, Avalon Beach - No Stopping and No Parking Restrictions 13

4.4 Elimatta Road, Mona Vale - No Stopping and No Parking Restrictions 17

4.5 Orchard Road Brookvale - No Stopping and Timed Parking Restrictions21

4.6 Daisy Street, North Balgowlah - No Stopping Restrictions24

4.7 Athol Street Frenchs Forest- No Stopping Restrictions28

4.8 Tooronga Road, Terrey Hills – Timed Parking Restrictions31

4.9 Griffin Road, North Curl Curl - Timed Parking Restrictions35

4.10 Mona Street and Eric Green Drive, Mona Vale - Timed Parking Restrictions39

4.11 Kempbridge Ave, Seaforth P 5Min Council Service Vehicles Excepted43

4.12 West Promenade, Manly - 2P Permit Parking and Bus Zone46

4.13 Cross Street, Brookvale - Bus Zone Changes50

4.14 Romford Road, Frenchs Forest - No Right Turn Restrictions54

4.15 Rickard Road, North Narrabeen – Intersection Improvements64

4.16 Cabbage Tree Road and Beaumont Crescent, Bayview - Intersection Improvements68

4.17 Surfview Road, Mona Vale - Shared Zone73

4.18 Oaks Avenue, Dee Why - Extend Drop off and Pick Up Zone78

4.19 Blackbutts Road and Adams Street, Frenchs Forest - Speed Cushion82



4.20	Aubreen Street, Collaroy Plateau - Parking Bays	86
5.0	MATTERS FOR NOTATION	90
5.1	Request for Works Zone	90

NEXT MEETING Tuesday 7 April 2020

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 4 FEBRUARY 2020

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 4 February 2020, 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 should disclose any "**pecuniary**" or "**non-pecuniary**" conflicts of interests in matters included in the agenda. The [Northern Beaches Council Code of Conduct](#) (the Code) provides guidance on managing conflicts of interests.

A **pecuniary interest** is defined in Section 4 of the Code as:

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.

A **non-pecuniary conflict of interest** is defined in Section 5 of the Code as:

A non-pecuniary conflict of interest exists where a reasonable and informed person would perceive that you could be influenced by a private interest when carrying out your official functions in relation to a matter.

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1 BINBA PLACE, BROOKVALE - NO PARKING RESTRICTIONS

REPORTING OFFICER TRAFFIC OFFICER

TRIM FILE REF 2020/096160

ATTACHMENTS
1 Binba Place, Brookvale - Plan
2 Table of Consultation

GEOCODES: -33.758389, 151.273302

REPORT

BACKGROUND

Council has received concerns from local residents regarding the narrow nature and topography of the street. This raises issues for the safe entrance and egress of waste and other service vehicles. Through investigations this street is widely used by students of St Augustine's College during school times and the general public during footy season.

LOCATION

- Binba Place is a local road with a 50km/h speed limit
- Binba Place ranges from 6.2m-6.7m in width, with car parking on both sides of the street
- These streets meet at T-intersection with Federal Parade
- Binba Place is a short street ending in a cul-de-sac with ten houses
- St Augustine's College, Brookvale Children's Centre and Brookvale Oval are near the vicinity of this street

ISSUES

- When vehicles park on both sides, waste vehicles have difficulty in safe access and egress from the street, particularly on the bend where the topography shifts.
- Residents have had continuous difficulty in accessing their driveways during school times and during footy season.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to restrict parking on waste collection days (6:00am – 6:00pm Wednesdays).

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 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 installation of 50m of No Parking on the western side of Binba Place, Brookvale.



PROPOSAL

Binba Place, Brookvale
No Parking – Waste Collection Days

Drawn JO

Approved 



northern
beaches
council

Table of Consultation

Address	<u>Binba Place, Brookvale</u>
Proposal	<u>No Parking Restrictions - Waste Collection</u>

Properties Consulted	10
Responses Received	1
Support	1
Do Not Support	

Issue	Resident Comment	Council Response
Poor Driveway Access	During school terms the students from St. Augustine's College park their many vehicles on both sides of the street thus crowding the very small area and making access in and out of the driveways and street extremely difficult. Resident requests changing the parking restrictions of this street to a permanent/extended basis	As the street is a no through road and has low traffic volume, Restricting parking for an extended duration is not required. Council will re-investigate if major issues occur.

ITEM 4.2	PARKES ROAD, COLLAROY PLATEAU - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/096184
ATTACHMENTS	1 Parkes Road, Collaroy Plateau - Plan

GEOCODES: -33.733293, 151.287256

REPORT

BACKGROUND

Council has received concerns from local residents regarding the poor line of sight of traffic when entering and exiting their driveways. This is due to the topography and angle of the street, as well as the vegetation between No.s 120 and 118.

LOCATION

- Parkes Road is a local road with this section having a speed limit of 50km/h
- Parkes Road has a width of 9.5m with on-street parking on both sides
- This section of Parkes Road meets at a T-intersection with Gilmore Avenue
- Parkes Road spans over 1.3km with housing and Pittwater House School
- This section of Parkes Road has no bus routes through it

ISSUES

When vehicles park on the south-western side, the residents from 120 subdivisions and 118 strata, have difficulty in exiting their driveways.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to restrict parking on the south-western side of the road, between No.s 120 and 118. Council will also install statutory No Stopping at the intersection of Gilmore Avenue and Parkes Road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

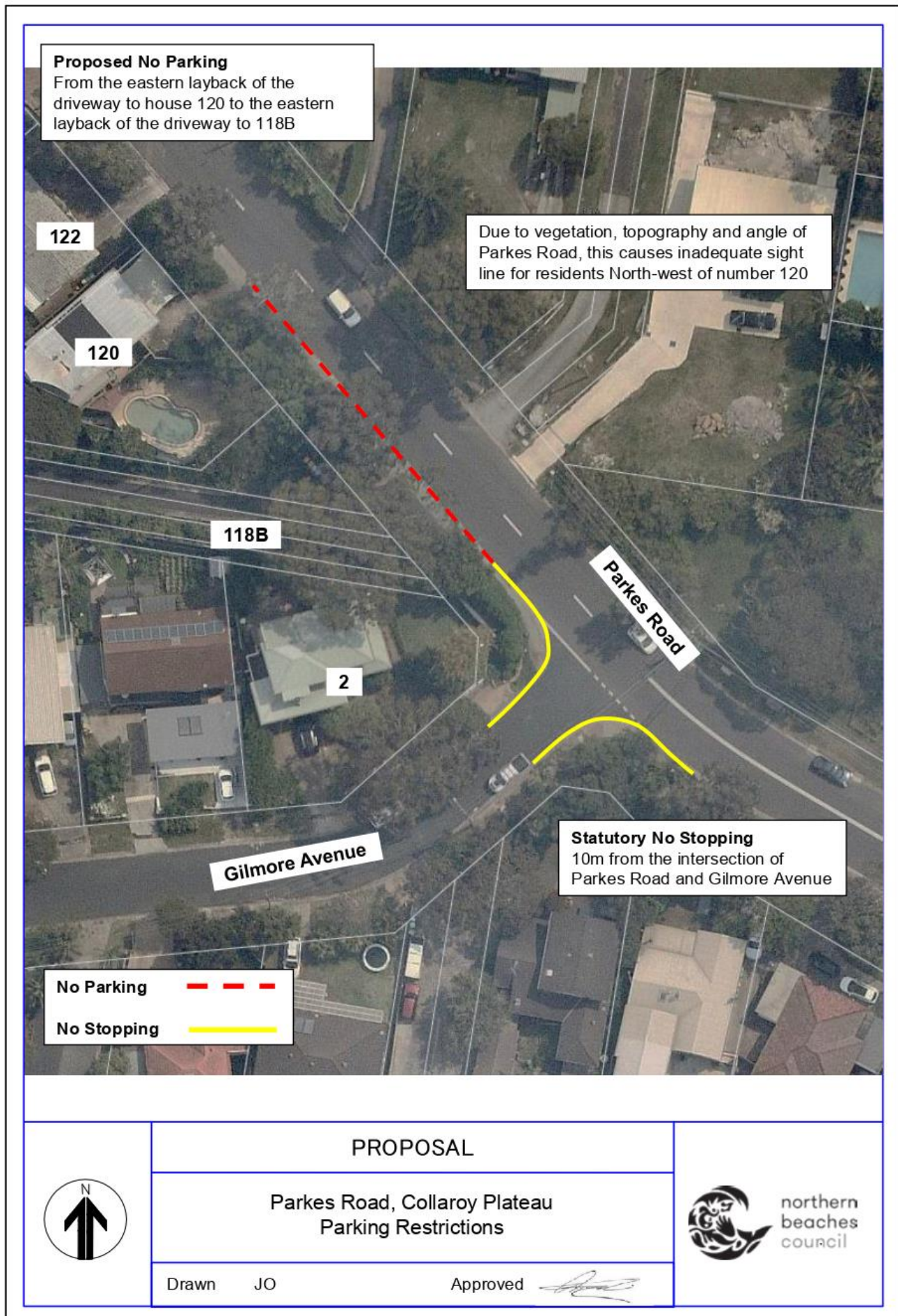
- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 19 properties within the immediate vicinity of the location providing notification of the proposed changes. Six responses have been received in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of 35m of No Parking restrictions between No.s 120 and 118 Parkes Road, Collaroy Plateau.



ITEM 4.3	SANCTUARY AVENUE, AVALON BEACH - NO STOPPING AND NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/091520
ATTACHMENTS	1 Sanctuary Avenue, Avalon Beach - Plan 2 Table of Consultation

GEOCODES: -33.631536, 151.326079

REPORT

BACKGROUND

Council has received concerns from local residents regarding the narrow road width when vehicles park on both sides of Sanctuary Avenue, Avalon Beach; affecting safety and vehicle access including waste collection services.

LOCATION

- Sanctuary Avenue is an access road and no through road with a speed limit of 50km/h.
- Sanctuary Avenue intersects Park Avenue as the stem of a T-intersection, and there are no signposted controls or holding lines at the intersection.
- Existing No Parking restrictions were previously installed in the cul-de-sac at the northern end of the street, to prevent parking in the turning area. Parking is generally unrestricted in the remainder of the street, except for the statutory No Stopping 10m from the intersection.
- The road has a variable sealed pavement width between 5-6m. Kerb and gutter exists only in the turning area and northern side of the road (high side), and there is no footpath in the street.

ISSUES

- Vehicles parked on both sides create a potential traffic hazard to road users by restricting the road width for travel.
- Sight distances to approaching vehicles is limited due to the geometry and topography of the road, which is further restricted when vehicles park on the inside of the curve, and near the intersection.
- Council has received reports of a number of missed garbage collections due to access difficulties from parked vehicles.

PROPOSAL

Consultation letters have been distributed to 47 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will improve safety for people cycling along and entering and exiting Sanctuary Avenue, by providing a wider traffic lane and improved sightlines through the intersection.
- The proposal will increase the available road width for pedestrians who are required to walk on the road as there is no constructed footpath in the street.

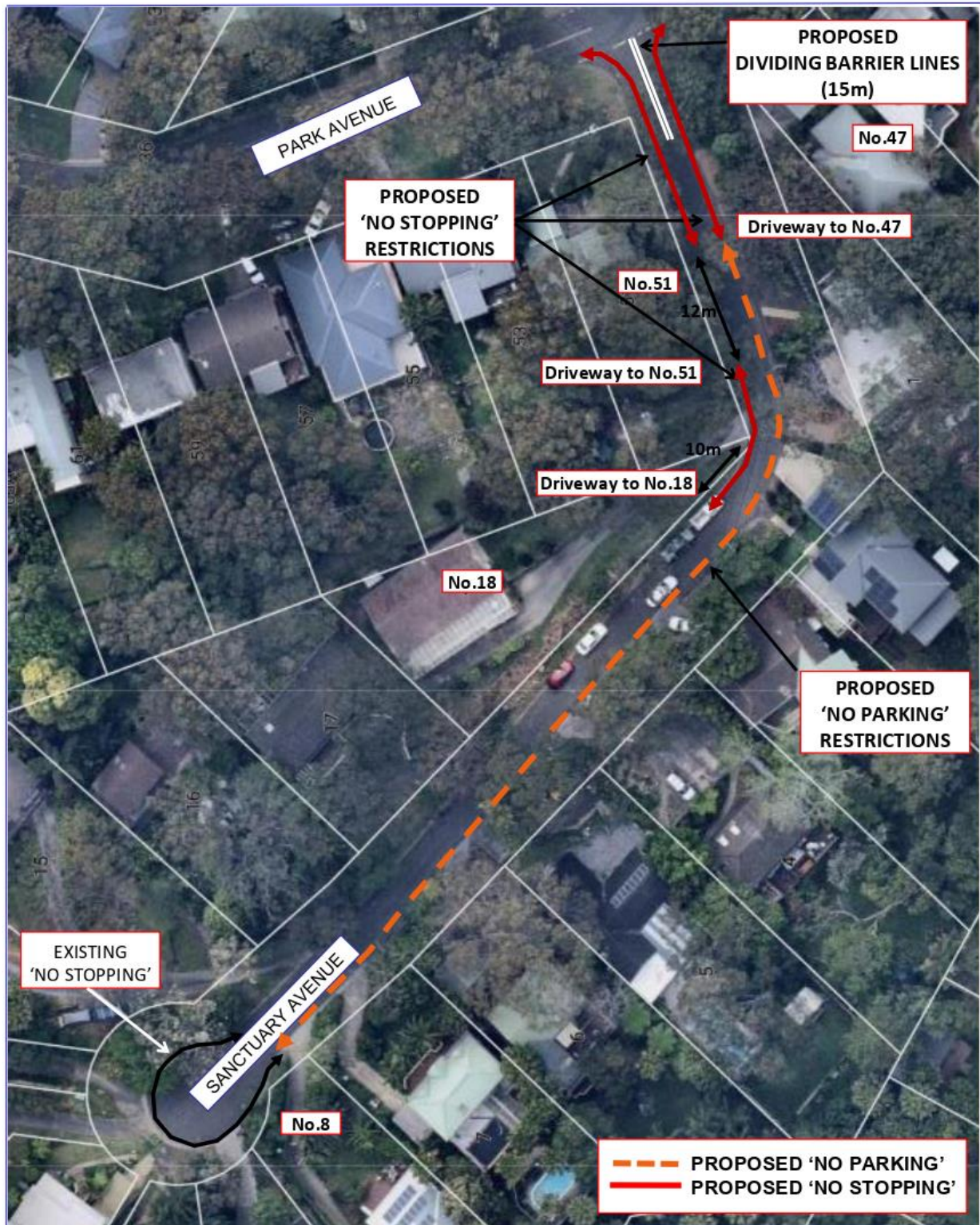
CONSULTATION

Consultation letters have been distributed to 47 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 following proposals in Sanctuary Avenue, Avalon Beach:

- A. Installation of No Parking restrictions on the eastern side of Sanctuary Avenue, from the driveway of No.47 Park Avenue, Avalon beach, to the turning circle.
- B. Installation of No Stopping restrictions on the inside of the curve, from the driveway of No.51 Park Avenue to 10m south of the driveway to No.18 Sanctuary Avenue, Avalon Beach.
- C. Installation of Dividing Barrier Lines for a length of 15m from the intersection with Park Avenue, Avalon Beach.
- D. Extension of No Stopping restrictions on both sides of the road, from the intersection of Park Avenue to the driveway of No.47 Park Avenue, Avalon Beach.



