


# AGENDA – LATE ITEM

## **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**



## **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**

<b>1.0</b>	<b>REPORTS FOR APPROVAL BY COUNCIL DELEGATION .....</b>	<b>4</b>
1.1	Orchard Road, Brookvale - Plan - For Item 4.5 of Agenda for 3 March 2020 .....	4
1.2	Romford Road, Frenchs Forest - Updated TMP for Item 4.14 of Agenda 3 March 2020.....	7
1.3	McCarrs Creek Road, Church Point - Traffic Calming Devices .....	16

## **1.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION**

**ITEM 1.1** ORCHARD ROAD, BROOKVALE - PLAN - FOR ITEM 4.5 OF  
AGENDA FOR 3 MARCH 2020

**REPORTING OFFICER** TRAFFIC OFFICER

**TRIM FILE REF** 2020/114346

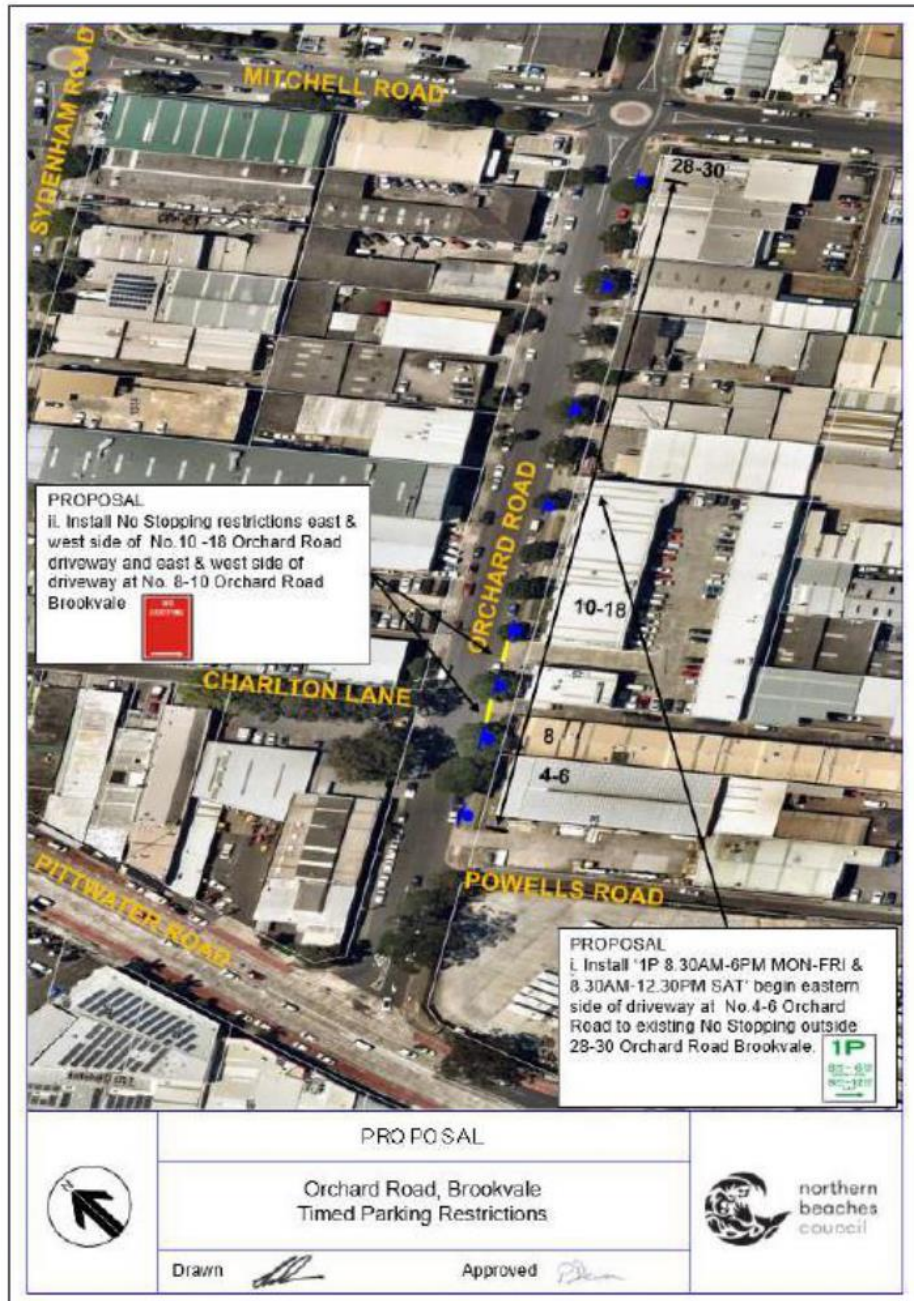
**ATTACHMENTS** 1 Orchard Road, Brookvale - Plan

