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 7 APRIL 2020

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

Jorde Frangoples
Director Transport and Assets

northern beaches council

Voting Members

Chair – Mayor – Northern Beaches Council	Mr Michael Regan
Member for Pittwater Mr R Stokes MP Representative	Mr Andrew Johnston
Member for Davidson Mr J O'Dea MP Representative	Mr Phil Corbett
Member for Wakehurst Mr B Hazzard MP Representative	Mr Toby Williams
Member for Manly Mr J Griffin MP Representative	Mr John O'Connor
Transport for NSW	Mr Raymond Tran
Northern Beaches Police Command, Dee Why	Sergeant Nino Jelovic

Non Voting Members

State Transit Authority, Brookvale Depot	Mr Egwin Herbert
Forest Coach Lines	Mr Robert Bicakcian
Manly Warringah Cabs Co-operative Society Ltd	TBC
Cycling Representative	Mr Owen Dunne

Officers

Director Transport and Assets	Mr Jorde Frangoples
Executive Manager Transport and Civil Infrastructure	Mr Craig Sawyer
Manager Transport Network	Mr Phillip Devon
Traffic Engineering Coordinator	Mr Patrick Bastawrous
Traffic Engineer	Mr Ricky Kwok
Traffic Engineer	Mr James Brocklebank
Traffic Engineer	Mr Velsamy Sankaran
Traffic Engineer	Mrs Rezvan Saket
Traffic Engineer	Mr Anwar Subel
Traffic Officer	Mr Luke Nickson
Traffic Officer	Mr Brian Duong
Traffic Officer	Mr Ali Samimi Haghighi
Traffic Officer	Mrs Kajal Todd
Ranger Coordinator	Mr Michael Davey
Strategic Transport Coordinator	Ms Michelle Carter
Transport Project Officer	Mr Phillip Gray
Road Safety Officer	Mrs Karen Menzies
Road Safety Officer	Ms Robynann Dixon
Specialist Administration Officer	Ms Lisa Monk

Visitors

Nil

northern beaches council

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

to be held on Tuesday 7 April 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 3 March 2020

2.2 Declaration of Pecuniary and Conflicts of Interest

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

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4.6 Cavill Street, Queenscliff - No Stopping Restrictions.....20

4.7 Martin Street, Freshwater - No Stopping Restrictions.....24

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4.9 Cornwell Road, Allambie Heights - No Stopping Restrictions.....31

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4.14 Council Community Facilities - Bower Lane, Manly - Service Vehicle Parking.....53

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NEXT MEETING Tuesday 5 May 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 3 MARCH 2020

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 3 March 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	**CARCOOLA ROAD, CROMER - NO PARKING RESTRICTIONS**
REPORTING OFFICER	**TRAFFIC OFFICER**
TRIM FILE REF	**2020/160866**
ATTACHMENTS	**1 Carcoola Road, Cromer - Plan**

GEOCODES: -33.736908, 151.273512

REPORT

BACKGROUND

Council has received concerns from local residents regarding parking issues during school zone hours on Carcoola Road, Cromer. Drivers have obstructed driveway access and have difficulty in finding space to safely drop off and pick up students.

LOCATION

- Carcoola Road is a local road with a 50km/h speed limit with a 40km/h School Zone
- This section of Carcoola Road is home to low density housing
- This section of Carcoola Road meets at a T-intersection with Dorothy Street
- Cromer Public School is at this site

ISSUES

- Vehicles are constantly illegally parking over driveways for extended periods of time
- Drivers are finding issues to find safe spaces to drop off and/or pick up students

PROPOSAL

Council has undertaken a review of the location and issues and proposes to extend the existing No Parking 8:30am-9:30am, 2:30pm-4:00pm School Days zone on Carcoola Road, to the Yellow Unbroken No Stopping Kerb Lines at the intersection of Dorothy Street.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