PROPOSAL

SANCTUARY AVENUE, AVALON BEACH
'NO STOPPING' & 'NO PARKING' RESTRICTIONS

Drawn RK

Approved 



Table of Consultation

Address	Sanctuary Avenue, Avalon Beach
Proposal	No Stopping & No Parking Restrictions

Properties Consulted	29
Responses Received	2*
Support	0
Do Not Support	2*

*Response from same property

Issue	Resident Comment	Council Response
Parking restrictions	<ul style="list-style-type: none"> - The proposed parking restrictions will result in The loss of amenity. - The western side of Sanctuary has kerb and guttering and facilitates parking on that side. Please consider restrictions on The Eastern side of Sanctuary Ave only. - Restrictions on parking on the street will not alter people driving down the middle of Sanctuary Avenue. Request a mirror on the corner so that drivers approaching from Sanctuary & Park Ave can see what is around the corner and act accordingly. 	<ul style="list-style-type: none"> - Parking restrictions are required on one side of the road due to the narrow road width. Additional restrictions are provided only along the inside of the curve and near intersections where traffic sight distances are most restricted. A section of unrestricted parking is retained on the western side outside No.51 Park Avenue. - The proposed dividing barrier lines (unbroken centre lines) will help delineate the road and separate the opposing traffic flows. Traffic mirrors cannot be considered for use at intersections on public roads, and can only be used to assist residents to enter/leave the driveways to their properties if they meet the RMS criteria.

ITEM 4.4	ELIMATTA ROAD, MONA VALE - NO STOPPING AND NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/093106
ATTACHMENTS	1 Elimatta Road, Mona Vale - Plan 2 Table of Consultation

GEOCODES: -33.683115, 151.300468

REPORT

BACKGROUND

Council has received concerns from local residents regarding the narrow road width and sight distances when vehicles park on both sides of the curve and on the approaches to the intersections along Elimatta Road, Mona Vale.

LOCATION

- Elimatta Road is a local road with a 50km/h speed limit
- The section of Elimatta Road under consideration is located between Bertana Crescent and Rowan Street, with a road width of approximately 7.5m between kerbs.
- Both Bertana Crescent and Rowan Street intersect Elimatta Road as the stem of a T-intersection. The existing Give Way controls apply at each intersection; however, there are no signposted controls or holding lines installed.
- Parking is unrestricted on both sides of Elimatta Road, except for the statutory No Stopping 10m from the intersection.
- Dividing Barrier Lines and No Parking restrictions have been installed further east along Elimatta Road, between Jenkins Road and Pittwater Road.
- Kerb and gutter exists on both sides of the road; however, there is no constructed footpath.

ISSUES

- Vehicles parked on both sides of the road narrow the overall road width for through traffic.
- Parked vehicles near the Elimatta Road/Rowan Street intersection and Elimatta Road/Bertana Street intersection affect traffic sight distances for vehicles entering and exiting on to Elimatta Road.
- Traffic sight distances are restricted for vehicles travelling along Elimatta Road when vehicles park on the inside of the curve, creating a potential traffic hazard to road users and increasing the risk of head-on collisions.

PROPOSAL

Council has undertaken a review of the above location and issues and proposes to install Dividing Barrier Lines on the approaches to the Elimatta Road/Rowan Street intersection and Elimatta Road/Bertana Crescent intersection. Give Way lines and signs will be provided to reinforce the traffic priorities and additional No Stopping Unbroken Yellow Kerb Lines will be installed to prevent parking in the vicinity of the intersections. It is also proposed that No Parking restrictions be installed on the inside of the curve between the driveways of No.s 82 and 94A.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will improve safety for people cycling along and entering and exiting Elimatta Road, by providing a wider traffic lane along the inside of the curve and improved sightlines through the intersections.
- The section of Elimatta Road between Bertana Crescent and Turimetta Street (southern side), is listed on the Future Footpath Program. The proposal does not affect future pedestrian facilities or impacts on walking.

CONSULTATION

Consultation letters have been distributed to 55 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following proposals in Elimatta Road, Mona Vale:

- A. Installation of No Parking restrictions on the inside of the curve between the driveways of No.s 82 and 94A.
- B. Installation of Dividing Barrier Lines and No Stopping Unbroken Yellow Kerb Lines on the approaches to the Elimatta Road/Rowan Street intersection, and Elimatta Road/Bertana Crescent intersection.
- C. Installation of Give Way lines and signs at the Elimatta Road/Rowan Street intersection, and Elimatta Road/Bertana Crescent intersection.



PROPOSAL

ELIMATTA ROAD, MONA VALE
DIVIDING BARRIER LINES & PARKING RESTRICTIONS

Drawn RK

Approved 



Table of Consultation

Address	Elimatta Road, Mona Vale
Proposal	Dividing Barrier Lines and Parking Restrictions

Properties Consulted	55
Responses Received	11
Support	9
Do Not Support	2

Issue	Resident Comment	Council Response
'No Stopping' restrictions and Dividing Barrier Lines	<p>- We would like to give a definite SUPPORT for the Dividing Barrier Lines and Parking Restrictions in Elimatta Road. We wish that no parking be extended to one side of the road only, at least down to Jenkins Street intersection, to make it easier and safer for two cars to actually pass on the road.</p> <p>- I am fully in favour of your proposals and would like to see you extend them in front of my property due to difficulties exiting my driveway.</p> <p>- Object changes to parking as we will lose valuable parking spaces. Furthermore, road safety for residents and for pedestrians along our street will be reduced due to the higher traffic speeds that a wider unrestricted roadway will encourage.</p> <p>- I support the suggestions but would like to see these same measures applied to the bends at other locations.</p>	<p>- Parking restrictions on one side of the road would remove half of the available on-street parking and is unlikely to be supported by residents where there is existing demand.</p> <p>- The extent of the 'No Stopping' restrictions (unbroken yellow lines) east of Bertana Crescent (southern side) will be amended and extended to the driveway of No.72.</p> <p>- The proposed parking restrictions are provided only along the inside of the curve and near intersections where traffic sight distances are most restricted. The majority of the road is still unrestricted and staggered parking will still provide traffic calming effects.</p> <p>- Similar parking restrictions may be considered along the inside of curves at other location along Elimatta Road. Further investigation required for consideration as a future proposal.</p>
Other suggestions	<p>- Consider signage to emphasize the speed limit for the area and/or include some speed limiting devices on the street.</p> <p>- Consider making Elimatta Road one way.</p> <p>- Consider including "Local traffic only between clearway hours" signs or some other device to eliminate the use of Elimatta Road as a "rat run".</p>	<p>- Council has no proposals to install speed humps in Elimatta Road. The default speed limit in urban residential streets is 50km/h and does not require any additional signage.</p> <p>- The introduction of one way flow will restrict access for residents and restrictions for 'Local Traffic Only between clearway hours' would be ineffective due to difficulties with enforcement.</p>

ITEM 4.5	ORCHARD ROAD BROOKVALE - NO STOPPING AND TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/088240
ATTACHMENTS	1 Orchard Road, Brookvale - Plan 2 Table Of Consultation

GEOCODES: -33.765397, 151.271874

REPORT

BACKGROUND

Council has received concerns from local businesses regarding limited access and turnover of on street parking in Orchard Road, Brookvale.

LOCATION

- Orchard Road is a local road used by local traffic to reach Brookvale and the surrounding suburbs.
- This section of Orchard Road is a local road that caters for two-way traffic, with a speed limit of 50km/h.
- On-street parking is generally unrestricted on Orchard Road, with the exception of the statutory No Stopping restrictions at the intersection of Mitchell Road and existing 1P Timed Parking restrictions on both sides of the road at the western end adjacent to Powell's Road and Charlton Lane Brookvale.
- Adjacent land uses consists of industrial and businesses along the northern and southern sides of Orchard Road, correspondingly.
- There are no bus routes that service Orchard Road, Brookvale.

ISSUES

The existing sections of unrestricted parking in Orchard Road are providing limited parking turnover, therefore, businesses are having difficulty attracting customers, as there is limited on street parking availability.

PROPOSAL

- Council has undertaken a review of the location and issues and proposes to install 1P 8:30am – 6:00pm Mon – Fri, 8:30am – 12:30pm Sat Timed Parking restrictions, to begin on the eastern side of the driveway to No.s 4-6 to the existing No Stopping sign outside No.s 28-30 Orchard Road, Brookvale.
- 1P 8:30am – 6:00pm Mon – Fri, 8:30am – 12:30pm Sat Timed Parking restrictions from the western side of the driveway of No.32 to the eastern side of the driveway at No.41 Orchard Road, Brookvale
- No Stopping restrictions on the east and west side of the driveway of No.s 10 -18 Orchard Road and the east and west side of the driveway at No.s 8-10 Orchard Road, Brookvale.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 210 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 1P 8:30am – 6:00pm Mon – Fri, 8:30am – 12:30pm Sat Timed Parking restrictions, to begin on the eastern side of the driveway to No.s 4-6 to the existing No Stopping sign outside No.s 28-30 Orchard Road, Brookvale.
- B. Installation of 1P 8:30am – 6:00pm Mon – Fri, 8:30am – 12:30pm Sat Timed Parking restrictions from the western side of the driveway of No.32 to the eastern side of the driveway at No.41 Orchard Road, Brookvale.
- C. Installation of No Stopping restrictions on the east and west side of the driveway of No.s 10 - 18 Orchard Road and the east and west side of the driveway at No.s 8-10 Orchard Road, Brookvale.

Table of Consultation

Address	<u>Orchard Road, Brookvale</u>
Proposal	<u>Timed Parking & No Stopping Restrictions</u>

Properties Consulted	210
Responses Received	15
Support	12
Do Not Support	3

Issue	Resident Comment	Council Response
Parking Restriction	Why? They should check their own arrangements for customer parking.	On street parking in any street is free for public use. The introduction of new parking restrictions may provide improved parking turnover for businesses in Orchard Road.
Parking Restriction	I wish to know where all the staff for Orchard Road are going to park their cars.	On street parking in any street is free for public use. The introduction of new parking restrictions may provide improved parking turnover for businesses in Orchard Road.
Parking Restriction	I would like to request the period of timed parking is extended from 1 hour to 2 hours.	One hour parking provides increased turnover and is consistent with existing conditions at the western end of Orchard as well as Sydenham, Chard and Winbourne.

ITEM 4.6 DAISY STREET, NORTH BALGOWLAH - NO STOPPING RESTRICTIONS**REPORTING OFFICER TRAFFIC ENGINEER****TRIM FILE REF 2020/004977****ATTACHMENTS 1 Daisy Street, North Balgowlah - Plan
 2 Table of Consultation****GEOCODES:** -33.788668, 151.254852**REPORT****BACKGROUND**

Council has received concerns from local residents on the west side of Daisy Street, north of Myrtle Street, North Balgowlah, regarding poor visibility when exiting their driveways. The high volume of traffic coupled with an increase in on-street parking activity has combined to make conditions hazardous for those residents.

LOCATION

Daisy Street is local collector road carrying high volumes of through traffic travelling between Condamine Street and the Wakehurst Parkway. Buses also use the street with a Bus Stop sited on the west side of Daisy Street just to the south of Woodbine Street. The North Balgowlah shops sited on Woodbine Street also generate some heavy vehicle traffic.

ISSUES

- Residents at No.6 and No.8 Daisy Street have poor visibility when exiting their driveways due to the close proximity of their part of Daisy Street to Myrtle Street. The continuous fence line of the property on north east corner of the intersection blocks their visibility to traffic approaching from the east on Myrtle Street
- Vehicles parked immediately to the south of driveways serving No.6 and 8 further reduce visibility
- Daisy Street carries peak hour traffic volumes of over 900 vehicles per hour and a daily traffic volume of over 10000 vehicles per day
- Consultation undertaken on a proposal to introduce a 35m length of No Stopping south of the driveway to No.8 Daisy Street resulted in many residents raising concerns about a loss of parking and transfer of parking to other areas of the street. A reduced impact proposal has therefore been prepared.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to extend the existing Bus Zone which terminates approximately 3m south of the driveway to No.6 Daisy Street by an extra 3m. This will improve visibility from No.6 Daisy Street and access to the Bus Zone. The resident at No.8 Daisy Street will be invited to apply for driveway delineation lines to keep vehicles from parking hard up against the driveway.

It is also proposed to reinforce the statutory 10m No Stopping rule at the intersection of Daisy Street and Myrtle Street as residents have raised concerns about vehicles parking too close to that intersection. On Myrtle Street, a length of 15m of No Stopping is proposed given the high volume of traffic on approach to the intersection.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The changes will have a positive impact upon cyclist safety as it will provide cyclists with an area to pull over to let a large vehicle or an aggressive driver to pass.
- Some pedestrians cross Myrtle Street at Daisy Street to access a bus stop on the east side of Daisy Street. The proposed No Stopping restriction on that corner will improve visibility for those pedestrians to oncoming traffic.

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Extension of the Bus Zone on the west side of Daisy Street, North Balgowlah, by a length of 3m in a southerly direction.
- B. Introduction of No Stopping Unbroken Yellow Kerb Lines to reinforce the statutory No Stopping rule at the intersection of Daisy Street and Myrtle Street, North Balgowlah.



PROPOSAL

Daisy Street, North Balgowlah
No Stopping

Drawn JB

Approved 



northern
beaches
council

Table of Consultation

Address	Daisy Street, North Balgowlah
Proposal	No Stopping

Properties Consulted	22
Responses Received	10
Support	2
Do Not Support	8

Issue	Resident Comment	Council Response
loss of parking	the proposed 35m length of No Stopping will significantly impact upon parking availability for nearby homes	the proposal has been amended to minimise the amount of lost parking
visibility issues at No.6 Daisy Street	the proposal does not address visibility issues at No.6 Daisy Street	proposal has been amended to include an extension to the Bus Zone to improve visibility at No.6
building works	recent building works at a number of homes are increasing the number of vehicles currently parked on street	noted
transfer of parking	the proposal will lead to a transfer of parking to other parts of Daisy Street	the amount of lost parking has now been minimised. Any transfer of parking would be to areas of the street with better visibility
sight lines at Myrtle St	there are also sight line issues for traffic exiting from the southern part of Daisy Street onto Myrtle Street due to vehicles parking too close to the intersection	it is now proposed to reinforce statutory No Stopping restrictions with unbroken yellow No Stopping lines
increased speeds	the proposal will lead to higher speeds for vehicles rounding the bend from Myrtle Street into Daisy Street	the amount of No Stopping proposed has now been reduced and higher speeds should not result

ITEM 4.7 **ATHOL STREET FRENCHS FOREST- NO STOPPING RESTRICTIONS****REPORTING OFFICER** **TRAFFIC OFFICER****TRIM FILE REF** **2020/087295****ATTACHMENTS** **1 Athol Street Frenchs Forest - Plan****GEOCODES:** -33.741281, 151.209962**REPORT****BACKGROUND**

Council has received concerns from local residents regarding the parking of vehicles on the eastern and western sides of the road outside No.s 97-99 Blackbutts Road, effecting traffic flow and sight distances entering and exiting Athol Street, Frenchs Forest.