**GEOCODES:** -33.765397, 151.271874

### **REPORT**

Attached is the Plan for Item 4.5 Orchard Road, Brookvale – No Stopping and Timed Parking Restrictions - of the Agenda for 3 March 2020.

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**ITEM 1.2**                                      **ROMFORD ROAD, FRENCHS FOREST - UPDATED TMP FOR  
ITEM 4.14 OF AGENDA 3 MARCH 2020**

**REPORTING OFFICER**                      **TRAFFIC ENGINEER**

**TRIM FILE REF**                              **2020/114260**

**ATTACHMENTS**                              **1 Traffic Management Plan - Updated**

**GEOCODES:** -33.748483, 151.240106

## **REPORT**

Attached is the updated Traffic Management Plan for Item 4.14 Romford Road, Frenchs Forest – No Right Turn Restrictions - of the Agenda for 3 March 2020.

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

FEBRUARY 2020

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

**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.



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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:

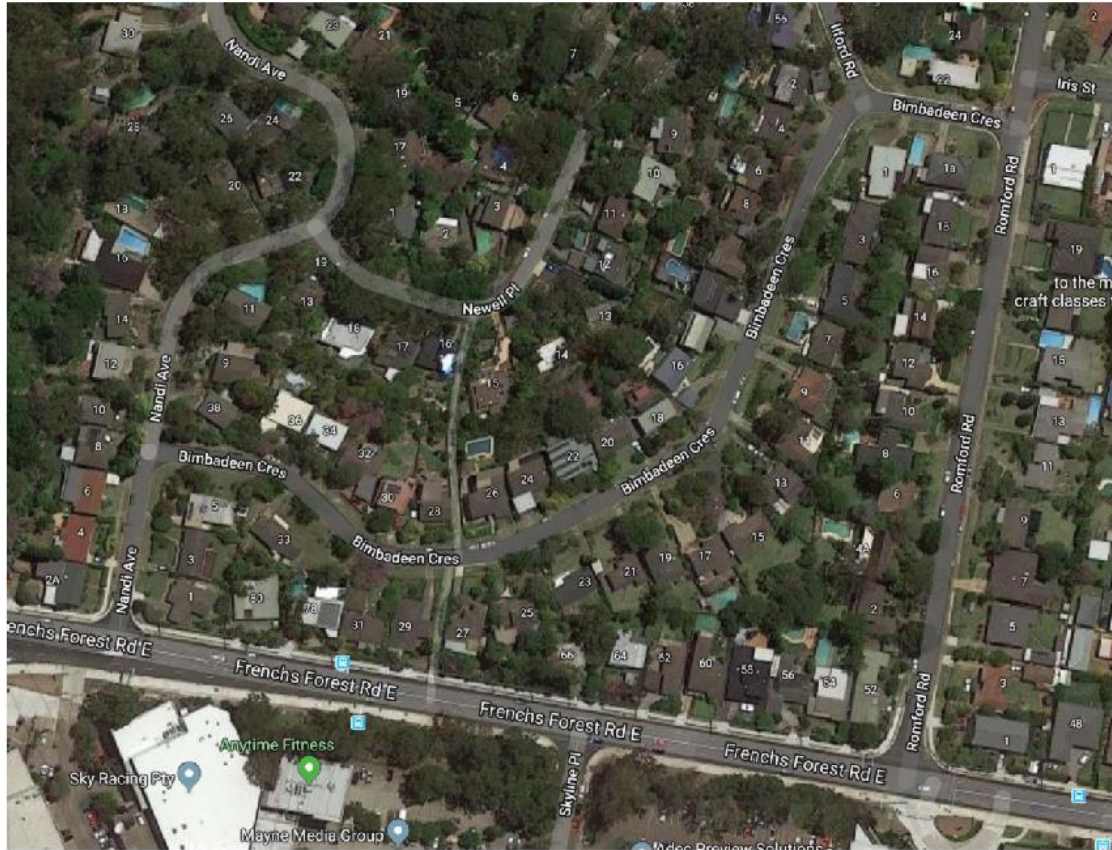
- Install a 'No Right Turn; 7am-9am; Mon-Fri' as per the attached plan in appendix 4.
- Trial the restriction for a period of 6 months.
- Undertake a review of the effectiveness of the restriction in conjunction with the assessment of the local area.

### PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

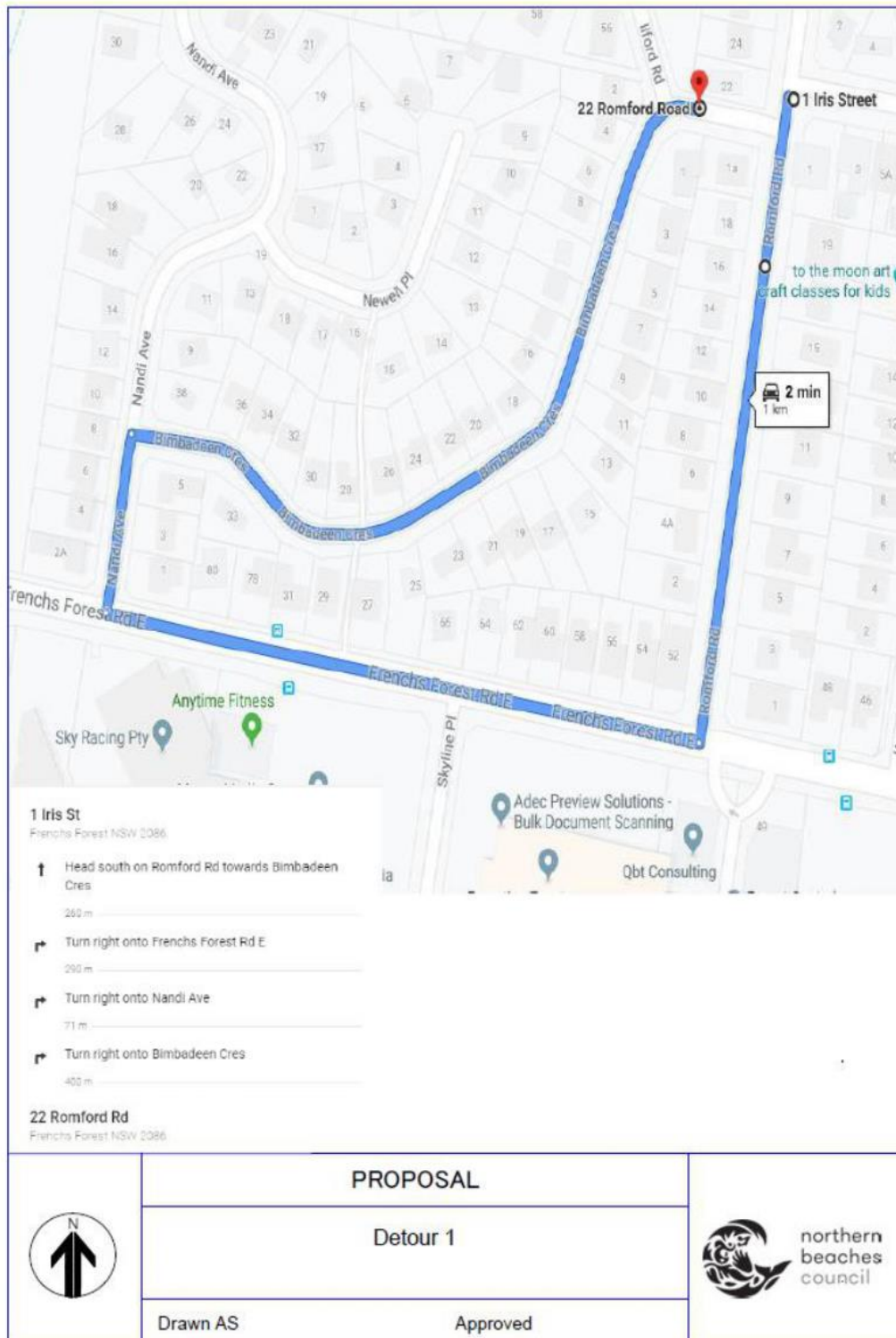
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## Appendix 1: Location Plan