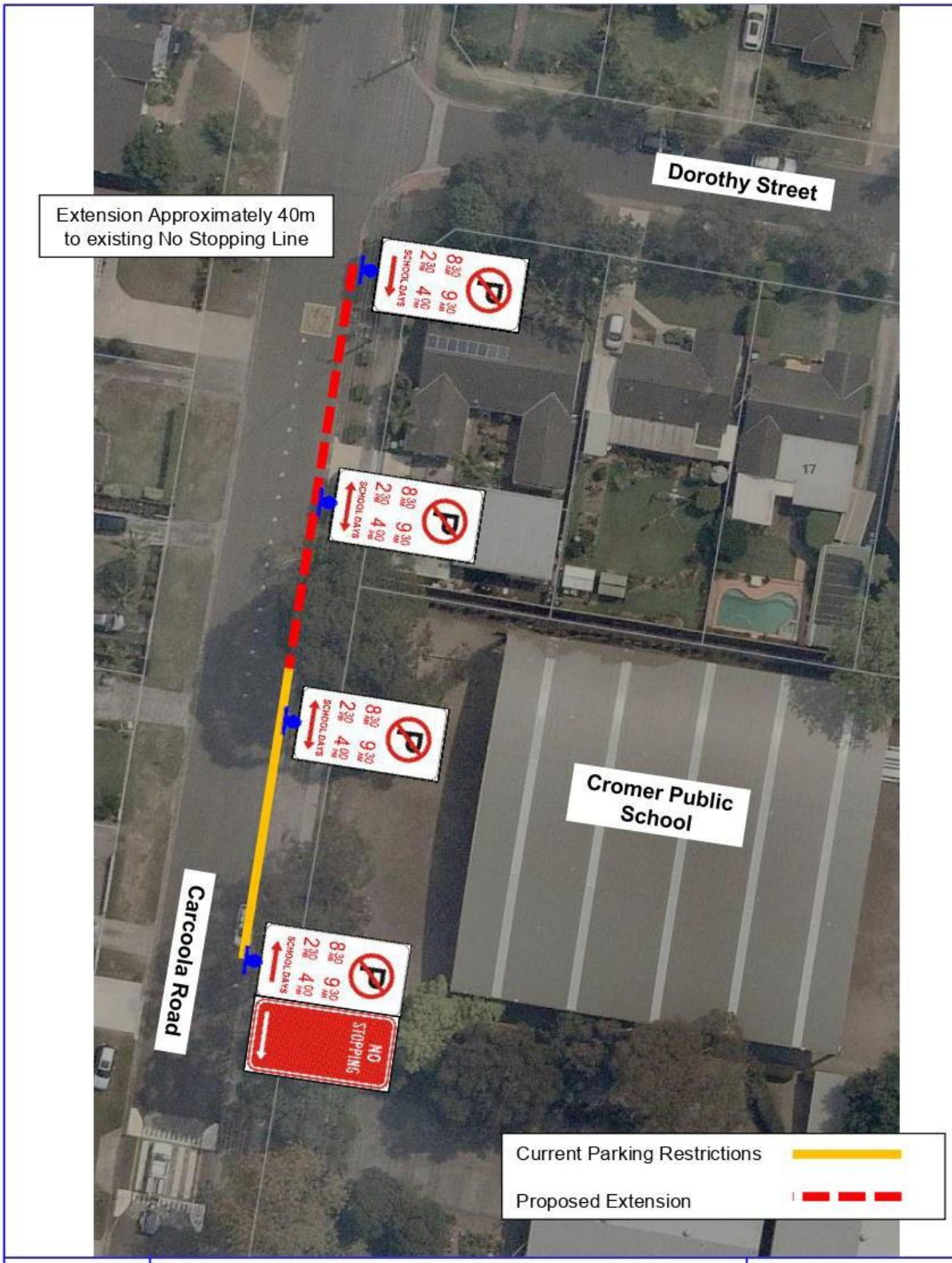
- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect pedestrian facilities or impacts on walking paths

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the extension of the No Parking 8:30am-9:30am, 2:30pm-4:00pm School Days restrictions on Carcoola Road, Cromer.



PROPOSAL

Carcoola Road, Cromer
Extension of School Drop off and Pick Up Area

Drawn JO Approved

ITEM 4.2	**HORST PLACE, MONA VALE - NO PARKING RESTRICTIONS**
REPORTING OFFICER	**TRAFFIC OFFICER**
TRIM FILE REF	**2020/153186**
ATTACHMENTS	**1 Horst Place, Mona Vale - Plan** **2 Table of Consultation**

GEOCODES: -33.673406, 151.297195

REPORT

BACKGROUND

Council has received concerns from local residents regarding parking affecting waste collection services and access to properties in the turning area of Horst Place, Mona Vale.

LOCATION

- Horst Place is a local road with an average width of 7.5m and a speed limit of 50km/h
- Horst Place is a No Through Road with access off Waratah Street, Mona Vale

ISSUES

Vehicles parking on both sides of the road and in the turning circle can create congested conditions, especially for larger vehicles, including waste collection vehicles.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install No Parking restrictions at all times in the turning area of Horst Place, Mona Vale.

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

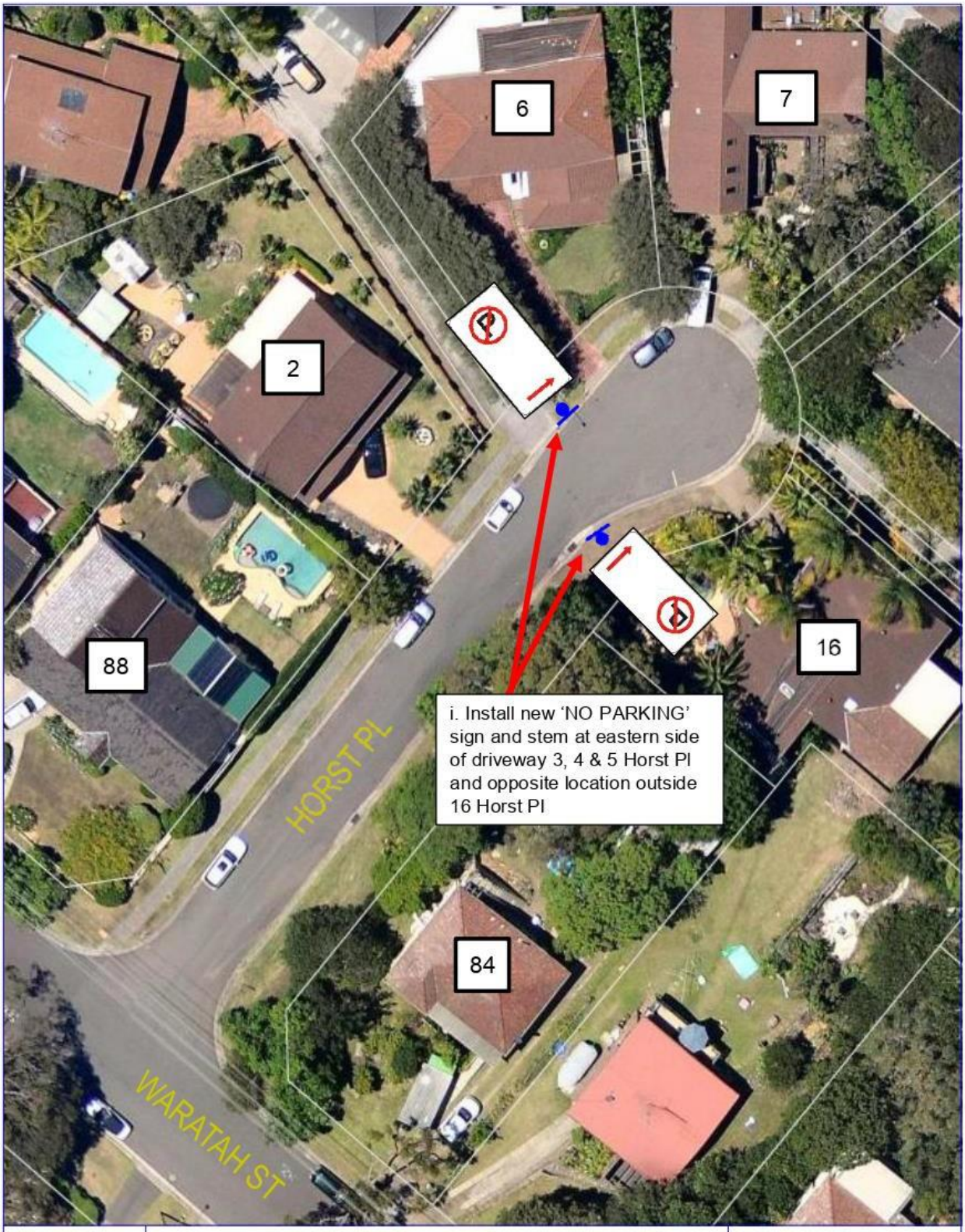
Consultation letters have been distributed to 17 properties within the immediate vicinity of the location providing notification of the proposed changes. Two options were provided:

1. No Parking 8:00am – 4:00pm Friday Waste Vehicles Excepted
2. No Parking at all times

The majority of residents supported the No Parking at all times restriction. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of No Parking restrictions from the eastern side of the driveway to No.s 3 - 5 Horst Place and opposite the location outside No.16 Horst Place, Mona Vale.



PROPOSAL

Horst Place, MONA VALE
No Parking Restrictions

Drawn KT Approved

northern beaches council

Table of Consultation

Address	Horst Place, Mona Vale
Proposal	No Parking Restrictions

Properties Consulted	17	
Responses Received	9	
Support - Option 1	0	'No Parking 8AM - 4PM Friday Waste Vehicles Waste Vehicles Excepted'
Support - Option 2	8	'No Parking' all times
Do Not Support	1	

Issue	Resident Comment	Council Response
Loss of parking	No Parking signage movement on the east (closer to #16) to ensure only one spot is lost as parking in street can become very congested	Two on street parking spaces will be lost due to the layout of the road, this area is required to be vacant so larger vehicles turn in the turning area easily

ITEM 4.3	**PACIFIC PARADE, MANLY - NO PARKING RESTRICTIONS**
REPORTING OFFICER	**TRAFFIC ENGINEER**
TRIM FILE REF	**2020/162452**
ATTACHMENTS	**1 Pacific Parade, Manly - Plan**

GEOCODES: -33.789852, 151.283488

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles impeding ingress and egress to/from garages and carports on the south side of Pacific Parade, Manly, between Collingwood Street and Smith Street, Manly.

LOCATION

Pacific Parade is a local road carrying low volumes of one way traffic in an eastbound direction. The section between Collingwood Street and Smith Street is only 6m in width between property boundaries with no nature strip. Parking is currently permitted on both sides of the road although, in practice, parking only occurs on the northern side due to the presence of driveways on the south side.

ISSUES

- Parking on the north side opposite driveways impedes access to and from those driveways
- The lack of any nature strip on the south side with property boundaries right at the edge of bitumen means vehicles entering or exiting driveways have no swing room.

PROPOSAL

Council has undertaken a review of the location and given the narrow width of the lane it is considered that parking is not possible opposite garages without severely restricting access. It is therefore proposed to install a No Parking restriction on the north side of the lane over the length of kerb where parked vehicles impeded driveway access on the opposite side.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