LOCATION

- Athol Street is a two-way local road running north-south between Blackbutts Road and Kens Road, Frenchs Forest.
- Athol Street is a two lane road with a width of approximately 7.4m with a posted speed limit of 50km/h.
- Adjacent land use consists of residential land along the eastern and western sides of Athol Street, correspondingly
- There are statutory No Stopping restrictions near the intersection and unrestricted kerb side parking is provided on both sides of the street.

ISSUES

- The narrow nature of this road prevents safe access for residents and service vehicles when vehicles are parked in sections of the roadway
- When a vehicle stops on the eastern side of the road it obstructs travel paths of two-way traffic, creates traffic congestion and a potential traffic hazard to road users by restricting the road width for travel
- Illegal parking occurs near/across driveways and on the intersection of the road affecting the residents visibility

PROPOSAL

Council has undertaken a review of the above location and proposes to introduce a No Stopping Unbroken Yellow Kerb Line approximately 61m in length from southern side of driveway at 97 Blackbutts Road to the western side of the driveway at 1 Athol Street and a statutory a No Stopping Unbroken Yellow Kerb Line on the opposite side of the intersection outside No. 99 Blackbutts Road, Frenchs Forest.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The No Stopping restrictions will provide extra space and sight lines for vehicles driving, pedestrians and people cycling.

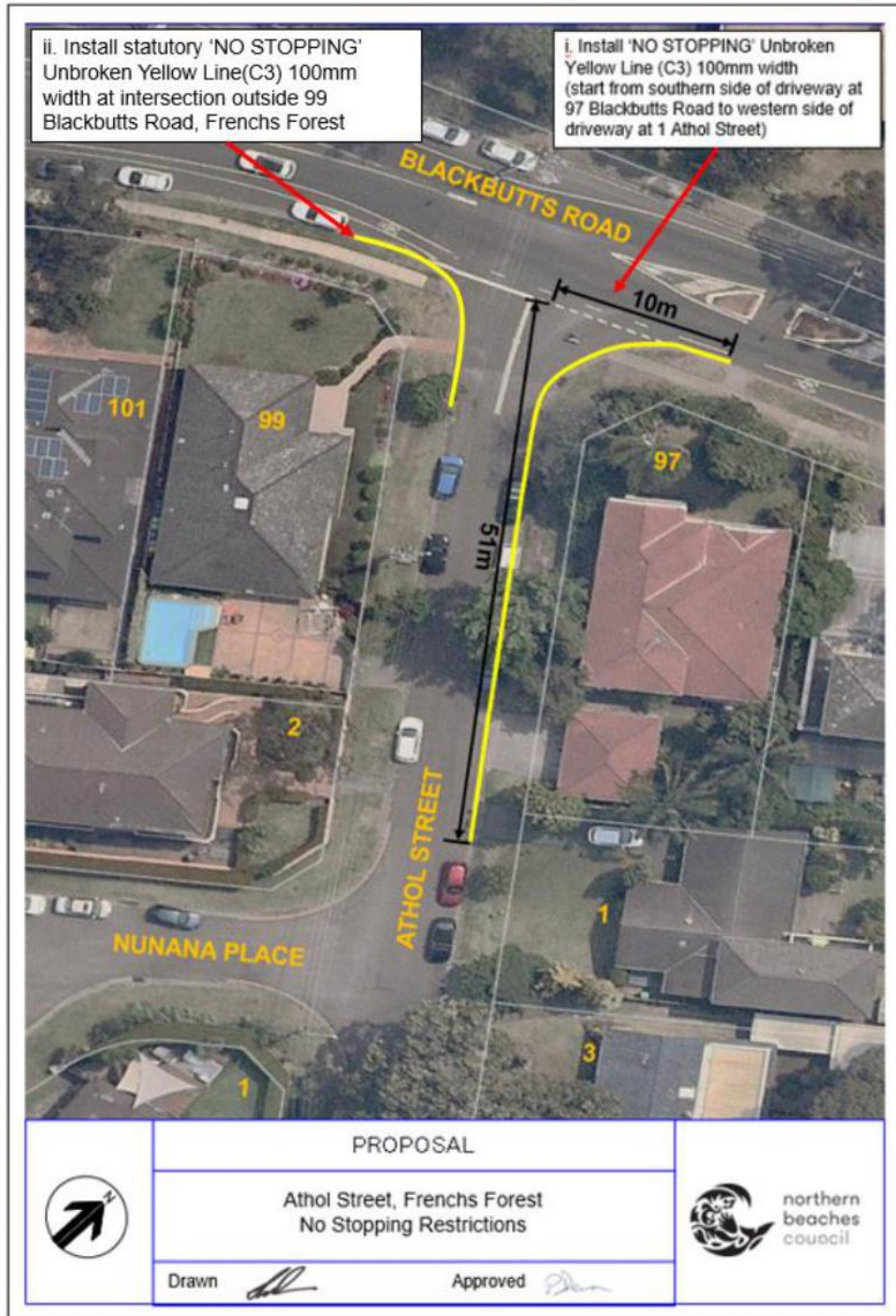
CONSULTATION

Consultation letters have been distributed to 12 properties within the immediate vicinity of the location providing notification of the proposed changes. Three responses have been received in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Stopping Unbroken Yellow Kerb Line approximately 61m in length from the southern side of the driveway at 97 Blackbutts Road to the western side of the driveway at 1 Athol Street, Frenchs Forest.
- B. Installation of a No Stopping Unbroken Yellow Kerb Line on the opposite side of the intersection outside No. 99 Blackbutts Road, Frenchs Forest.



ITEM 4.8 TOORONGA ROAD, TERREY HILLS – TIMED PARKING RESTRICTIONS**REPORTING OFFICER TRAFFIC ENGINEER****TRIM FILE REF 2020/081155****ATTACHMENTS**
1 Tooronga Road, Terrey Hills – Plan
2 Table of Consultation**GEOCODES:** -33.676875, 151.199611**REPORT****BACKGROUND**

Council has received concerns from local residents regarding the parking issues on Tooronga Road, Kinka Reserve, in Duffys Forest near the public equestrian arena. Equestrian activities get impacted due to long-term parking of boats, trucks and trailers.

LOCATION

- Tooronga Road starts at Kinka Road and ending as a cul-de-sac.
- Tooronga Road has an average width of 6.5m and a default speed limit of 50 km/h.

ISSUES

- As the traffic volume is low and parking restrictions are not imposed on the street, the street has attracted boats, trucks and trailers parking long term.
- Equestrian activities get impacted due to long-term parking of boats, trucks and trailers.

PROPOSAL

Council has undertaken a review of the above location and proposes to install 4P Timed Parking restrictions from 8:00am to 6:00pm Every Day for 40m near the Equestrian Arena between the existing Storm Water Pit and Hydrant to facilitate equestrian activities.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

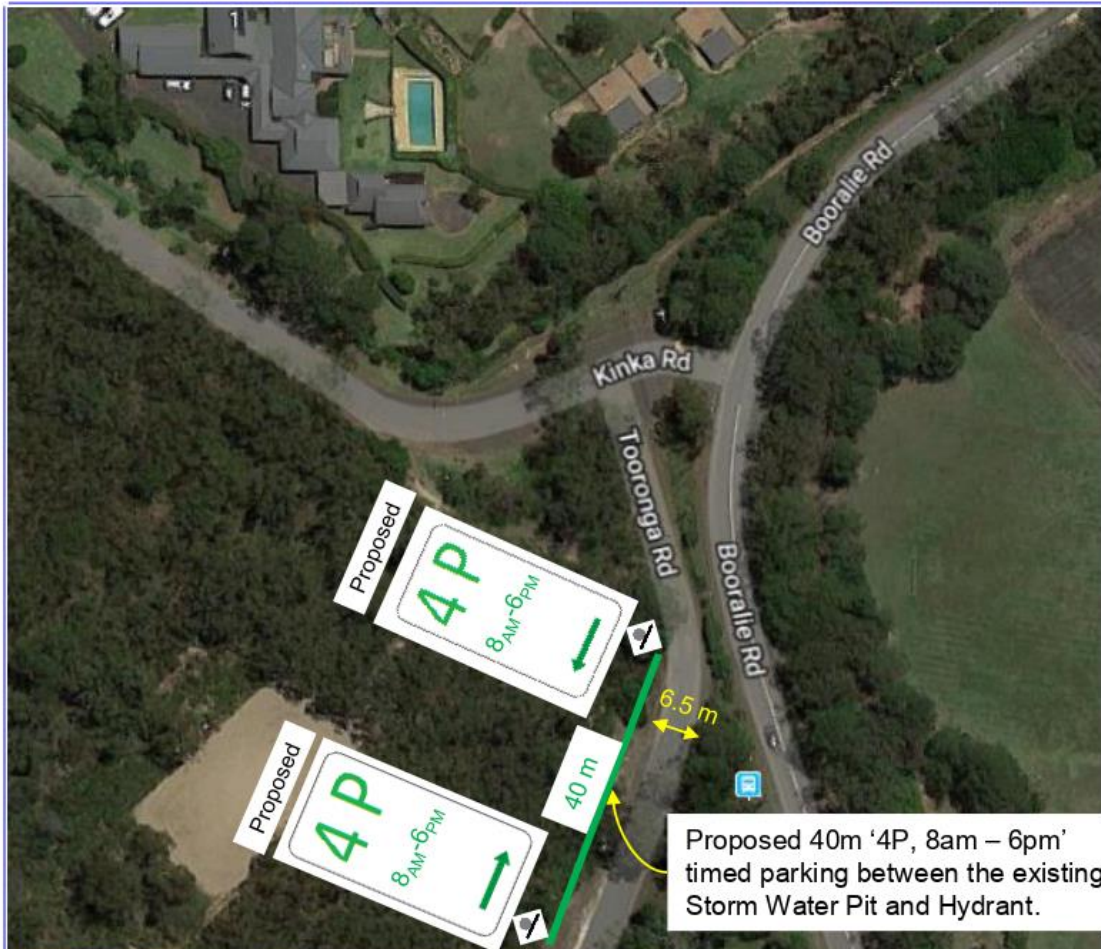
- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect pedestrian facilities or impacts on walking paths

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of 40m 4P Timed Parking restrictions from 8:00am to 6:00pm Every Day near the Equestrian Arena between the existing Storm Water Pit and Hydrant on Tooronga Road, Terrey Hills.



PROPOSAL

Tooronga Road, Terrey Hills
4P Timed Parking

Drawn: VS

Approved




northern
beaches
council

Table of Consultation

Address	Tooronga Road, Terrey Hills
Proposal	4P Timed Parking

Properties Consulted	30
Responses Received	3
Support	3
Do Not Support	0

Issue	Resident Comment	Council Response
4P Timed Parking distance	Request to extend for 180m.	Based on investigation 40m is sufficient. Alert rangers for illegal parking.

ITEM 4.9 GRIFFIN ROAD, NORTH CURL CURL - TIMED PARKING RESTRICTIONS

REPORTING OFFICER TRAFFIC ENGINEER

TRIM FILE REF 2020/007952

ATTACHMENTS	1 Griffin Road, North Curl Curl - Plan
	2 Table of Consultation

GEOCODES: -33.767458, 151.294547

REPORT

BACKGROUND

Council has received concerns from local residents regarding the long term parking of boats, trailers and caravans on Griffin Road, North Curl Curl, between Adams Street and Abbott Road. This is both unsightly and reduces the availability of parking for users of the nearby beach and reserve areas.

LOCATION

Griffin Road is a Regional Road carrying moderate volumes of two way traffic including buses. It performs a support role to Pittwater Road carrying north south traffic between Dee Why and Manly. Given its proximity to Curl Curl Beach it attracts high levels of parking activity, particularly on weekends, over the summer months.

ISSUES

- Due to the presence of reserve areas on either side of the subject section of Griffin Road it has recently become an attractive location for the long term parking of boats and trailers
- Long term parking of boats, trailers, caravans and other vehicles is limiting the availability of parking for beachgoers and reserve users
- Large vehicles parked at kerbside impede visibility for drivers exiting the Curl Curl Beach carpark and to/from pedestrians trying to cross the road.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce a 6P Timed Parking restriction applying between 8:00am and 8:00pm Everyday on both sides of Griffin Road, between Adams Street and Abbott Road, on sections of kerb space which are not already subject to parking restrictions.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

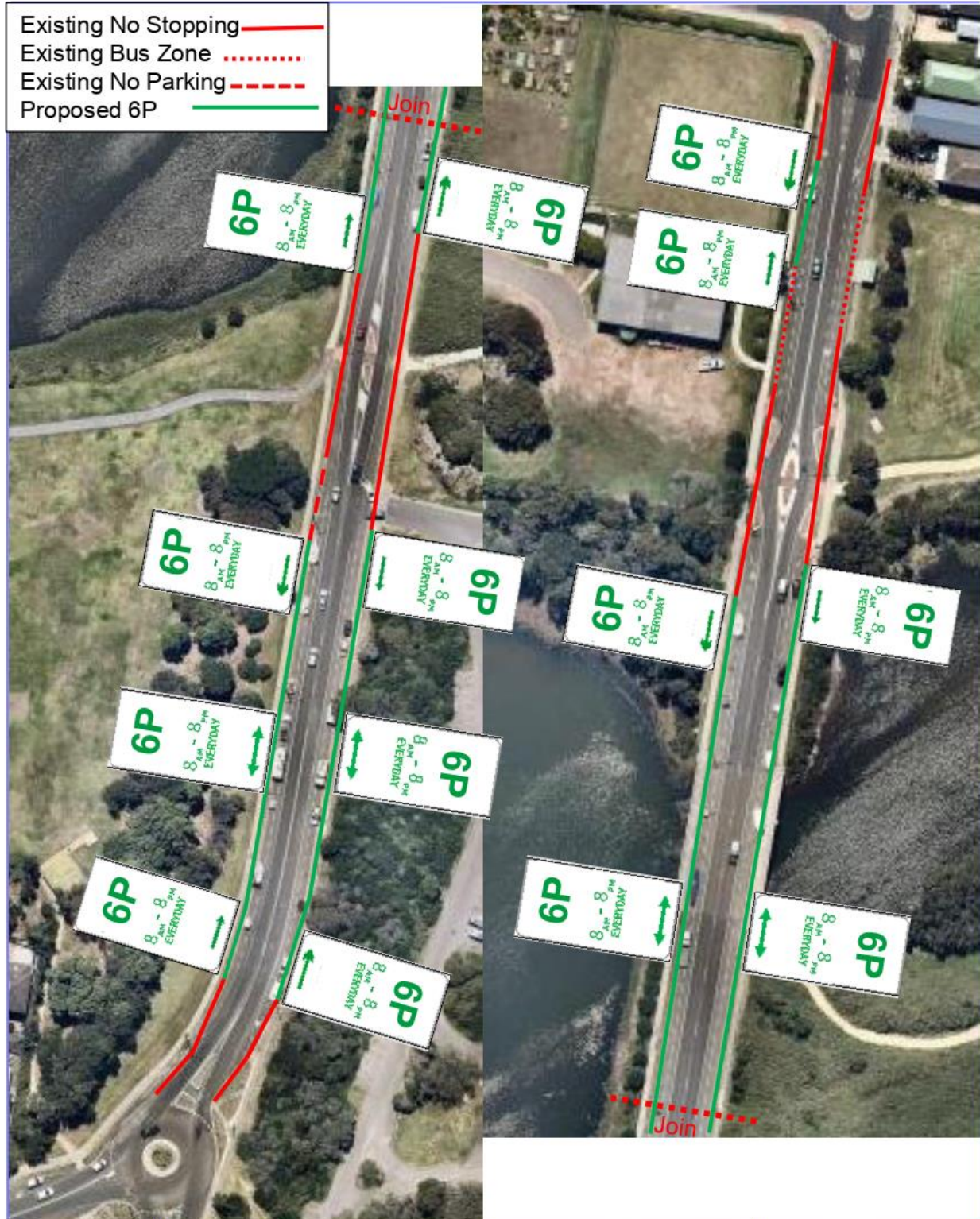
- The proposal will improve sight lines to pedestrians by removing some of the large vehicles which currently block visibility to pedestrians crossing the road and cyclists travelling along the road.