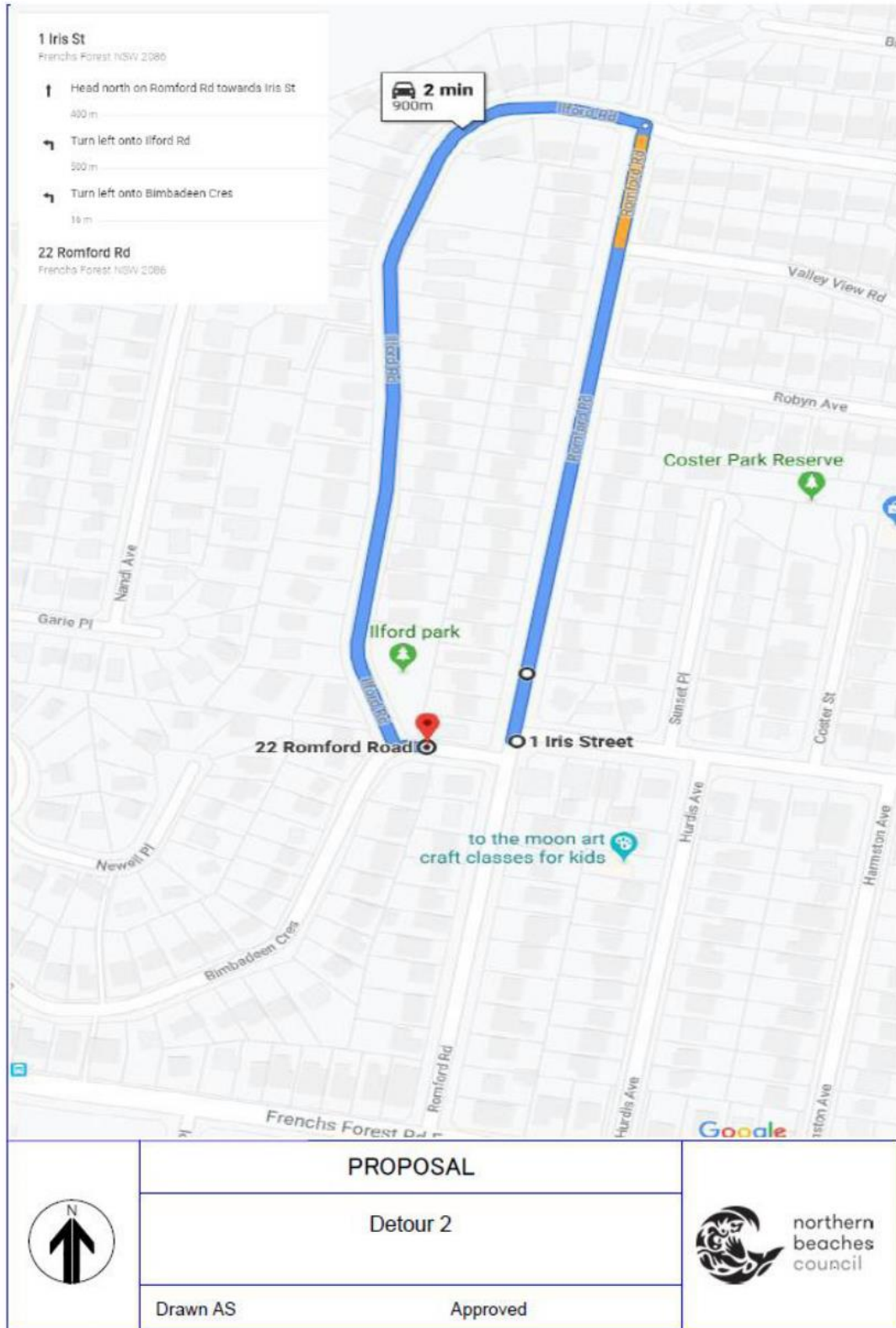


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## Appendix 2: Alternate Routes







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



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

**FEBRUARY 2020**

**04**

**Appendix 4: Proposal**



FEBRUARY 2020



**ITEM 1.3** **MCCARRS CREEK ROAD, CHURCH POINT - TRAFFIC CALMING DEVICES**

**REPORTING OFFICER**      **TRAFFIC ENGINEER**

**TRIM FILE REF** **2020/110950**

**ATTACHMENTS**

**1 McCarrs Creek Road, Church Point - Plan**

**2 Table of Consultation**

**GEOCODES:** -33.652609, 151.281005, -33.653260, 151.281493, -33.653210, 151.279271,  
-33.654265, 151.277100, -33.654677, 151.276888

## REPORT

## BACKGROUND

- Council has received ongoing concerns from local residents regarding traffic speeds and associated anti-social vehicle activity along McCarrs Creek Road, Church Point.
- Council previously installed painted traffic islands delineated with lane divider flaps to assist in reducing traffic speeds and prevent overtaking of vehicles at critical locations on McCarrs Creek Road, between Cicada Glen Creek and Cargo Wharf. Council has decided not to replace these traffic devices due to ongoing damage to the pavement flaps within the enhanced median, and continues to work with Transport for NSW (formerly RMS) on measures and other opportunities for traffic calming on McCarrs Creek Road.

## LOCATION

- McCarrs Creek Road; between Pittwater Road, Church Point and the Ku-ring-gai Chase National Park boundary near Church Point (Cicada Glen Creek); was reclassified from a State Road to a Regional Road on the 1st July 2012, with the transfer of care and control to the former Pittwater Council.
- McCarrs Creek Road provides a link between Barrenjoey Road in Mona Vale (via Pittwater Road), to Mona Vale Road in Terrey Hills.
- The section of road under consideration has a 50 km/h speed limit and is located between No.84 to 158 McCarrs Creek Road.
- The sealed pavement width is generally 6.5m wide, and the road contains several sharp, alternating curves in succession, with Dividing Barrier Lines installed along the centre of the road.
- There are no formal footpaths, and generally no kerb and gutter, except for irregular sections of dish drains.
- Parking is intermittent along the section of road where the road is wide enough to enable parking on the road shoulder.
- There are a number of steep, skewed and concealed driveways that run off McCarrs Creek Road providing access to single and multiple properties.
- McCarrs Creek Road is part of the existing Road Cycling Network and attracts a high number of cyclists and motorcycle riders who share the road.
- The 155 bus services operates along McCarrs Creek Road.