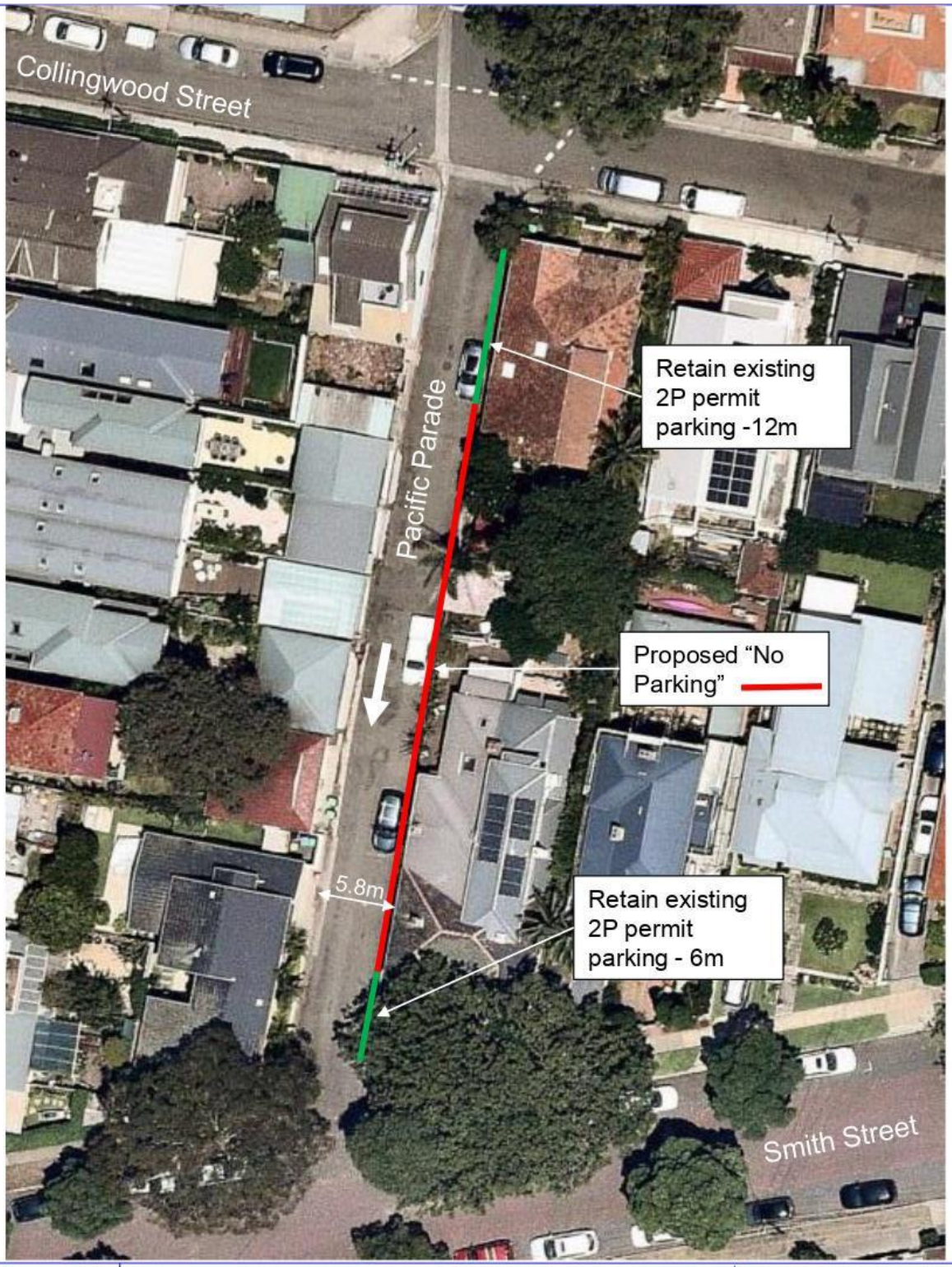
- There is no footpath or nature strip on this section of Pacific Parade. The proposed No parking restriction will provide extra space for pedestrians and cyclists to share the road with through traffic.

CONSULTATION

Consultation letters have been distributed to 14 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 implementation of approximately 43m of No Parking restrictions on the north side of Pacific Parade between Smith Street and Collingwood Street, Manly.



PROPOSAL

Pacific Parade, Manly
No Parking

Drawn JB

Approved

northern beaches council

ITEM 4.4	**LANE ADJACENT TO ALEXANDER STREET, COLLAROY - NO PARKING RESTRICTIONS**
REPORTING OFFICER	**TRAFFIC OFFICER**
TRIM FILE REF	**2020/165249**
ATTACHMENTS	**1 Lane adjacent Alexander Street, Collaroy - Plan**

GEOCODES: -33.732489, 151.300884

REPORT

BACKGROUND

Council has received concerns from local business regarding the parking of vehicles on the eastern side of the narrow lane affecting traffic flow and sight distances entering and exiting the lane adjacent to Alexander Street, Collaroy.

LOCATION

- The unnamed Lane is local road that caters for two-way traffic, with a speed limit of 50km/h. The unnamed Lane is used by traffic to reach Collaroy and the surrounding suburbs.
- On-street parking is generally unrestricted on the eastern side of the unnamed lane, with the exception of No Stopping restrictions the length of the western side to the intersection of the lane and Alexander Street, Collaroy.
- Adjacent land use consists of commercial premises and units along the eastern and western side of the Lane correspondingly.
- The narrow width of the street makes it difficult for vehicles to turn around
- The fact that the street is approximately 48m in length means that many vehicles turn around in the private carpark.
- The existing conditions allow vehicles to park in locations where they impede the turning of vehicles particularly larger vehicles such as garbage trucks.

ISSUES

- Local residents regarding the road safety with the width (4.4m) of the lane and vehicles parking on the eastern side of the road affecting traffic flow and sight distances entering and exiting the street.
- Illegal parking restricting access to and from properties and affecting waste services access to Council waste removal
- Vehicle damage, general road safety of pedestrians and motorists.

PROPOSAL

Council has undertaken a review of the above location and proposes to install a No Parking restriction approximately 7m in length on the eastern side of the lane outside the rear of No.1109 Pittwater Road, Collaroy.

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 20 properties within the immediate vicinity of the location providing notification of the proposed changes. Two responses have been received supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of No Parking restrictions approximately 7m in length on the eastern side of the lane outside the rear of No.1109 Pittwater Road, Collaroy.

PROPOSAL
Install No Parking restrictions approx. 7m in length on the eastern side of the lane at the rear of No.1109 Pittwater Road, Collaroy.
PITTWATER ROAD
EXISTING
EXISTING
EXISTING
7m
1109
1101
ALEXANDER STREET
PROPOSAL
Lane adjacent to Alexander Street, Collaroy
No Parking Restrictions
Drawn
Approved
northern beaches council

ITEM 4.5	**LIVINGSTONE PLACE, NEWPORT - NO STOPPING RESTRICTIONS**
REPORTING OFFICER	**TRAFFIC OFFICER**
TRIM FILE REF	**2020/160780**
ATTACHMENTS	**1 Livingstone Place, Newport - Plan** **2 Table of Consultation**

GEOCODES: -33.660156, 151.314317

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles illegally parking on Livingstone Place, Newport. These vehicles were parking over the nature strip or were parking on both sides therefore obstructing traffic due to the narrow width of the road.