CONSULTATION

Consultation letters have been distributed to 8 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 6P Timed Parking restrictions on both sides of Griffin Road, between Adams Street and Abbott Road, North Curl Curl. The restrictions will apply 8:00am to 8:00pm Everyday as well as on sections of kerb not already subject to parking restrictions.



PROPOSAL

Griffin Road, North Curl Curl
6P Parking restriction

Drawn JB

Approved *P. Deane*



northern
beaches
council

Table of Consultation

Address	Griffin Road, North Curl Curl
Proposal	6P time restricted Parking

Properties Consulted	8
Responses Received	3
Support	2
Do Not Support	1

Issue	Resident Comment	Council Response
no parking for beach goers	the number of trailers parking on Griffin Road makes it very hard for beachgoers and others to find parking	agreed, 15-20 boats and trailers are regularly parked on this stretch of Griffin Road. The restrictions will address this issue
difficulties for buses	trailers regularly park at the edges of the Bus Zone making it difficult for driver changeovers	the proposed restrictions will ease this issue
permits for residents	residents should be able to obtain permits so they can park their trailers in the zone	this is not supported

ITEM 4.10	MONA STREET AND ERIC GREEN DRIVE, MONA VALE - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/086490
ATTACHMENTS	1 Mona Street and Eric Green Drive, Mona Vale - Plan 2 Table of Consultation

GEOCODES: -33.667582, 151.305711

REPORT

BACKGROUND

Council has received concerns from local residents regarding boat trailer and caravan parking in Mona Street and Eric Green Drive, Mona Vale.

LOCATION

- Mona Street and Eric Green Drive, Mona Vale are local roads
- They service and provide access to Pittwater High School, Winnererremy Bay Park and local residents
- There are multiple bus routes that travel along Mona Street
- On-street parking is currently unrestricted in both Mona Street and Eric Green Drive
- The indented parking bays in Eric Green Drive are the only available on-street parking for residents and visitors as the remainder of the road has No Stopping restrictions due to the road width of approximately 5m.

ISSUES

The existing sections of unrestricted parking in Mona Street and Eric Green Drive are providing limited parking turnover due to boat trailers and caravans parking in the vicinity. This is causing safety concerns for local residents, visitors to neighboring Winnererremy Bay Park and Pittwater High School.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install 6P 6:00am – 6:00pm Sat, Sun and Public Holidays in the current indented parking bays in Eric Green Drive and in the current unrestricted parking area on the northern side of Mona Street, Mona Vale.

Council has amended the proposal following consultation to include 6:00am – 6:00pm, to allow residents/overnight visitors to park on-street.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Site lines to cyclists and pedestrians passing through the section of road will be improved by the removal of parked boats, trailers and caravans in the area

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 6P 6:00am – 6:00pm Sat, Sun and Public Holidays in current indented parking bays in Eric Green Drive, Mona Vale.
- B. Installation of 6P 6:00am – 6:00pm Sat, Sun and Public Holidays in current unrestricted parking area on the northern side of Mona Street, Mona Vale, between the current No Stopping zones.



PROPOSAL

Mona Street & Eric Green Drive, Mona Vale
Timed Parking Restrictions

Drawn KT

Approved

P. Devan



northern
beaches
council

Table of Consultation

Address	Mona Street and Eric Green Drive, Mona Vale
Proposal	Timed Parking Restrictions

Properties Consulted	36
Responses Received	29
Support	11 (11 duplicates from same properties)
Do Not Support	3 (4 duplicates from same properties)

Issue	Resident Comment	Council Response
Additional restrictions	Restrictions to apply to southern side of Mona Street	Council will monitor and make assessment as required following implementation
Additional restrictions	Parking of vehicles should begin further from the corner	Existing conditions meet Statutory requirements
Additional restrictions	Adjust plans to include timed restrictions for all days	Council will monitor and make assessment as required following implementation
Additional restrictions	Include timed restrictions in Maybanke Court	Council will monitor and make assessment as required following implementation
Signage adjustments	Solution to install 'NO PARKING MOTOR VEHICLES EXCEPTED'	This signage was installed on a trial basis only. Trials indicated the signage only moved the issue elsewhere therefore timed parking restrictions have previously resolved the issue
Resident and visitor inconvenience	Timed restrictions will be inconvenient and effect residents and vistors	Following consultation, Council has amended the plan to include 6P 6AM - 6PM Sat, Sun and Public Holidays so residents and overnight visitors can park on-street

ITEM 4.11	KEMPBRIDGE AVE, SEAFORTH P 5MIN COUNCIL SERVICE VEHICLES EXCEPTED
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/012640
ATTACHMENTS	1 Kempbridge Avenue, Seaforth - Plan

GEOCODES: -33.796853, 151.250982

REPORT

BACKGROUND

Council has received concerns from its facilities maintenance and servicing contractors and staff regarding difficulties in obtaining parking within close proximity to the public amenities at the Seaforth Community Centre.

LOCATION

Kempbridge Avenue is a local road carrying low volumes of two way traffic. It terminates at a cul-de-sac. Parking demand in Kempbridge Road is high given its proximity to the Seaforth Shopping Village, city bound bus services and Seaforth Public School

ISSUES

- Council staff and contractors need to frequently attend public amenity buildings to undertake routine and urgent services. This is particularly important for those stopping frequently for short periods, who are on defined schedules, or responding to maintenance issues and needing to carry bulky/heavy equipment for example, cleaning public amenities, plumbing, electrical services, and inspections.
- High demand for parking near the Seaforth Village and in Kempbridge Avenue in particular, limits the ability for service vehicles to obtain parking within close proximity to the public amenities in order to clean and service them.
- It has been found that use of existing short stay parking (2P in this case) is unsuitable as these spaces are often occupied for long periods during peak times, and service providers do not have time to wait for authorities to enforce parking rules.
- The public amenities require frequent cleaning given their high rates of use
- Facilities maintenance and servicing staff need parking within close proximity to the amenities building and have, on occasion, parked in inappropriate locations when parking has been unable to be obtained with fines having been issued.
- Servicing of public amenities buildings is generally completed within half an hour but can take considerably longer if parking cannot be obtained nearby. This can have a knock on effect with facilities elsewhere unable to be serviced due to delays at these problem areas.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to designate one space in the existing 2P 90° angle parking area in Kempbridge Avenue as 5minP Council Service Vehicles Excepted. This will allow other drivers to park for five minutes to drop off or pick up passengers, collect their coffee etc. while also allowing Council's Service Vehicles to park for longer periods of time to clean the amenities.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

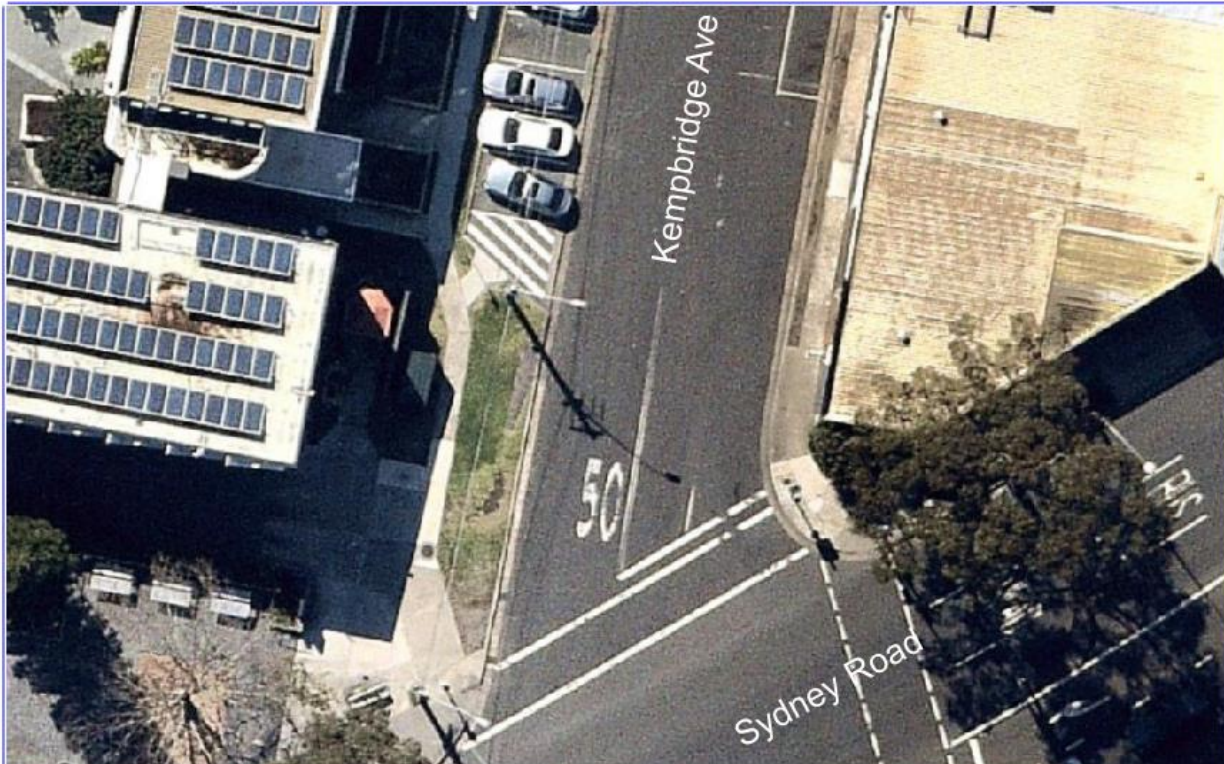
- By creating a designated space for servicing vehicles to park, these vehicles will not be parking on footpaths or other pedestrian and cyclist areas, which has on occasion, been the case in the past.

CONSULTATION

Consultation letters have been distributed to 8 properties within the immediate vicinity of the location providing notification of the proposed changes. No responses have been received.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the creation of a 5minP (Council Authorised Service Vehicles Excepted) parking space at the southern end of the angle parking area on the west side of Kempbridge Ave, Seaforth. The zone will apply 8:30am to 6:00pm Everyday.




PROPOSAL



Kempbridge Avenue, Seaforth
P 5min



Drawn JB

Approved 

ITEM 4.12	WEST PROMENADE, MANLY - 2P PERMIT PARKING AND BUS ZONE
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/007946
ATTACHMENTS	1 West Promenade, Manly - Plan 2 Table of Consultation

GEOCODES: -33.798175, 151.284131

REPORT

BACKGROUND

Council has received concerns from local residents, bus operators and Council's cleaning contractor regarding:

1. A shortage of parking for residents in West Promenade
2. Insufficient parking for buses in West Promenade
3. Difficulties for cleaners finding legal parking to clean the public amenities in Gilbert Park.

With the approaching completion of the Civic Club development at No. 2 West Promenade the implementation of appropriate parking restrictions on the site's West Promenade frontage can assist in addressing these concerns.

LOCATION

West Promenade is a local road of approximately 11m in width. It lies one street to the west of Belgrave Street and carries moderate volumes of traffic in a One Way southbound direction. Parking is permitted on both sides of the road. The street lies within the Tower Hill permit parking zone and the majority of the street is zoned for 2P permit parking. A Bus Zone is sited on the east side of the street at its southern end which can accommodate up to four buses.

ISSUES

- West Promenade and the adjacent Eustace Street have predominantly residential unit development. These units have little offstreet parking and competition for on-street parking in West Promenade is high.
- During peak periods there is insufficient accommodation for buses on Belgrave Street and West Promenade and Gilbert Street. As a consequence buses have recently resorted to parking illegally within the Works Zone which has been present on the west side of West Promenade during building works at No.2 West Promenade.
- Council's Servicing Contractors find it difficult to find legal parking to service the public amenities in Gilbert Park. They need to park close to the amenities but all nearby kerb space is currently zoned as Bus Zone.