## ISSUES

- McCarrs Creek Road is a challenging location for traffic calming; due to its function between the main arterial network of State Roads and Council controlled Local Roads, surrounding terrain and natural environment, and existing road geometry which is narrow and winding.
- McCarrs Creek Road is a popular cycle route, particularly on weekends, and therefore any traffic calming measures should be sympathetic to people cycling on the road and be designed to not create any hazards for cyclists, motorcyclists, buses or other road users.
- The available treatments and measures to address speeding and related issues are also limited by legislative requirements, as well as assessment criteria required by Transport for NSW (TfNSW) and other authorities.

## PROPOSAL

- Council has investigated alternative devices to conventional speed humps and proposes the introduction of flat top road humps which are considered more appropriate on bus and cycle routes.
- The devices will span the full width of the trafficable road, with an overall length of 6m, and a height of 75mm. In comparison with the raised pedestrian crossing located outside the Church Point car park, the overall length of the device is reduced from 7.8m to 6m. The ramps are also 1m shorter in length which will improve the overall traffic calming effect.
- The devices are situated where there is adequate traffic sight distances and existing street lighting; however, it is also proposed that the street lighting be upgraded at these locations.
- It is proposed that five flat top road humps be installed over a 1km section of McCarrs Creek Road to evaluate the effect of the traffic calming devices in the area. Following a minimum trial period of six months, Council will assess the effectiveness of the treatment and determine whether any modifications or further measures are required.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- McCarrs Creek Road is part of the Road Cycling Network. The proposed treatments will improve safety for road users including people cycling on the road, by reducing traffic speeds. People cycling on the road are also required to slow down when approaching the devices; however, the flat top road humps are considered more cyclist friendly due to the flatter profile compared to conventional speed humps.
- The proposal will improve safety for pedestrians who are required to walk on the side of road where there are no constructed paths, by reducing traffic speeds in the area.

## CONSULTATION

- Consultation letters have been distributed to 126 properties within the immediate vicinity of the location providing notification of the proposal. The consultation area provides an adequate sample size from the local community for general comment, and includes properties which would be most directly affected by the impacts and any resultant noise issues. The responses are noted in Attachment 2 - Table of Consultation.
- A total of 30 submissions were received from the consultation area with 22 indicating support and 8 objections to the proposal. An additional 8 submissions were received outside of the consulted area with 5 supporting and 3 objections. Council also discussed the proposal with the Bayview Church Point Residents Association, who have indicated their support for the proposed treatment.