LOCATION

- Livingstone Place is a local road with a 50km/h speed limit
- Livingstone Place has Medium Density housing
- Livingstone Place meets at a T-intersection with Queens Parade
- Newport Public School, Trafalgar Park and Newport oval are in close distance with this street

ISSUES

- The road is too narrow to allow parking on both sides
- Drivers constantly have difficulty in entering and exiting, and illegal parking is common

PROPOSAL

Council has undertaken a review of the location and issues and proposes to formalise the parking on the street onto one side. This will not remove on-street parking spaces but will improve the accessibility and safety of the road.

This proposal will reinforce existing road rules:

- Vehicles cannot park over a footpath/nature strip
- Vehicles must allow at least 3m of road for safe clearance for traffic to pass
- Vehicles cannot parked angled on the street unless there is a sign to do so
-

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 53 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of a No Stopping Zone on the Eastern side of Livingstone Place, Newport.

N

PROPOSAL

Livingston Place, Newport
Formalisation of On-street Parking

Drawn JO Approved

northern beaches council

Table of Consultation

Address	**Livingstone Place, Newport**
Proposal	**Formalisation of On-Street Parking**

Properties Consulted	53
Responses Received	7
Support	7
Do Not Support	0

Issue	Resident Comment	Council Response
Vehicles Illegally Parking	Vehicles are not parking properly parallel to kerb, we want a sign to tell them not to do so	No such sign exists, This is an enforcement issue. Council recommends to contact Rangers and/or Police
Extension of No Stopping	We would like the No Stopping Restrictions extended around the culdesac	This street is home to medium density housing, where parking is in demand, Council aims to retain as much parking for the public to use. Our proposal does not remove parking, but is maintaining it to one side of the street
Vehicles Parking Over Driveways	We want extra signage to prevent vehicles from encroaching our driveway	It is already illegal for vehicles to park over and obstruct driveways, Council recommends to contact Rangers and/or to apply for driveway delineation lines to deter vehicles from doing so

ITEM 4.6	**CAVILL STREET, QUEENSCLIFF - NO STOPPING RESTRICTIONS**
REPORTING OFFICER	**TRAFFIC ENGINEER**
TRIM FILE REF	**2020/162718**
ATTACHMENTS	**1 Cavill Street, Queenscliff - Plan** **2 Table of Consultation**

GEOCODES: -33.780417, 151.282084

REPORT

BACKGROUND

Council has received concerns from local residents regarding poor sight distance when turning right from Crown Road into Cavill Street, Queenscliff, due to parked vehicles. Cavill Street carries high volumes of traffic and dips away to the east of Crown Road meaning parked vehicles can provide insufficient sight distance to enable a safe right turn.

LOCATION

Cavill Street is a Regional Road carrying high volumes of two way traffic between Queenscliff/Freshwater and Manly. It meets Crown Road at the crest of a hill. There is an existing 10m length of signposted No Stopping restrictions north of Crown Road on the east side of Cavill Street.

ISSUES

- Parked vehicles frequently park at the southern extremity of the existing No Stopping zone to the north of Crown Road where visibility is obstructed.
- High volumes of traffic in both directions on Cavill Street make egress from Crown Road difficult and clear sight lines to the north would make right turn egress safer.
- There is a high demand for parking in the vicinity due to unit development.
- There is no reported crash history associated with the right turn out of Crown Road although residents anecdotally advise that this is not the case with minor crashes a frequent occurrence.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to extend the existing No Stopping restriction on the east side of Cavill Street to the north of Crown Road by approximately 10m.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Will improve sight lines to pedestrians crossing Crown Road at Cavill Street
- Will allow cyclists proceeding south on Cavill Street to pull to the side to let faster moving traffic pass near the crest of the hill.

CONSULTATION

Consultation letters have been distributed to 12 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 extension of the existing No Stopping zone on the east side of Cavill Street by an additional 10m to the north of Crown Road, Queenscliff.

PROPOSAL

Cavill St, Queenscliff
No Stopping extension

Drawn JB

Approved

N

northern beaches council

Table of Consultation

Address	**Cavill Street, Queenscliff**
Proposal	**Extend No Stopping**

Properties Consulted	12
Responses Received	3
Support	1
Do Not Support	2

Issue	Resident Comment	Council Response
sight lines	sight lines are poor out of Crown Road	if vehicles move right tup to the STOP line sight lines are adequate but would be improved by extending the No Stopping
loss of parking	there is already too little parking and more shouldn't be sacrificed	there are only two spaces lost but the safety issues are considered more critical at this location
left turning vehicles	left turn vehicles also impede sight lines for vehicles trying to turn right out of Crown Road	noted
volume of traffic	the volume fo traffic is a bigger safety issue for traffic exiting Crown Road than visibility to the north	this is acknowledged but is not able to be addressed
One Way	Crown Road should be changed to One way eastbound	while this would remove the right turn visibility issue this would impose a high level of inconvenience for many hundreds of residents that currently travel west on Crown Road
Right Turn ban	The right turn out of Crown Road shouldbe banned	This cannot be justified on the basis of a low crash history. The extension of the No Stopping is a much lower impact solution
Roundabout	A roundabout would be a better solution and would also slow traffic	there is insufficient approach sight distance to a roundabout in both the north and southbound directions. There are also two driveways sited directly opposite Crown Road whose access would be significantly compromised by a roundabout.