PROPOSAL

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

1. A 2P Permit Parking zone applying 10:00am to 10:00pm and Bus Zone applying 7:00am to 10:00am on the west side of West Promenade in front of No. 2 West Promenade
2. A short length of Bus Zone (Council Service Vehicles Excepted) on the east side of West Promenade within the existing Bus Zone.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposed changes should reduce the incidence of double parking improving visibility to pedestrians and cyclists using West Promenade

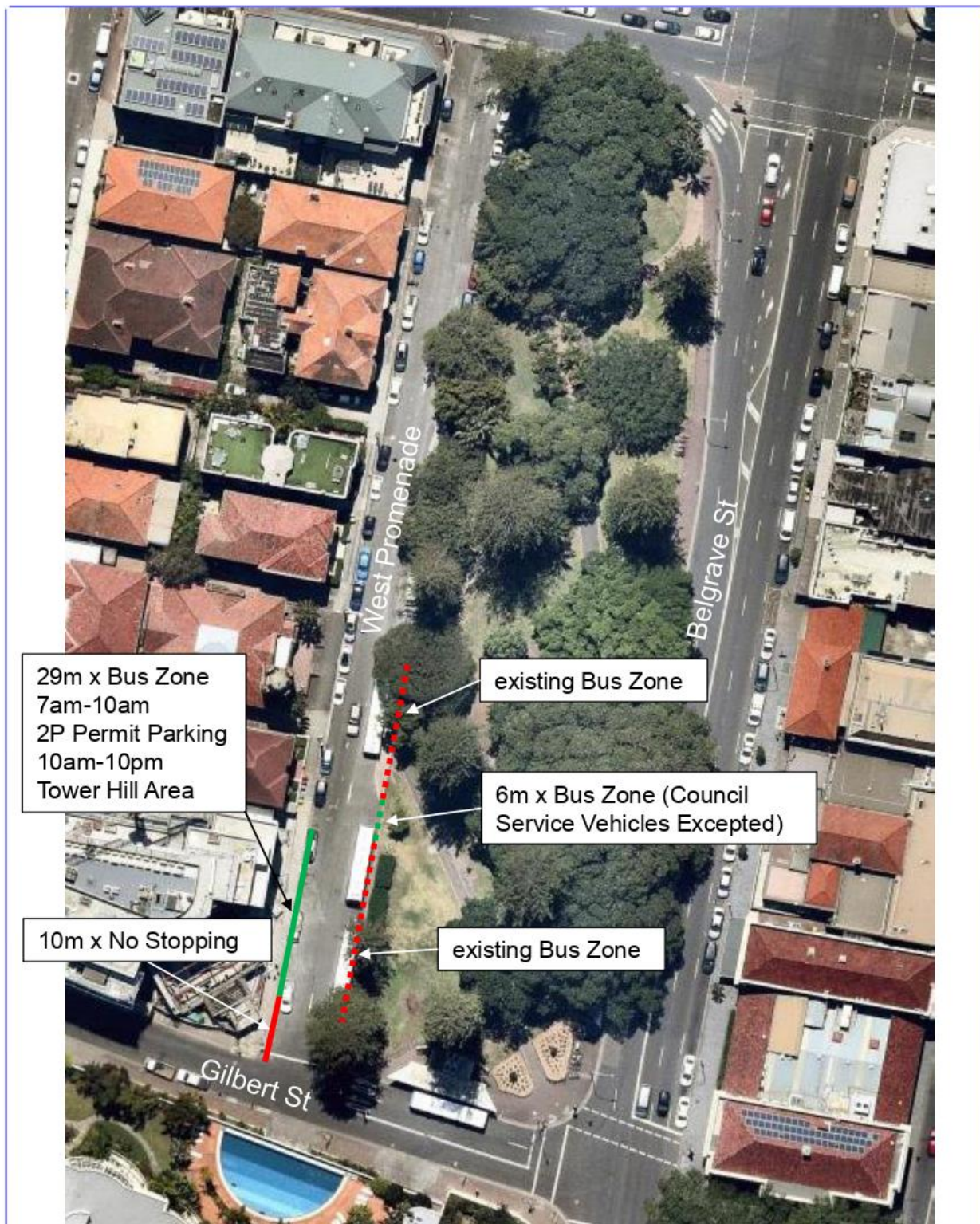
CONSULTATION

Consultation letters have been distributed to 33 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. 2P Parking (Tower Hill permit holders excepted) applying 10:00am to 10:00pm everyday on the west side of West Promenade on the frontage of No.2 West Promenade, Manly.
- B. Bus Zone applying 7:00am to 10:00pm everyday on the west side of West Promenade on the frontage of No.2 West Promenade, Manly.
- C. A 6m length of Bus Zone (Council Service Vehicles Excepted) within the existing Bus Zone on the east side of West Promenade, Manly.



PROPOSAL

West Promenade Bus Zone and 2P Permit Parking

Drawn JB

Approved 

Table of Consultation

Address	West Promenade, Manly
Proposal	2P Permit Parking and Bus Zone

Properties Consulted	33
Responses Received	1
Support	1
Do Not Support	0

Issue	Resident Comment	Council Response
resident parking	residents of West Promenade need more 2P Permit parking as most homes have no offstreet parking	noted and agreed
Bus Zone	There are already large amounts of kerb space dedicated for buses, they don't need more	Sydney Buses advise that they need extra kerb space to cater for peak periods. The proposal is only for a part time Bus Zone to ensure that parking for residents is increased outside peak bus demand times.

ITEM 4.13	CROSS STREET, BROOKVALE - BUS ZONE CHANGES
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/007957
ATTACHMENTS	1 Cross Street, Brookvale - Plan

GEOCODES: -33.765596, 151.266499

REPORT

BACKGROUND

Council has received concerns from users of Westfield Warringah Mall and from the State Transit Authority (STA) with regard to a lack of Bus Zone capacity around Westfield Warringah Mall and delays for traffic exiting Cross Street onto Pittwater Road, Brookvale.

LOCATION

Cross Street is a local road running east west between Pittwater Road and Westfield Warringah Mall. It carries high volumes of traffic to and from Westfield Warringah Mall. It is intersected by Dale Street and Green Street both of which are controlled by traffic signals. The intersection with Pittwater Road is also signalised. At its western end a large roundabout has been installed which controls movements to and from the Westfield Warringah Mall carparks. Both sides of Cross Street are mostly signposted as either No Stopping or No Parking; however, the south side at the western end (between Green Street and the roundabout) has 1P Timed Parking restrictions. A Bus Zone is also present on the north side east of Green Street.

ISSUES

- There is insufficient kerb space for buses within the Westfield Warringah Mall complex, particularly for bus layover purposes. Westfield Warringah Mall is unable to allocate more kerb space within the existing transport interchange area.
- Due to congestion within the bus interchange area, buses and taxis are parking illegally, blocking egress from the interchange area and impeding sight lines to pedestrians crossing the road.
- There is an existing bus layover zone on the north side of Cross Street between Dale and Green Streets. When a bus is parked here, particularly at peak times, it creates congestion and delays on approach to Pittwater Road
- On the eastbound approach to the traffic signals at the intersection of Dale Street and Cross Street, the kerb space is currently signposted as No Parking rather than No Stopping as is normally the case.

PROPOSAL

Council has undertaken a review of the issues and proposes to remove the existing bus layover space on the north side of Cross Street, between Dale Street and Green Street, and to create a new longer Bus Zone layover space on the south side of Cross Street west of Green Street. The above change will increase capacity for buses while also reducing the delays created by parked buses for traffic exiting Cross Street.

The kerb space currently allocated as a Bus Zone on the north side of Cross Street will be re-signposted as No Stopping.

Council has also written to the Westfield Warringah Mall Centre Management requesting that they reinstate the full extent of pre-existing Taxi Rank facilities within their carpark that were removed during the last centre upgrade.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The change will act to reduce congestion within the existing Bus Interchange area in Westfield Warringah Mall. This should ensure that this area becomes a safer and more inviting area for pedestrians.
- The change will improve conditions for cyclists by reducing congestion

CONSULTATION

Consultation letters have been distributed to 10 properties within the immediate vicinity of the location providing notification of the proposed changes. No responses have been received.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a 40m length of Bus Zone on the south side of Cross Street west of Green Street, Brookvale.
- B. Removal of the existing Bus Zone on the north side of Cross Street east of Green Street, Brookvale.
- C. Installation of a No Stopping restriction along the full length of the north side of Cross Street between Green Street and Dale Street, Brookvale, (replacing the existing Bus Zone and No parking restrictions).



PROPOSAL

Cross Street, Brookvale
Bus Zone relocation

Drawn JB

Approved *P. Devan*





ITEM 4.14	ROMFORD ROAD, FRENCHS FOREST - NO RIGHT TURN RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/034000
ATTACHMENTS	1 Romford Road, Frenchs Forest - Plan 2 Traffic Management Plan 3 Table of Consultation

GEOCODES: -33.748483, 151.240106

REPORT

BACKGROUND

Council has received concerns from road users regarding safety concerns due to vehicles queuing at the intersection of Romford Road and Bimbadeen Crescent, Frenchs Forest. There are also safety concerns for the vehicles travelling south on Nandi Avenue due to queuing at the median turning lane on Frenchs Forest Road East.

LOCATION

- Romford Road is a two-way local road running north south between Poulton Parade and Frenchs Forest Road East.
- Romford Road is a two-lane road with a width of approximately 9.5m with a posted speed limit of 50km/h.
- There are statutory No Stopping restrictions near the intersection and unrestricted kerb side parking is provided on both sides of the street.
- Bimbadeen Crescent is a two-way local road running east west between Romford Road and Nandi Avenue. The average width of the street is 6.5m with a speed limit of 50km/h.
- Nandi Avenue is a two-way local road, with a posted speed limit of 50km/h, that runs north south between Frenchs Forest Road East and Garie Place.
- The average width of the street is 7.5m.
- Both Bimbadeen Crescent and Nandi Avenue have unrestricted kerbside parking, sharp turns and changing road gradient.

ISSUES

Frenchs Forest Road East has large vehicular volumes during the peak periods. The signals operating at the intersection of Romford Road and Frenchs Forest Road East allow limited numbers of vehicles to exit the street. Approximately 10% of drivers are noted to avoid the intersection due to queueing and wait times associated with the signals. From 7:00am – 9:00am, around 184 vehicles have been observed to take right onto Bimbadeen Crescent, which accounts for more than 50% of the vehicles waiting to turn right onto Frenchs Forest Road East from Nandi Avenue. During morning peak time, when exiting Nandi Avenue to turn right onto Frenchs Forest Road East, vehicles would often reach a conflict point within the 'seagull' treatment causing blockages of vehicles travelling eastbound along Frenchs Forest Road East. Numerous near misses have been reported to council. During inspection, vehicles have been observed to block the traffic as well. The restriction has been reduced to 2 hours and is proposed from 7:00am – 9:00am after reviewing the traffic counts and community feedback.

PROPOSAL

Council has undertaken a review of the above location and proposes to ban a right turn for southbound traffic on Romford Road into Bimbadeen Crescent, Frenchs Forest, during morning peak hour time between 7:00am - 9:00am Monday to Friday. Vehicles wanting to turn right are expected to utilise the safer alternate routes using the signalised intersection of Romford Road and Frenchs Forest East, and the intersection of Frenchs Forest Road East and Nandi Avenue, or travel north on Romford Road towards Ilford Road. The proposed right turn restriction will be reviewed after six months of implementation.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Cyclists are exempted from the restriction. Therefore, there is no change in cyclist safety as part of this proposal.
- As the proposal only affects vehicle at the intersection, pedestrian safety will not be impacted.

CONSULTATION

Consultation letters have been distributed to 217 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'. A Variable Message Sign (VMS) was placed near the intersection displaying the message. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The installation of a No Right Turn, Bicycles Excepted, 7:00am – 9:00am Mon-Fri signage on Romford Road, Frenchs Forest.
- B. A six-month trial of the restriction with a review of the effectiveness of the restriction to be conducted in six months after installation.



PROPOSAL

Romford Road and Bimbadeen Crescent intersection, Frenchs Forest
No Right Turn

Drawn AS

Approved



northern
beaches
council



TRAFFIC MANAGEMENT PLAN – RIGHT TURN BAN – ROMFORD ROAD,
FRENCHS FOREST
04

FEBRUARY 2020

ITEM	TRAFFIC MANAGEMENT PLAN – Trial Right Turn Ban – ROMFORD ROAD, FRENCHS FOREST
REPORTING OFFICER	TRAFFIC ENGINEERING COORDINATOR
PWZTMP NO.	0052158257
ATTACHMENTS	1 Location Plan 2 Detour Plan 3 Traffic Counts 4 Proposal

GEOCODES: -33.748483, 151.240106-

REPORT

BACKGROUND

The intersection of Romford Road and Bimbadeen Crescent, currently permits all movements in and out from both roads. (See Appendix 1).

LOCATION

- Romford Road is a two-way local road running north-south between Pollution Parade and Frenchs Forest Road East.
- Width of the Street is generally 9.0m.
- Speed limit of the street is 50 km/h.

ISSUES

- Frenchs Forest Road East has large vehicular volumes during the peak periods.
- The signals operating at the intersection of Romford Road and Frenchs Forest Road East permit limited numbers of vehicles to exit the street.
- Approximately 10% of drivers are noted to avoid the intersection due to queueing and wait times associated with the signals.
- The alternate route involves a Right Turn from Romford Road into Bimbadeen Cres, followed by a left turn onto Nandi Ave and exiting using the seagull treatment at the intersection of Nandi Ave and Frenchs Forest Road East.

ASSESSMENT

Inspections were undertaken to determine the impact of the alternate route in accommodating approximately 200 vehicles that use this as a means to avoid the signals at the intersection of Romford Road and Frenchs Forest Road east.

As can be seen from the data in Appendix 3, over 50% of vehicles exiting from Nandi Avenue have approached from Romford Road.

Further, the inspections revealed that, during peak times, when exiting Nandi Ave, turning right onto Frenchs Forest Road East, vehicles would reach a conflict point within the 'seagull' treatment causing blockages of vehicles travelling eastbound along Frenchs Forest Road East.

TRAFFIC MANAGEMENT PLAN – RIGHT TURN BAN – ROMFORD ROAD,
FRENCHS FOREST
04

FEBRUARY 2020

This is predominantly due to vehicles from Nandi needing to merge from the right turn bay along Frenchs Forest Road East with traffic to travel westbound and southbound.

Further, the safety risk is exacerbated by the need to cross 4 or more lanes of traffic in order to turn left. 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 Nandi Avenue onto Frenchs Forest Road East.

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

By reducing the number of drivers utilising this route, safety will improve significantly if the right turn is banned at the Romford Road and Bimbadeen Cres intersection. With multiple alternative routes not adding significant travel times, in comparison to the waiting periods observed, the drivers would not be unacceptably displaced.