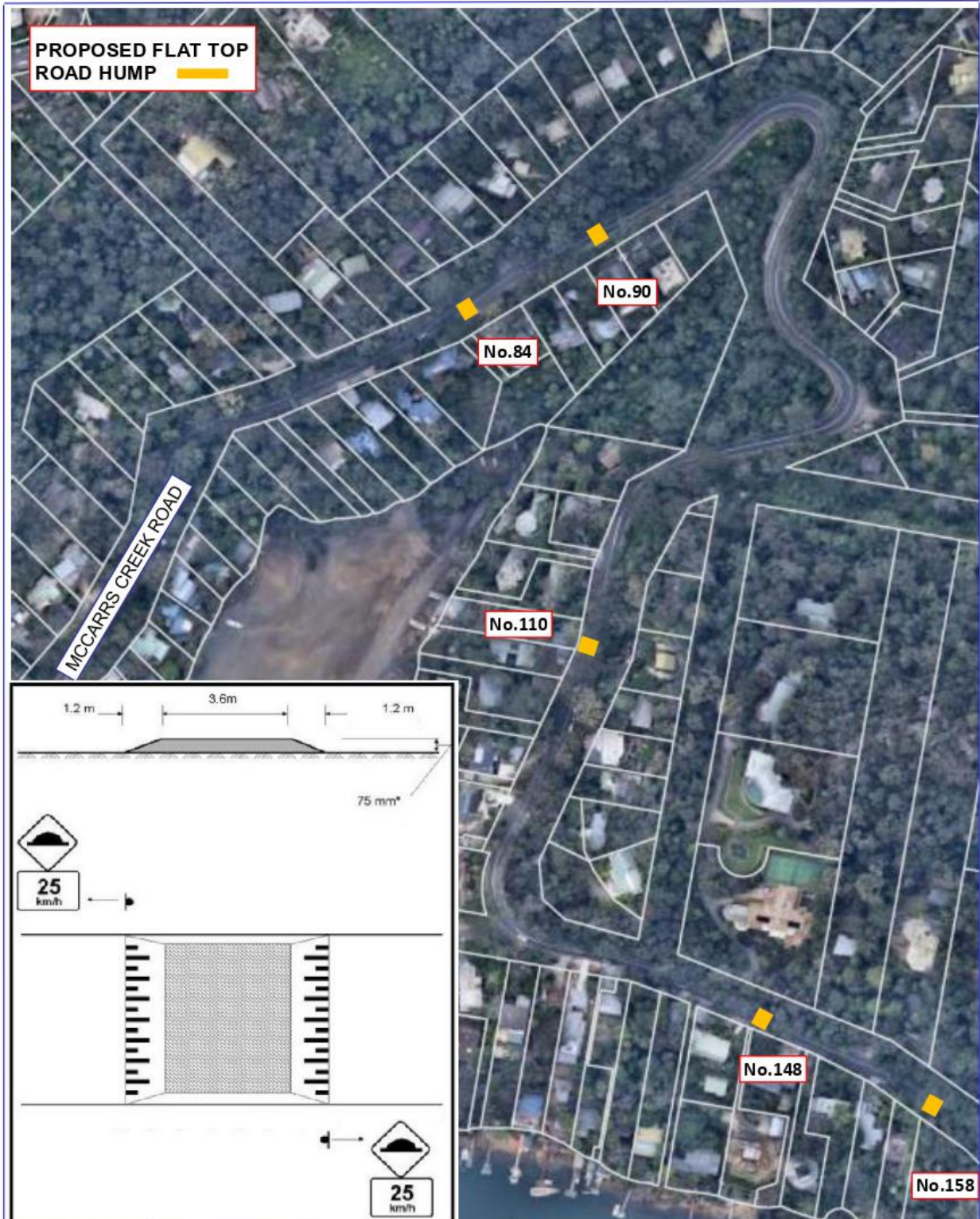
- A number of respondents supported the introduction of traffic calming devices; however, requested standard speed humps or speed cushions and a larger number of devices over a longer section of road.
  - Residents were also concerned that traffic calming measure will be ineffective and greater enforcement is required to address speed and noise issues.
  - Suggestions received to improve safety for road users include a reduced 40km/h speed zone, construction of footpaths, provision of a dedicated cycle lane, Police enforcement using mobile speed cameras, installation of fixed speed cameras, and closing the road from McCarrs Creek Reserve from dawn to dusk
- 

## **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Introduction of five flat top road humps, between No.84 to 158 McCarrs Creek Road, Church Point.
- B. Trial period of a minimum six months whereby Council will assess the effectiveness of the treatment and determine whether any modifications or further measures are required.





## PROPOSAL



MCCARRS CREEK ROAD, CHURCH POINT  
TRAFFIC CALMING DEVICES



northern  
beaches  
council

Drawn RK

Approved *P. Devo*

## **Table of Consultation**

<b>Address</b>	McCarrs Creek Road, Church Point
<b>Proposal</b>	Traffic Calming Devices

<b>Properties Consulted</b>	126
<b>Responses Received</b>	30
<b>Support</b>	22
<b>Do Not Support</b>	8

\*An additional 8 submissions were received outside of the consulted area with 5 supporting and 3 objections.