ITEM 4.7	**MARTIN STREET, FRESHWATER - NO STOPPING RESTRICTIONS**
REPORTING OFFICER	**TRAFFIC ENGINEER**
TRIM FILE REF	**2020/162916**
ATTACHMENTS	**1 Martin Street, Freshwater - Plan**

GEOCODES: -33.777283, 151.276762

REPORT

BACKGROUND

Council has received concerns from residents of Martin Street, Freshwater, regarding an inability of vehicles to turn into the cul-de-sac at the end of Martin Street due to parked vehicles. This leads to vehicles, including trucks performing three point turns in resident's driveways.

LOCATION

Martin Street is a local road carrying low volumes of traffic. It links with Harbord Road at its eastern end and terminates in a cul-de-sac at its western end. It is over 300m in length and of variable width but at the cul-de-sac end of the street is approximately 7.5m in width.

ISSUES

- The narrow width of the street makes it difficult for vehicles to turn around
- The fact that the street is over 300m in length means that many vehicles turn around in the cul-de-sac
- The existing No Stopping zone in the cul-de-sac allows vehicles to park in locations where they impede turning of turning of vehicles particularly larger vehicles such as garbage trucks

PROPOSAL

Council has undertaken a review of the location and issues and proposes to extend the existing No Stopping zone on the south side of Martin Street by approximately 5m to the driveway serving No. 45 Martin Street.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

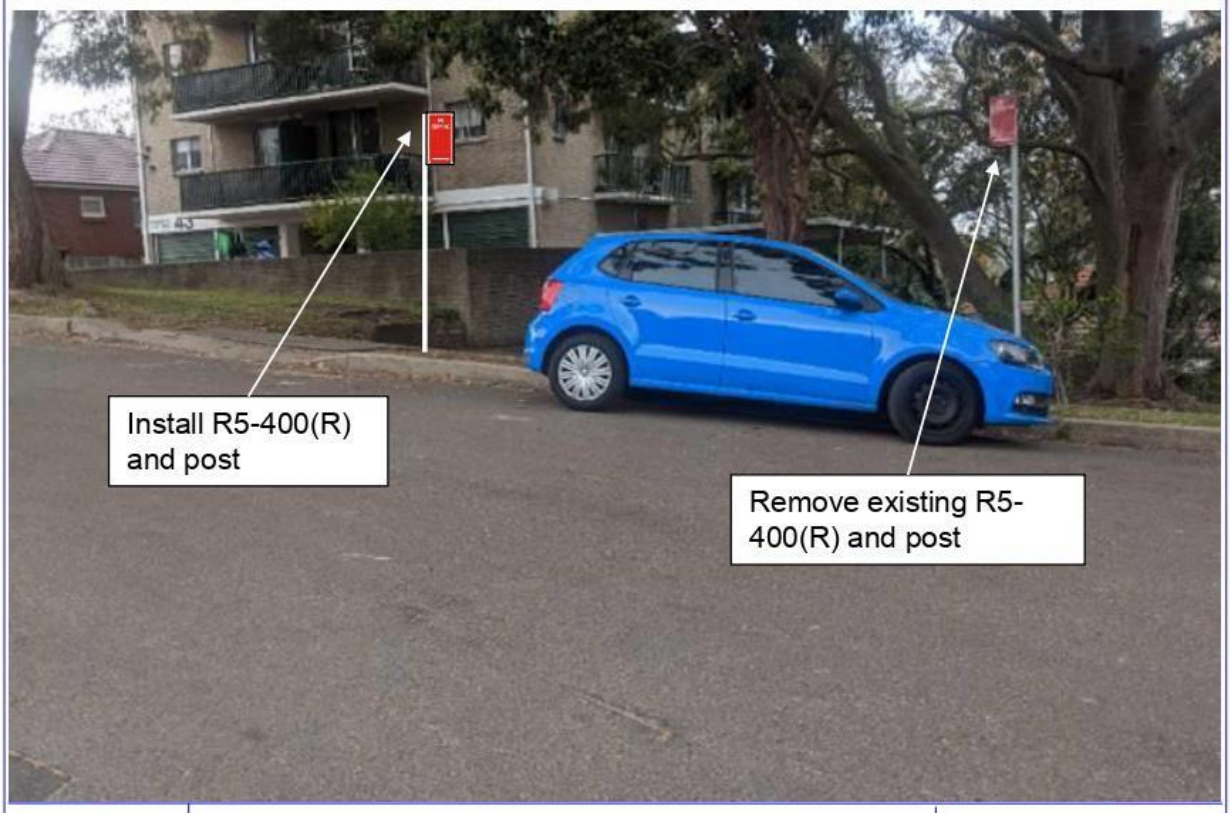
- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect pedestrian facilities or impacts on walking paths

CONSULTATION

Notification letters have been distributed to 34 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 extension of the existing No Stopping zone on the south side of Martin Street, Freshwater, by a distance of approximately 5m in an easterly direction.



PROPOSAL

Martin Street, Freshwater
Extend No Stopping

Drawn JB Approved

northern beaches council

ITEM 4.8	**ELIZABETH PLACE, BROOKVALE - NO STOPPING RESTRICTIONS**
REPORTING OFFICER	**TRAFFIC OFFICER**
TRIM FILE REF	**2020/163678**
ATTACHMENTS	**1 Elizabeth Place, Brookvale - Plan** **2 Table Of Consultation**

GEOCODES: -33.761407, 151.269411

REPORT

BACKGROUND

Council has received concerns from local residents regarding the road width (3.5-4m) of Elizabeth Place, Brookvale, with vehicles parking on the western side of the road affecting traffic flow and sight distances entering and exiting the street.