PROPOSAL

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

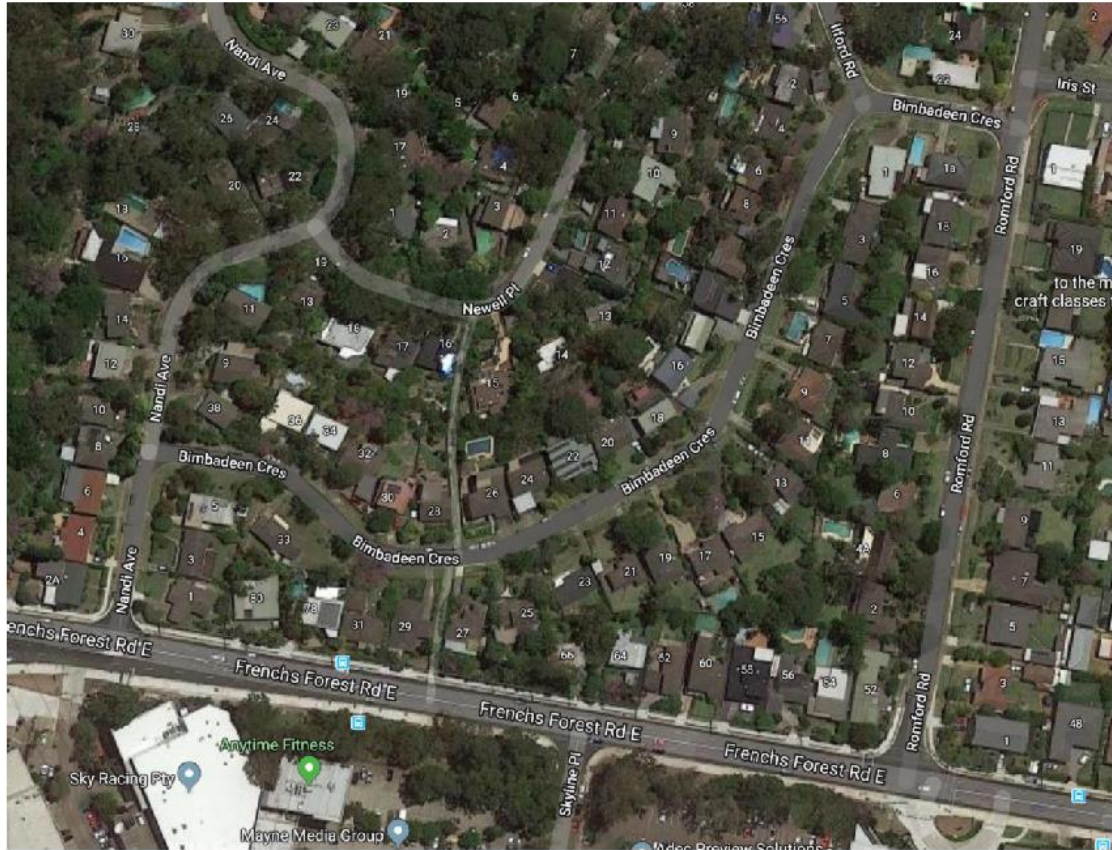
- Install a 'No Right Turn; 7am-9am; Mon-Fri' as per the attached plan in appendix 4.
- Trial the restriction for a period of 6 months.
- Undertake a review of the effectiveness of the restriction in conjunction with the assessment of the local area.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

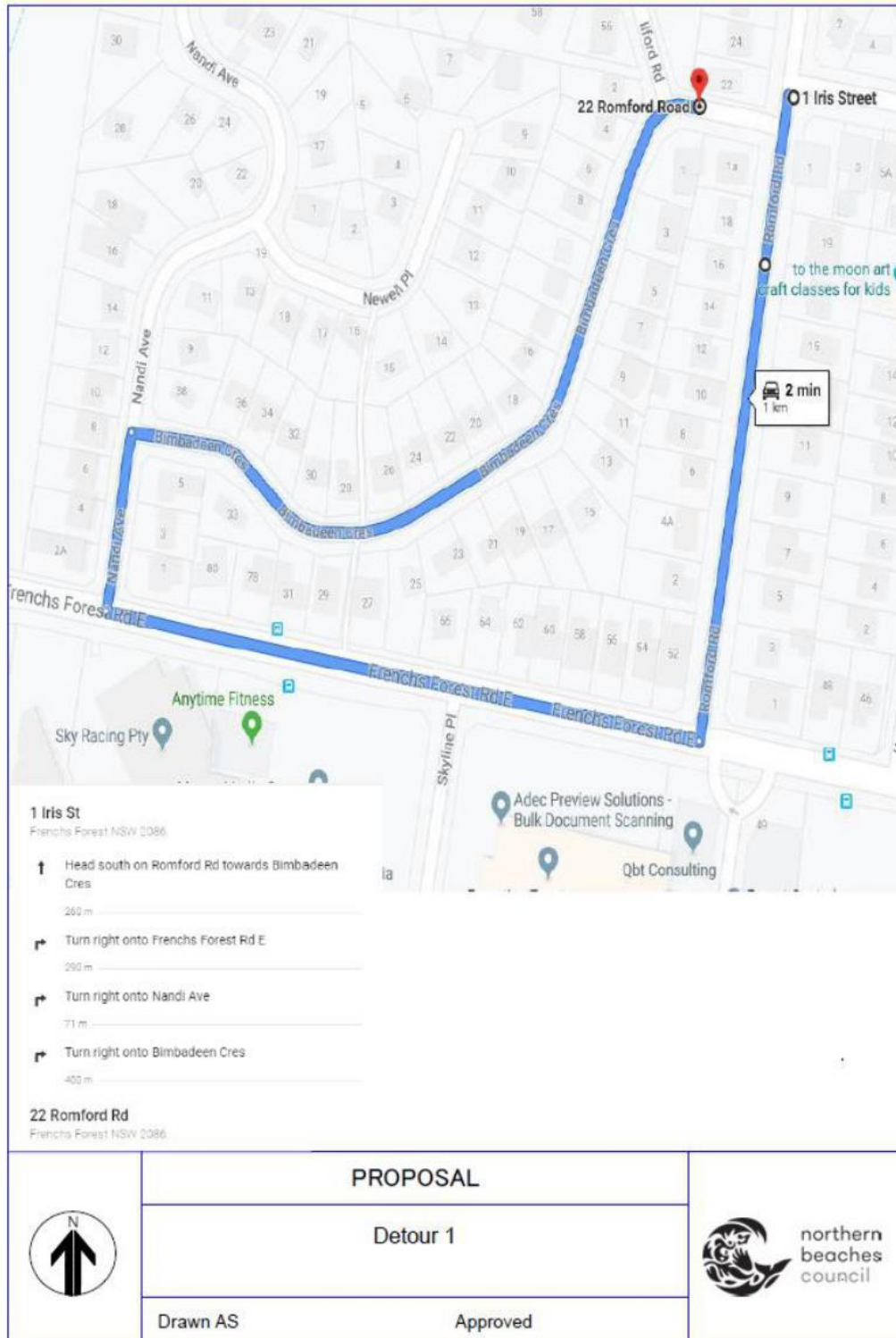
As the proposal only affects vehicle and cyclist movements at the intersection, pedestrian safety will not be impacted. As standard road rules apply to cyclist, there is no change in cyclist safety as part of this proposal.

FEBRUARY 2020

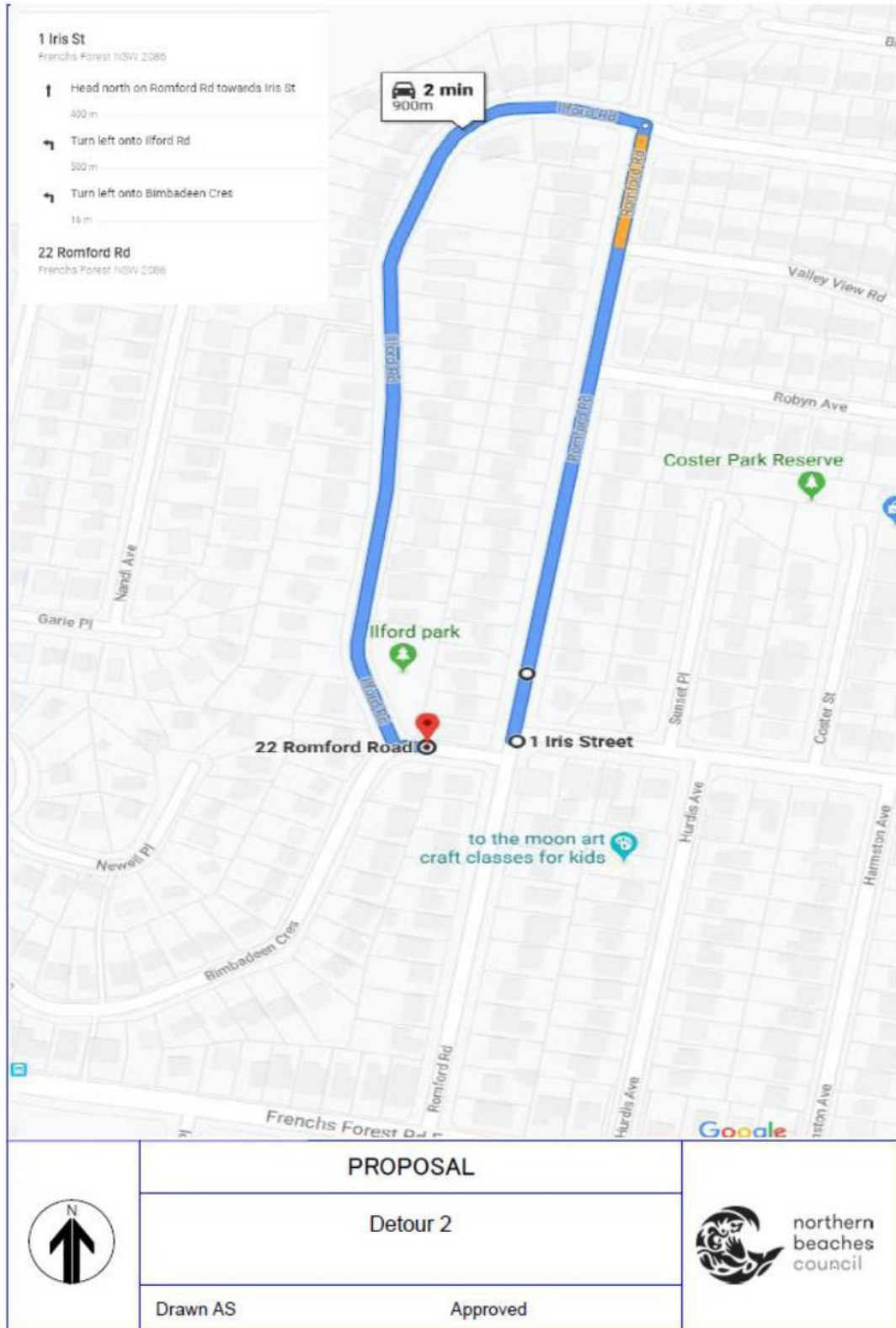
Appendix 1: Location Plan



Appendix 2: Alternate Routes



FEBRUARY 2020



FEBRUARY 2020

Appendix 3: Traffic Count Data

TRAFFIC COUNT

Date	29.01.2020 , Wednesday 7.30 - 9.00 AM			
	From Romford		From Bimbadeen	
Time	Right into Bimbadeen Cres	Left to Bimbadeen Cres	Left into Romford Rd	Right to Romford Rd
7:10:00 AM	3	0	3	1
7:20:00 AM	9	0	2	2
7:30:00 AM	5	1	3	1
7:40:00 AM	11	0	2	1
7:50:00 AM	8	0	2	1
8:00:00 AM	8	0	0	1
8:10:00 AM	9	0	6	3
8:20:00 AM	12	0	6	2
8:30:00 AM	5	0	3	4
8:40:00 AM	6	0	9	1
8:50:00 AM	2	1	3	2
9:00:00 AM	1	0	0	2
TOTAL	79	2	39	21

Date	30.01.2020 , THURSDAY 7.30 - 9.00 AM			
	From Romford		From Bimbadeen	
Time	Right into Bimbadeen Cres	Left to Bimbadeen Cres	Left into Romford Rd	Right to Romford Rd
7:10:00 AM	7	0	1	2
7:20:00 AM	6	2	5	1
7:30:00 AM	8	0	2	0
7:40:00 AM	12	0	1	1
7:50:00 AM	12	1	4	1
8:00:00 AM	13	1	3	0
8:10:00 AM	19	0	8	4
8:20:00 AM	17	0	2	2
8:30:00 AM	14	2	8	4
8:40:00 AM	6	0	8	2
8:50:00 AM	4	0	3	1
9:00:00 AM	4	2	3	2
TOTAL	122	8	48	20

DATE:	06.02.2020 , THURSDAY 7.30 - 9.00 AM			
	From Nandi Avenue		From Frenchs Forest Rd East	
Time	Right into Frenchs Forest Rd East	Left into Frenchs Forest Rd East	Left into Nandi Avenue	Right into Nandi Avenue
7:40:00 AM	17	2	1	1
7:50:00 AM	13	1	1	0
8:00:00 AM	31	4	1	0
8:10:00 AM	23	0	2	0
8:20:00 AM	21	4	4	2
8:30:00 AM	23	2	2	0
8:40:00 AM	22	5	1	0
8:50:00 AM	17	1	0	0
9:00:00 AM	17	2	5	0
Total	184	21	17	3

FEBRUARY 2020

Appendix 4: Proposal



Table of Consultation

Address	Romford Road, Frenchs Forest
Proposal	No Right Turn

Properties Consulted	217
Responses Received	24
Support	11
Do Not Support	13

From 'Have Your Say', council received 144 responses. 60 supported and additional 29 supported with some changes. There were 48 objections, 8 neutral and 1 without any preference

Issue	Resident Comment	Council Response
Access to residents	Local Traffic Only. Does the restriction include residents as well?	Under current legislation, there is no provision to refrain residents from this restriction. It is a regulatory restriction and is applicable for every motorist.
Safety	Few vehicles are turning into Bimbadeen Crescent. Less traffic travelling north on Romford Road, therefore less queuing for right turners on Romford Road.	During morning peak time, vehicles exiting Nandi Avenue have mostly approached from Romford Road. Vehicles would reach a conflict point within the 'seagull' treatment causing blockages of vehicles travelling eastbound along Frenchs Forest Road East. The safety risk is exacerbated, when the frustrated motorists attempt to utilise smaller gaps after waiting for extended period on Nandi Avenue to turn right into Frenchs Forest Road East.
Travel time	The restriction will increase commute time.	Safety will improve significantly by reducing the number of drivers utilising the this route. The longer commute time is tolerable.
Traffic Light	Traffic light at the intersection of Romford Road and Frenchs Forest Road should be adjusted to allow more vehicles from Romford Road to turn into Frenchs Forest Road East.	Signalised intersection falls under the jurisdiction of TfNSW (former RMS). A request will be forwarded to TfNSW to review the signal phasing.
Additional restriction	Put restriction for vehicles entering on Ilford Road from Iris Street as well. The restriction alone will not work.	The restriction on Ilford Road is not necessary at this stage. Taking this route will add more commute time for motorists and the likelihood of any traffic diverting to Ilford Road is very less.
Enforcement	Restriction with sign alone will not work. Need to Enforce.	Police will be requested to patrol the intersection periodically to enforce illegal manoeuvre after implementation.
Bicycles	Bicycles should be allowed to take the right turn into Bimbadeen Crescent from Romford Road.	The proposal has been reviewed and an exception for Bicycles has been made.

ITEM 4.15	RICKARD ROAD, NORTH NARRABEEN – INTERSECTION IMPROVEMENTS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/080974
ATTACHMENTS	1 Rickard Road, North Narrabeen – Plan

GEOCODES: -33.708528, 151.294772

REPORT

BACKGROUND

Council has received concerns from local residents regarding the safety and traffic flow of the intersection at Rickard Road and Verona Street, North Narrabeen.

LOCATION

- Intersection between Rickard Road and Verona Street is a T-intersection.
- Rickard Road and Verona Street are local roads with a default speed limit of 50 km/h.
- Rickard Road and Verona Street have an average width of 9.8m and 8.6m respectively.
- Rickard Road is a bus route and runs between Pittwater Road and Nareen Parade.