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Type and location of traffic calming device	<p>- We support councils traffic calming devices however we strongly disagree with the number and type of device proposed.</p> <p>- I note the proposed 'flat top road humps' outside numbers 84 and 90 McCarrs Creek Road are quite close together, as are the proposed installations outside 148 and 158 McCarrs Creek Road</p> <p>- May I suggest that just one or two of the traffic calming devices are installed as a trial and if successful, then proceed with installing the remainder. However, please consider moving the proposed site at No. 158 to outside No. 166 due to access issues and impact on future stormwater flows.</p>	<p>- The flat top road hump design is more cycle friendly, covers the entire width of the traffic lanes, and is more appropriate for road users in the area.</p> <p>- A 1km section of McCarrs Creek Road incorporating a number of existing bends, has been selected to evaluate the effect of the new traffic calming devices in the area. The 5 flat top road humps are located where there is adequate traffic sight distances and existing street lighting.</p> <p>- The distance between devices outside No.84 and 90, and No.148 and 158 is between 90-95m, and are within the recommended intervals for traffic calming devices. The 2 consecutive devices at these locations are at the start of the proposed 1km section in either direction. Subsequent devices spaced further apart as they take into account acute curves where it is required for vehicles to slow down due to the existing road conditions.</p> <p>- It is considered that the proposed 1km section would be a sufficient length to trial test whether the devices are effective. Two devices is too short and a 2.9km section of road is considered too extensive for a trial section.</p> <p>- Relocating the device from No.158 to 168 will increase distances from 95m to 185m which will be ineffective for traffic calming purposes as they are spaced too far apart, at the start of the treatment section. The devices will be located between driveways to minimise impact to access, and no significant change to existing stormwater runoff is expected however any required measures would be subject to advice from the Stormwater section.</p>



Issue	Resident Comment	Council Response
Type and location of traffic calming device	<p>- We recommend the use of full width rubber speed cushions evenly spaced, no less than 12 in total for 2.9km. Starting at Homeport Marina and finishing at McCarrs Creek Reserve.</p> <p>- A 'flat top road hump' is already located at Church Point and we have observed all types of vehicles easily speed over this type.</p>	<p>- Speed cushions are often used on bus routes as they are narrower in width and provide a 1m wide wheel path for buses, however this is not considered suitable for McCarrs Creek Road as they would not create any traffic calming effect for motorcycles or larger vehicles.</p> <p>- The raised pedestrian crossing located outside the Church Point car park, is 7.8m wide with each ramp 2.2m in length. The proposed flat top road hump is narrower and incorporates ramps which are 1m shorter in length which will improve the traffic calming effect.</p>
Speed	<p>- Reduce the speed limit between church point wharf and the McCarrs creek reserve to 40km/hour.</p> <p>'- Traffic-calming devices on the straight stretches or speed cameras (even better) would be a welcome and effective deterrent.</p>	<p>- Transport for NSW (TfNSW) is the responsible authority for setting speed limits on all roads in NSW, including the management of speed camera programs. Reduced 40km/h speed zones are only permitted for School Zones, Local Traffic Areas (self-contained residential precincts with networks of local streets), and High Pedestrian Activity Areas in accordance with the NSW Speed Zoning Guidelines. It is not possible for a 40km/h speed limit to be considered for McCarrs Creek Road as it does not meet the requirements for special speed limits.</p>
Noise	<p>- Are there such things as acoustic cameras to catch cars that exceed the legal noise limits? Aside from the burnouts, the noise is the number one issue for residents. Or can the area be Residents Only after 6pm?</p>	<p>- TfNSW has previously advised that there is no program in place for consideration of new noise activated cameras. However, the Environmental Protection Authority (EPA), RMS and Police have carried out coordinated enforcement operations in the past.</p>
Road closure	<p>- Suggest closing the road from McCarrs Creek Reserve from dawn to dusk.</p>	<p>- Any proposed road closure will need to be considered by the TfNSW as McCarrs Creek Road is a Regional Road which provides a strategic link between Mon Vale Road in Terrey Hills to Barrenjoey Road in Mon Vale.</p>
Other comments	<p>- Speeding and impatient cars cause near miss incidents almost daily. A bike lane will provide some protection and effectively narrow the road which will result in cars slowing down.</p>	<p>- The existing road width does not allow the provision of a dedicated cycle lane. Council has erected a number of bicycle signage and pavement markings along McCarrs Creek Road to inform drivers of people cycling along the road.</p>