LOCATION

- Elizabeth Place local road that caters for two-way traffic, with a speed limit of 50km/h. Elizabeth Place is used by traffic to reach Brookvale and the surrounding suburbs.
- On-street parking is generally unrestricted on the western side of Elizabeth Place, with the exception of No Parking restrictions the length of the eastern side and No Stopping restrictions outside the public access to Consul Road, the cul-de-sac and the intersection of Beacon Hill Road, Brookvale
- Adjacent land use consists of medium density housing along the western side and Brookvale Public School and Early Learning Centre on the eastern side of Elizabeth Place, correspondingly.

ISSUES

- Local residents regarding the road safety with the width (3.5-4m) of Elizabeth Place, Brookvale, and vehicles parking on the western side of the road affecting traffic flow and sight distances entering and exiting the street.
- Illegal parking restricting access to and from properties and affecting waste services access to Council waste removal
- Vehicle damage, general road safety of pedestrians and motorists.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install lengths of No Stopping Unbroken Yellow Kerb Lines throughout Elizabeth Place to reinforce the road rules and improve pedestrian and road safety.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 40 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 No Stopping Unbroken Yellow Kerb Lines throughout Elizabeth Place, Brookvale.

PROPOSAL
Remove existing restrictions and install a 'NO STOPPING' Unbroken Yellow Kerb Line (C3) 100mm width on the entire length of Elizabeth Place, Brookvale.
EXISTING
EXISTING
BROOKVALE PUBLIC SCHOOL
ELIZABETH PLACE
NO STOPPING
EXISTING
EXISTING
BEACON HILL ROAD
OLD PITTWATER ROAD
PROPOSAL
Elizabeth Place, Brookvale
No Stopping Unbroken Yellow Kerb Line
Drawn
Approved
northern beaches council

Table of Consultation

Address	**Elizabeth Place, Brookvale**
Proposal	**No Stopping Restrictions**

Properties Consulted	40
Responses Received	17
Support	7
Do Not Support	10

Issue	Resident Comment	Council Response
Parking restriction	I live in a unit block with one car spot available for 3 cars. I propose that you have a 2 hour parking limit from 8am till 5pm due to workers in the industrial area on Roger street, Brookvale parking there all day	On street public parking in any street is free for anyone to use. The introduction of new parking restrictions may relocate parking to other nearby areas
Effects residents	It is already hard to find parking for visitors to our building, but also our 2nd car I believe if you are going to make restrictions that it should have a time between 0800 to 17:00.As I personally live in a unit block with only one parking spot but 3 cars so it is impeccable to think that no one can park there	The proposal still allows for overnight parking for residents, however, parking for private vehicles remains the responsibility of the property owners. The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking.
Loss of parking	The reason the street is full is due to a lot of the workers from Roger St, Brookvale park there. If there was restricted parking Monday to Friday, eg 2hour parking between 8.00 and 17.00. I'm sure this would alleviate the problem	On street public parking in any street is free for anyone to use. The introduction of new parking restrictions may relocate parking to other nearby areas
Effects residents	Loss of parking, clients unable to access business, & reduction of property values	On street parking in any street is free for public use. The introduction of new parking restrictions may provide improved parking turnover for businesses
Effects residents	Waste service need to improve, loss of parking, move power poles & reduce property prices	On street public parking in any street is free for anyone to use. The introduction of new parking restrictions may relocate parking to other nearby areas

ITEM 4.9	**CORNWELL ROAD, ALLAMBIE HEIGHTS - NO STOPPING RESTRICTIONS**
REPORTING OFFICER	**TRAFFIC ENGINEER**
TRIM FILE REF	**2020/166424**
ATTACHMENTS	**1 Cornwell Road, Allambie Heights - Plan** **2 Table of Consultation**

GEOCODES: -33.776933, 151.262901

REPORT

BACKGROUND

Council has received concerns from local residents regarding parking within 3m of a Double Barrier Line at the bending section of Cornwell Road, Allambie Heights, which reduces the overall width of the carriageway. Vehicles have difficulty negotiating around this section of the road, which affects traffic flow and sight distances.

LOCATION

- Cornwell Road is a local road that connects Sloane Crescent to Kentwell Road in Allambie Heights.
- Cornwell Road is a two-lane two-way road with a posted speed limit of 50km/h.
- There is existing Double Barrier Line at this section.
- Unrestricted parking is available on the street apart from statutory parking restriction at the intersections and within Double Barrier Lines.
- It is a residential street with low density residential properties.
- Cornwell Road forms T-intersection with Blamey Street.
- Existing traffic calming devices-horizontal threshold are available on Cornwell Road and Blamey Street.

ISSUES

- This section of the road has an existing Double Barrier Line. Some motorists park their vehicles within 3m of the Double Barrier Line. This reduces the trafficable lane width for the passing traffic.
- Motorists passing parked vehicles need to drive over the Double Barrier Line onto the oncoming traffic to manoeuvre these parked vehicles.
- Parked vehicles obstruct the line of sight for the traffic and two opposing cars have difficulty negotiating to pass one another.

PROPOSAL

Council has undertaken a review of the above location and proposes to install No Stopping Unbroken Yellow Kerb Lines to reinstate existing parking restrictions, as parking within 3m of Double Barrier Lines is not permitted. This will improve sight distance, enhance safety and ensure uninterrupted traffic flow.

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 by providing a wider unobstructed road width.
- The proposal does not affect pedestrian facilities or impacts on walking.