ISSUES

- Rickard Road is a major road; traffic flow of T-intersection has been reversely prioritised to Verona Street.
- Reverse priority creates confusion among motorists and is often neglected resulting in potential conflict.

PROPOSAL

Council has undertaken a review of the above location and carried out traffic counts and proposes to change the existing reverse priority of traffic to the usual T-intersection traffic flow. The proposal includes the following:

- Remove all Stop and Stop ahead signs, Stop lines Lines and Stop pavement markings on Rickard Road.
- Install Stop signs and Stop Line and Give way Line on Verona Street.
- Repaint the faded painted median islands and reinstate the damaged signs on Verona Street.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 79 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. Removal of all Stop and Stop Ahead signs, Stop Lines and Stop pavement markings on Rickard Road, North Narrabeen.
- B. Installing Stop signs and Stop Line Give way Line on Verona Street, North Narrabeen.
- C. Repainting the faded painted median islands and reinstating the damaged signs on Verona Street, North Narrabeen.

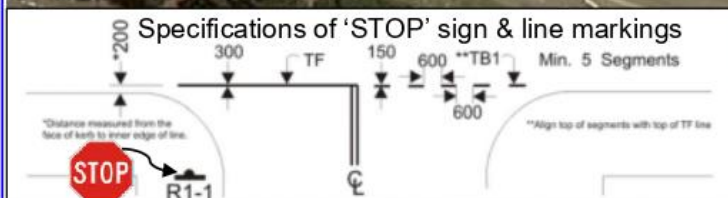
On Rickard Road remove both:

- 'STOP' & 'STOP Ahead' signs and sign posts.
- 'STOP Lines (TF)'.
- 'STOP' pavement marking

On Verona Street install:

- 'STOP' sign.
- 'STOP Lines (TF)' & Give Way Line (TB1).

- Repaint the faded painted median islands.
- Reinstate the damaged signs.



PROPOSAL

RICKARD ROAD, NORTH NARRABEEN
Intersection Improvements



Drawn VS

Approved



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council

ITEM 4.16	CABBAGE TREE ROAD AND BEAUMONT CRESCENT, BAYVIEW - INTERSECTION IMPROVEMENTS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/091499
ATTACHMENTS	1 Cabbage Tree Road and Beaumont Crescent, Bayview - Plan 2 Table of Consultation 3 Stop Sign Situation Diagram

GEOCODES: -33.666613, 151.299976

REPORT

BACKGROUND

Council has received concerns from local residents regarding the narrow road width and sight distances when vehicles park on both sides of Beaumont Crescent, on the approach to the intersection with Cabbage Tree Road, Bayview.

LOCATION

- Beaumont Crescent is an access road and no through road, with a road width of 7m between kerbs.
- Cabbage Tree Road is a collector road with a sealed pavement width of approximately 7.5m.
- Beaumont Crescent intersects Cabbage Tree Road at an angle, and there are no signposted controls or holding lines at the Cabbage Tree Road/Beaumont Crescent intersection.
- Parking is unrestricted on both sides of Cabbage Tree Road and Beaumont Crescent, except for the statutory No Stopping 10m from the intersection.
- There are no constructed footpaths in Beaumont Crescent; however, a concrete footpath is provided on the northern side of Cabbage Tree Road.
- Rowland Reserve and the Pittwater foreshore are located north-east of Beaumont Crescent, and Bayview Golf Course is situated to the south.

ISSUES

- Vehicles parked on both sides of the road narrow the overall road width for through traffic.
- Parked vehicles near the intersection affect traffic sight distances for vehicles entering and exiting on to Cabbage Tree Road.
- Beaumont Crescent intersects Cabbage Tree Road at an acute angle, which further restricts sight distances due to the road geometry and existing vegetation.
- The parking issues on the approach and near the intersection increases the risk of crashes occurring in the area.

PROPOSAL

Council has undertaken a review of the above location and issues and proposes a number of intersection improvements to enhance traffic safety. Dividing Barrier Lines are proposed for a length of 15m on the approach to Cabbage Tree Road, in conjunction with the provision of No Stopping Unbroken Yellow Kerb Lines and extension of these restrictions on the eastern side of Beaumont Crescent south of the shared driveway to Nos 4, 6, 8 and 10. It is also proposed to upgrade the traffic priorities at the intersection from Give Way to Stop controls, due to the reduced sight distances at this location (refer Attachment 3 - Stop Sign Situation Diagram).

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Cabbage Tree Road is part of the existing Road Cycling Network and proposed Safe Cycling Network.
- The proposal will improve safety for people cycling along Cabbage Tree Road, by improving sightlines for traffic exiting Beaumont Crescent.
- The proposal does not affect pedestrian facilities or impacts on walking.

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following changes in Beaumont Crescent, Bayview:

- A. Installation of Dividing Barrier Lines for a length of 15m from the intersection with Cabbage Tree Road, Bayview.
- B. Installation of a No Stopping Unbroken Yellow Kerb Line for a length of 20m from the intersection with Cabbage Tree Road (western side), Bayview.
- C. Installation of a No Stopping Unbroken Yellow Kerb Line from south of the shared driveway (No.s 4, 6, 8 and 10), to the intersection with Cabbage Tree Road (eastern side).
- D. Installation of a Stop line and sign at the intersection with Cabbage Tree Road, Bayview.



PROPOSAL

CABBAGE TREE ROAD & BEAUMONT CRESCENT, BAYVIEW
INTERSECTION IMPROVEMENTS

Drawn RK

Approved 



northern
beaches
council

Table of Consultation

Address	Cabbage Tree Road and Beaumont Crescent, Bayview
Proposal	Intersection Improvements

Properties Consulted	14
Responses Received	4
Support	3
Do Not Support	1

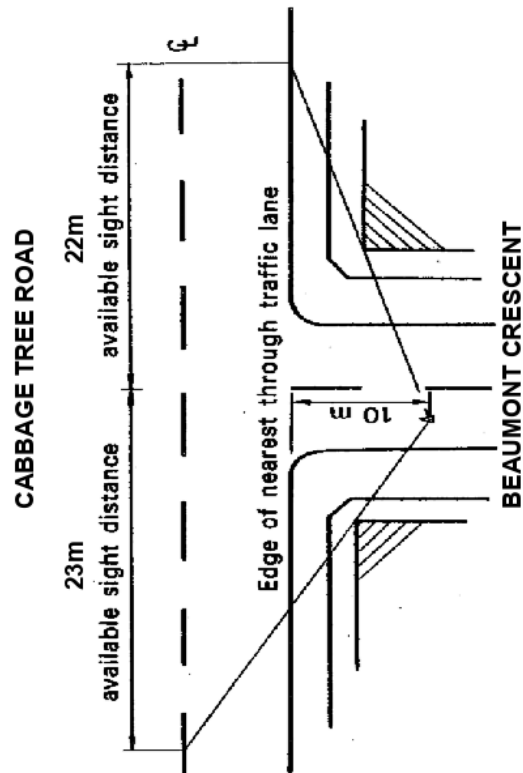
Issue	Resident Comment	Council Response
'No Stopping' restrictions and Dividing Barrier Lines	<p>I am in total agreement with council's proposal for parking issues in Beaumont cres. Bayview. However, I would like to see like to see three additions:</p> <p>1) two (2) No Standing signs on either side of Beaumont Cres to reinforce the yellow lines</p> <p>2) extension of the yellow line right up to the driveway of #6,8 Beaumont Cres as people park their vehicles on top of the gutter/verge near this driveway entrance. This makes visibility to the south difficult for vehicles exiting these driveways.</p> <p>3) Extension of double white line to 20m instead of 15m as proposed.</p> <p>Why are the 'No stopping Yellow line' painted at different lengths on opposite sides of the road and can we at least reduce it outside No 4.</p>	<p>- 'No Stopping' lines (unbroken yellow line) is enforceable without signage, however signs will also be provided at the start and end of the restrictions.</p> <p>- The proposed unbroken yellow line will be installed up to the shared driveway of No.s 4, 6, 8 and 10.</p> <p>- The proposed unbroken yellow lines extends 5m beyond the dividing barrier lines. Extending the dividing barrier lines an additional 5m would result in the further loss of parking and is not supported.</p> <p>- 'No Stopping' lines (unbroken yellow line) are installed on the approaches to improve safety for passing vehicles near the intersection and to improve traffic sight distances. The restrictions are extended further on the eastern side to the shared driveway due to the skewed angle which provides additional difficulties for exiting vehicles in this area.</p>
'Stop' line and sign	<p>- We support all of the parking restriction changes, but feel it is largely unnecessary to turn the give way sign into a stop sign, as it would be dangerous not to stop at this intersection anyway</p> <p>- I strongly feel that we don't need further street signage.</p>	<p>- 'Stop' controls at the intersection require the installation of a 'STOP' sign and supplemented with pavement markings.</p>

Stop Sign Situation Diagram Cabbage Tree Road and Beaumont Crescent

R1-1 STOP SIGN

SITUATION DIAGRAM

Use R1-1 sign where a Give Way R1-2 sign is warranted and sight distance (in either direction) in accordance with the following sketch and table is not available.



85th Percentile Approach Speed on Major Road V85 (km/h)	Required Sight Distance (between points, 1.15 m above the road) A (m)
40	70
50	90
60	105
70	120
80	140
90	160
100	175
110	190

ITEM 4.17	SURFVIEW ROAD, MONA VALE - SHARED ZONE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/086458
ATTACHMENTS	1 Surfview Road, Mona Vale - Plan 2 Table of Consultation

GEOCODES: -33.679468, 151.312578

REPORT

BACKGROUND

Council has received concerns from local residents regarding pedestrian accessibility on Surfview Road, Mona Vale.

LOCATION

- Surfview Road is a No Through Road with access from Darley Street East, Mona Vale
- Surfview Road is a local road which has two beach accesses along the eastern side
- There is a footpath located along the western side of Surfview Road, which continues through the turning circle that provides access to Golf Avenue, Mona Vale Golf Club, South Mona Vale Headland and a number of additional beach accesses.

ISSUES

- Narrow road width of Surfview Road (approximately 5m) with an inadequate footpath arrangement limiting safe pedestrian movement.
- Council is proposing to implement a shared zone to enhance the streetscape and improve pedestrian safety and accessibility.
- Coloured asphalt treatment is proposed at the entrance of Surfview Road, from the Darley Street East intersection to highlight the change in road environment and indicate a change in speed limit to 10km/h.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce a 10km/h Shared Traffic zone in Surfview Road. This will include marked parking bays. This will improve safety for pedestrians and give them priority over motor vehicle traffic.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- By reducing speeds and giving pedestrians priority over motor vehicle traffic, safety for pedestrians using Surfview Road will be improved.
- Cyclist safety will also be enhanced by the reduced speeds

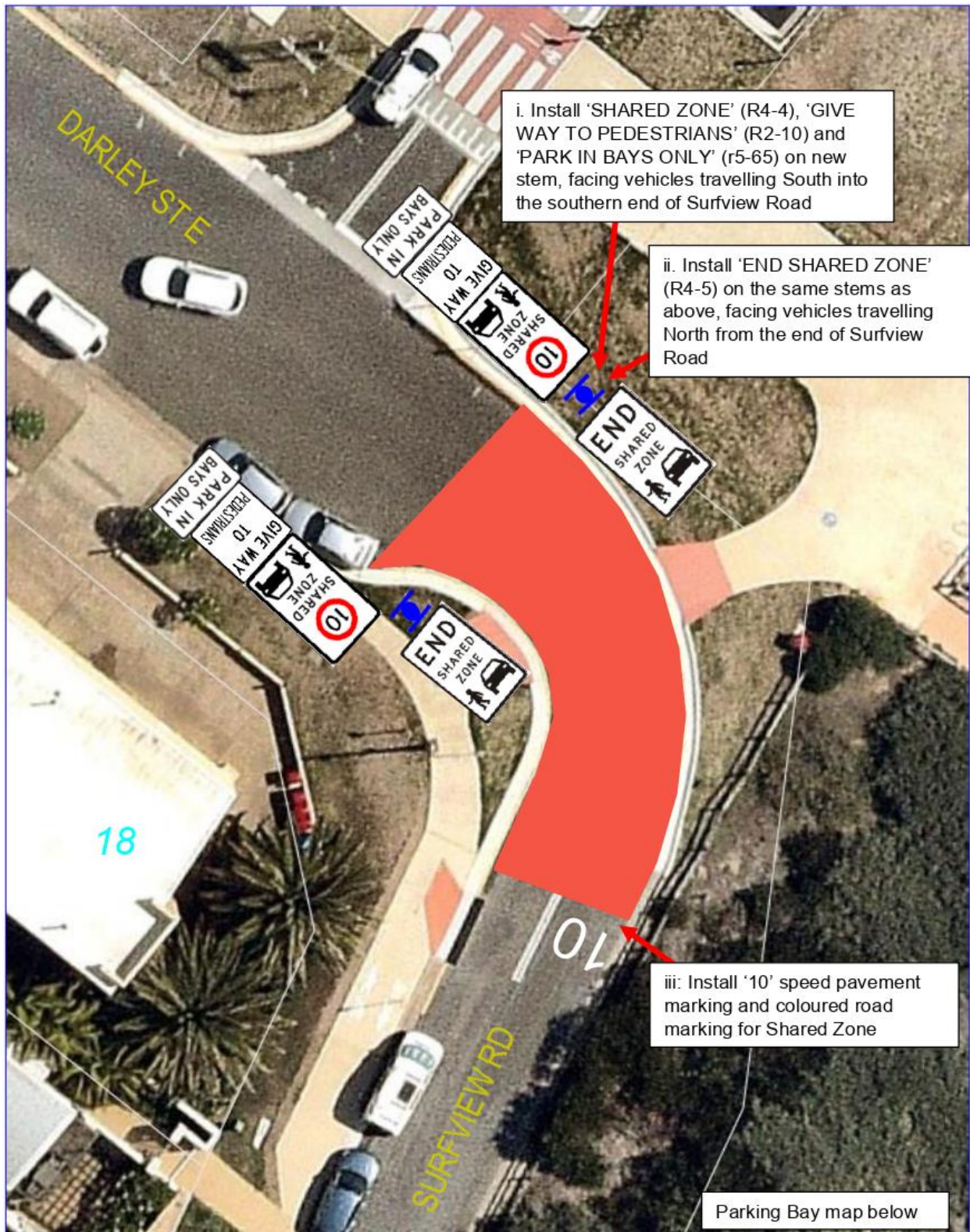
CONSULTATION

Consultation letters have been distributed to 64 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 Shared Zone, Give Way to Pedestrians and Park in Bays Only signage, facing vehicles travelling south into the southern end of Surfview Road, Mona Vale.
- B. Installation of End Shared Zone signage facing vehicles travelling north from the end of Surfview Road, Mona Vale.
- C. Installation of 10km/h speed pavement markings and coloured road markings for Shared Zone on Surfview Road, Mona Vale.
- D. Installation of marked parking bays.



PROPOSAL

Surfview Road, Mona Vale
Shared Zone

Drawn KT

Approved *P. Devon*



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beaches
council



Table of Consultation

Address	Surfview Road, Mona Vale
Proposal	Shared Zone

Properties Consulted	64
Responses Received	4
Support	3
Do Not Support	1

Issue	Resident Comment	Council Response
Two beach access paths with no footpath access	No footpath when exiting beach accesses. Pedestrians constantly walking on the road	Shared Zone will assist with pedestrian safety, as will reduce vehicle speed
Pedestrians	Reckless behaviour of pedestrians on the roadway	Council provides footpaths and shared paths for the safety of pedestrians

ITEM 4.18	OAKS AVENUE, DEE WHY - EXTEND DROP OFF AND PICK UP ZONE
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/094489
ATTACHMENTS	1 Oaks Avenue, Dee Why - Plan 2 Table of Consultation

GEOCODES: -33.754301, 151.291006

REPORT

BACKGROUND

Council has received a request from St. Kevin's Catholic Primary School to extend the existing Drop off/Pick up zone by converting the redundant Bus Zone.

LOCATION

- Oaks Avenue is a local road with a 40km/h speed limit
- Oaks Avenue is a two-lane road with a width of approximately 11m.
- Oaks Avenue is a through road, which runs east west. This section of the road intersects with Pittwater Road on the west at a signalised intersection and at a roundabout with Avon Road on the east.
- There is a signalised mid-block pedestrian crossing in front of the school. A No Parking Zone during peak hours on school days is available in front of the school to facilitate school drop off/pick up and No Parking 6:00am – 10:00am Friday on the north to assist in waste collection by Council's waste collection team. The rest of the street is unrestricted parking and Howard Street Car Park is nearby.
- This section of Oaks Avenue has St Kevin's Catholic Primary School, St. Kevin's Catholic Church and Medium Density Residential Housing with residential flat buildings.

ISSUES

Parents often queue and park their cars in the existing Bus Zone to drop off/pick up their children as the Bus Stop remains unused. There is an existing Drop off/pick up zone for a length of about 45m. No school bus or any other route bus uses the Bus Stop. The Bus Zone is intended to be used by the school when they charter a bus for their athletics and swimming carnivals. However, the charter bus uses the No Parking zone for pick up and set down. The State Transit Authority (STA) has no objection with this proposal.

PROPOSAL

Council has undertaken a review of the above location and proposes to convert the existing School Days Bus Zone to School Days Drop off and pick up zone from 8:30am – 9:30am and 2:30am - 3:30pm. The proposal will ease waiting periods outside the school and improve vehicle turnover during the School Zone operational hours by providing additional car park spaces for drop off/pickup.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Improved pedestrian amenity and safety by enabling parents and carers to drop off/pick up students on the school frontage.
- No Impact on people cycling along Oaks Avenue, Dee Why

CONSULTATION

Consultation letters have been distributed to 110 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 conversion of the School Days Bus Zone to School Days No Parking 8:30am – 9:30am and 2:30pm – 3:30pm on Oaks Avenue, Dee Why.






	PROPOSAL		 northern beaches council
	Oaks Avenue, Dee Why Remove Bus Zone to extend School Drop off/pick up Zone		
	Drawn AS	Approved 	

Table of Consultation

Address	Oaks Avenue, Dee Why
Proposal	Extend Drop off/ Pick up Zone

Properties Consulted	110
Responses Received	2
Support	1
Do Not Support	1

Issue	Resident Comment	Council Response
Loss of parking	The restriction will put more inconvenience to the residents and the visitors.	There is no net loss of parking. The existing unused bus zone is converted to pick up/drop off zone. Residents and visitors can park outside these hours.
Congestion	There is no congestion during morning. Currently, there is plenty of room.	Vehicles are using the existing bus zone to drop off/pick up. The existing drop off/pick up zone is not enough. Drop off/ Pick up zone is needed in both morning and afternoon school hours

ITEM 4.19	BLACKBUTTS ROAD AND ADAMS STREET, FRENCHS FOREST - SPEED CUSHION
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/094491
ATTACHMENTS	1 Blackbutts Road and Adams Street, Frenchs Forest - Plan 2 Table of Consultation

GEOCODES: -33.744376, 151.219707

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles speeding along Blackbutts Road and Adams Road, Frenchs Forest on approach to Prince Charles Road.

LOCATION

- Blackbutts Road and Adams Street are collector roads carrying higher level of vehicular traffic and consist of a two-way two-lane layout with a speed limit of 50km/h.
- The section of Blackbutts Road under consideration has a variable pavement width with an average of 10m and unrestricted kerbside parking available on both sides of the road.
- This section of Blackbutts Road has one sharp turn and forms a reverse curve with Prince Charles Road and Adams Street.
- Blackbutts Road and Adams Street are the bus route for service 281 (Davidson to Chatswood) and other school buses. The bus service always travels in one direction towards Davidson as it forms a circular loop in this area.
- This section under consideration is mostly residential with medium density housing.

ISSUES

There is one reverse bend and one sharp turn present in this section of the road. Motorists fail to drive slowly at these bends despite numerous warning signs. An examination of the traffic accident database provided by Transport for New South Wales – Centre for Road Safety reveals that there had been four reported accidents. Most of the accidents resulted due to vehicles run off the road on the bend or turning a corner. The residents in the vicinity also informed Council many unreported accidents with parked vehicles. The main reason for these accidents is due to vehicles not slowing, to adapt to the road condition, while negotiating the bends.

PROPOSAL

Council has undertaken a review of the above location and proposes to introduce five sets of speed cushions on Blackbutts Road and Adams Street. There will be four speed cushions on each location, a set of two on each direction. The speed cushions, which will be spaced at approximately 100-120m intervals will reduce traffic speeds and improve safety.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Will improve the safety for pedestrians crossing these streets, as vehicles will be approaching the speed cushion at a lower speed.
- The use of speed cushions rather than speed humps will allow cyclists to ride around rather than over the slowing devices.

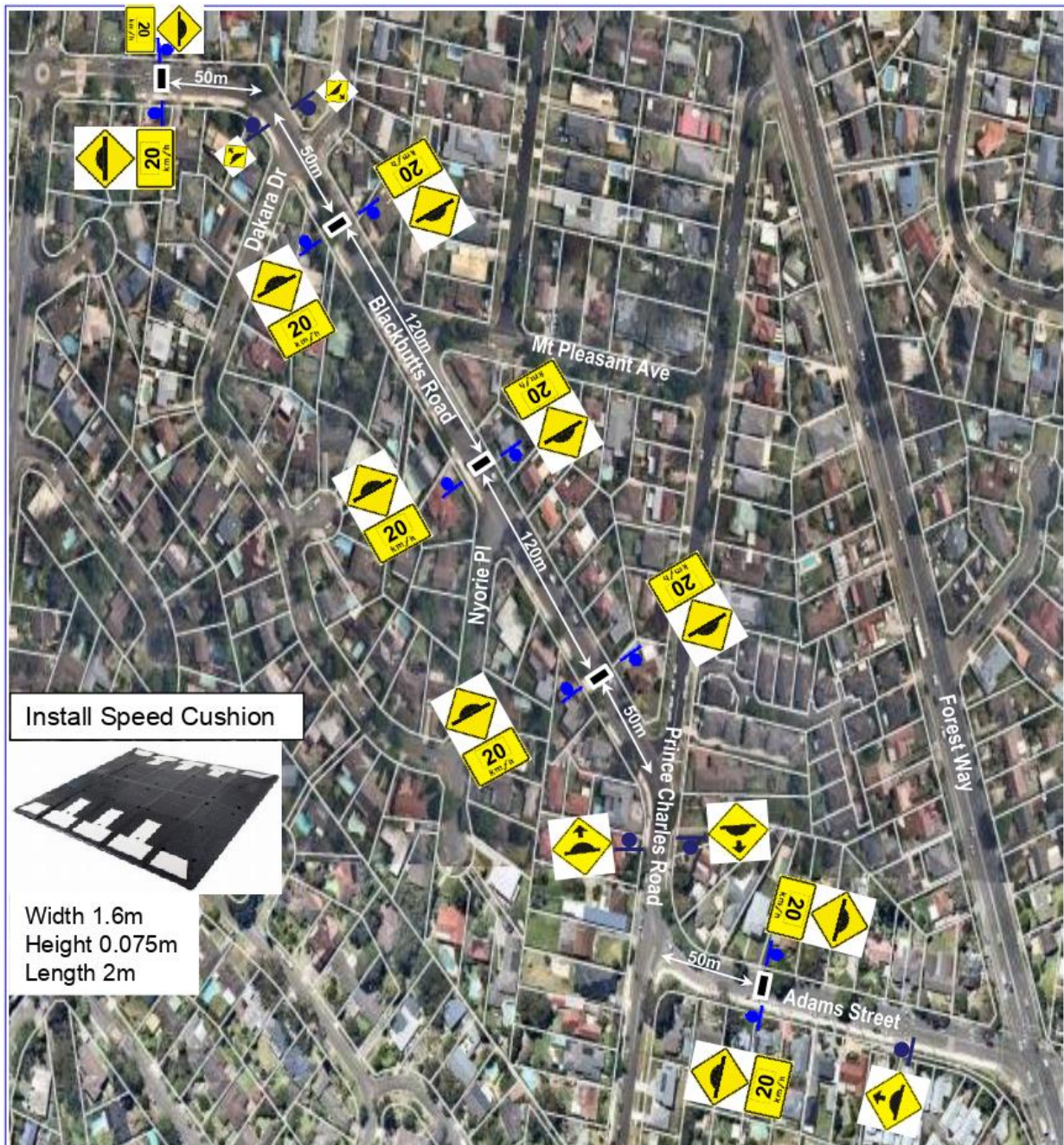
CONSULTATION

Consultation letters have been distributed to 149 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 speed cushions on Blackbutts Road and Adams Street, Frenchs Forest.
- B. Installation of Speed Hump, Advisory Speed and Speed Hump Ahead Signs on Blackbutts Road and Adams Street, Frenchs Forest.



4 speed cushions on each section.

Set of two on each direction.



PROPOSAL

Blackbutts Road & Adams Street , Frenchs Forest
Speed Cushion

Drawn AS

Approved *P. Devan*



northern
beaches
council

Table of Consultation

Address	Blackbutts Road and Adams Street
Proposal	Speed Cushion

Properties Consulted	149
Responses Received	29
Support	15
Do Not Support	12

Issue	Resident Comment	Council Response
Noise	Noise pollution with speed cushions. Alternative calming devices like lane narrowing or slow points should be considered.	Speed cushions are generally proposed on routes with trucks and buses to reduce noise pollution from such vehicles. The proposed speed cushion will be designed to appropriate standards to minimise noise and pollution. Alternative calming devices like lane narrowing will result in loss of parking.
Roundabout	Request to install roundabout	Roundabouts are generally installed to improve the safety of right turn manoeuvres. A preliminary examination of traffic conditions at this location indicates that construction of a roundabout at this intersection is not justified at the present time.
Congestion	Speed cushions will slow the traffic and increase travel time.	The intention of the speed cushions is to slow the traffic to enhance safety. However, it will not result in congestion.
Overkill proposal	Residents believe the speed cushions are overkill to the current traffic conditions.	These devices are proposed about 80m apart to achieve desired objectives as a single or isolated traffic calming device can be a hazard and nuisance to the community due to sudden deceleration and acceleration which respectively happens before and after negotiating the device. The speed cushion will slow the traffic to travel in the safe speed around the curved sections of the street.
Divert traffic	Divert the traffic to use alternative routes and relocate the problem.	The intention of any of these proposals are not to change traffic conditions and redirect traffic elsewhere. The proposal will enhance the safety of the traffic and pedestrians on the street.

ITEM 4.20	AUBREEN STREET, COLLAROY PLATEAU - PARKING BAYS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/096117
ATTACHMENTS	1 Aubreen Street, Collaroy Plateau - Consultation Plan 2 Aubreen Street, Collaroy Plateau - Plan

GEOCODES: -33.730824, 151.292618

REPORT

BACKGROUND

Council has received concerns from local residents regarding the narrow and uneven parking bays on the eastern side of the Aubreen Street shops. These 11 parking bays currently range from 2.0m – 2.6m which are not compliant to Australian Standards. Furthermore, Council was given a request to see if a Disabled Parking spot was viable in this area. After investigating, it was found that a disabled space is viable on the north end.

LOCATION

- Aubreen Street is a local road with a 50km/h speed limit
- This section of Aubreen Street has seven stores of food services, cosmetics and a vet
- Aubreen Street meets at a roundabout intersection with Telopea Street
- Collaroy Plateau Public School and Collaroy Plateau Park are nearby from this site

ISSUES

- The existing parking bays are too narrow and not to Australian Standard
- Drivers constantly have difficulty in entering and exiting the parking bays and commonly damage other vehicles in the process

PROPOSAL

Council has undertaken a review of the location and issues and sent 3 different proposals to the public.

- Proposal 1: 9 Parking spaces (2.5m width) and 1 Disabled Space (3.5m width)
- Proposal 2: 10 Parking spaces (2.4m width) and 1 Motorcycle space (2m width)
- Proposal 3: 10 Parking spaces (2.6m width)

Each proposal will re-work the parking bays to improve road safety.

Proposal 1 will be implemented. The disabled space is compliant with AS2890.5 Parking Requirements for People with Disabilities.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 25 properties within the immediate vicinity of the location providing notification of the proposed changes. 6 responses have been received in support of the proposal. Furthermore, a face-to-face consultation was conducted on 05/02/2020 with the shop staff and managers.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of nine 2.5m Parking Bays and one 3.5m Disabled Parking Space on Aubreen Street, Collaroy Plateau.
- B. Installation of a 1.0m Kerb Access Ramp in accordance to AS2890.5.





Install 1.0m kerb access ramp
(offset to one side)

Remove 1 space to allow:
9 Parking Spaces (2.5m wide)
1 Disabled Parking Space (3.5m wide)

26m

5.5m

Aubreen Street

PROPOSAL

Aubreen Street, Collaroy
Reworking Parking Bays & Disabled Space



Drawn JO

Approved



northern
beaches
council

5.0 MATTERS FOR NOTATION

ITEM 5.1 REQUEST FOR WORKS ZONE

REPORTING OFFICER TRAFFIC OFFICER

TRIM FILE REF 2020/098214

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
Meticon Homes Pty Ltd	6 Dudley Street BALGOWLAH NSW 2093	Length: 13 M Time: 7:00am-5:00pm Mon-Fri 8:00am -1:00pm Saturday	13 January 2020 – 13 March 2020
Patrick Charles O'Halloran	112 Sydney Road, on Parkview Road FAIRLIGHT NSW 2094	Length: 26 M Time: 7:00am-5:00pm Mon-Fri 8:00am -1:00pm Saturday	30 January 2020 – 30 July 2020

RECOMMENDATION TO TRAFFIC COMMITTEE

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