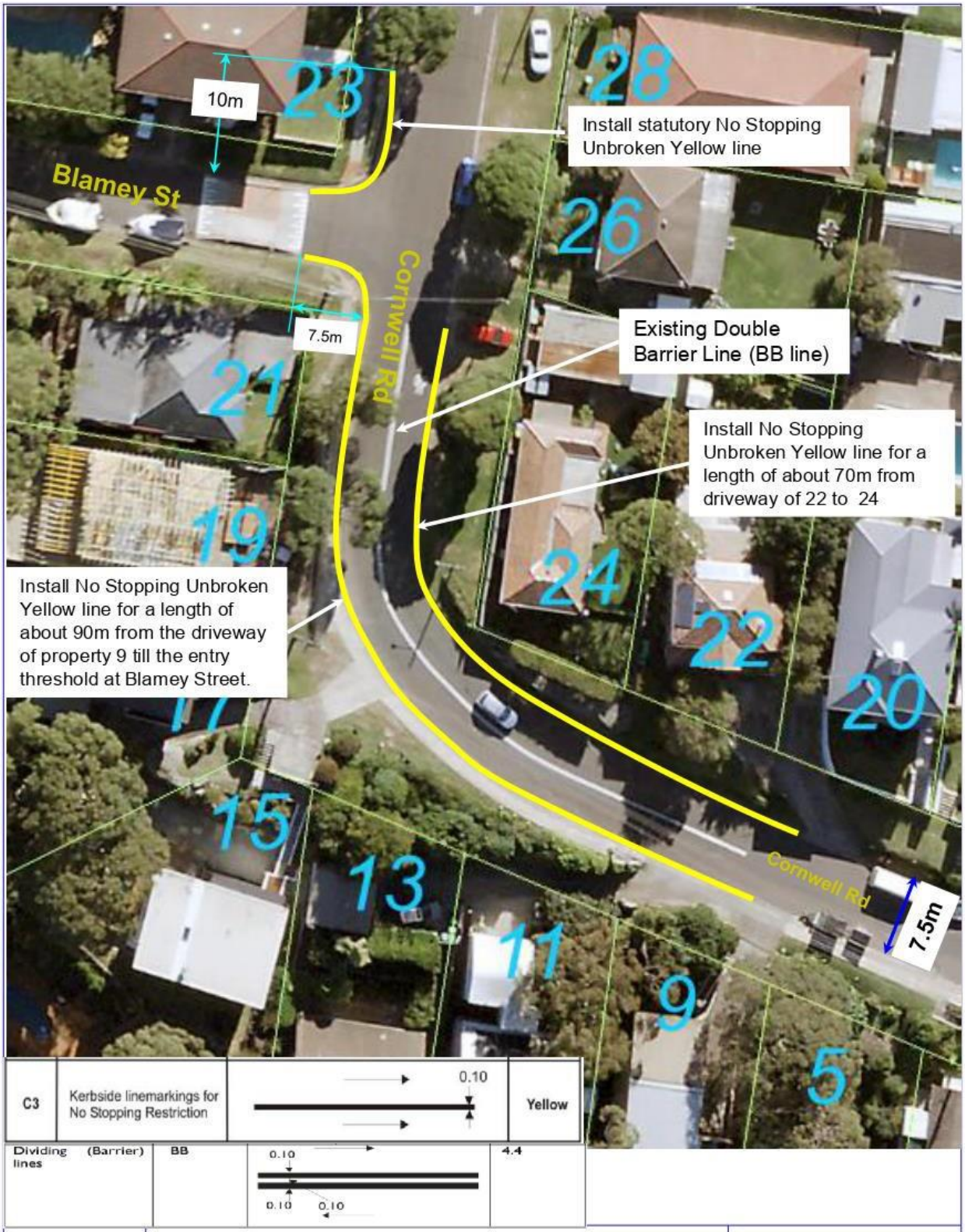
CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

A. Installation of the No Stopping Unbroken Yellow Kerb Line to formalise parking restrictions on Cornwell Road, Allambie Heights, along the existing Double Barrier Line, on the south-west between property No.s 9 to 21 and on the north-east between property No.s 20 to 24.
B. Installation of a No Stopping Unbroken Yellow Kerb Line on Blamey Street near Cornwell Road, Allambie Heights, to formalise statutory No Stopping Restrictions at the intersection.



C3	Kerbside linemarkings for No Stopping Restriction	0.10	Yellow
Dividing (Barrier) lines	BB	0.10 0.10 0.10	4.4

PROPOSAL

Cornwell Road, Allambie Heights
No Stopping Restrictions

Drawn **AS** Approved

northern beaches council

Table of Consultation

Address	**Cornwell Road, Allambie Heights**
Proposal	**No Stopping Restriction**

Properties Consulted	23
Responses Received	7
Support	6
Do Not Support	1

Issue	Resident Comment	Council Response
Parking	Loss of Parking	The installation of the No Stopping Unbroken Yellow lines is reinstating the existing parking restriction to eliminate the confusion arising from parking within 3m
Visibility Issue	Extend the No Stopping zone and the Double Barrier Line	Council does not support extending the parking restriction at this stage. This area has a competing needs for parking and this leads vehicles parking next to driveways where sight distance can sometimes be compromised. The access condition at the driveway is similar in operation to numerous other driveways in the area.
Through Traffic	Make it a one-way street to deter rat-running and retain parking.	Turning the street to one-way will need more investigation and will inconvinience the wider community. However, our initial investigation suggests the conversion of it to a one way is not warranted. Council will monitor the traffic and take change traffic condition as necessary.

ITEM 4.10	**PALOMAR PARADE, FRESHWATER - NO STOPPING RESTRICTIONS**
REPORTING OFFICER	**TRAFFIC ENGINEER**
TRIM FILE REF	**2020/166443**
ATTACHMENTS	**1 Palomar Parade, Freshwater - Plan** **2 Table of Consultation**

GEOCODES: -33.779799, 151.281174

REPORT

BACKGROUND

Council has received a petition from local residents regarding parked vehicles blocking the trafficable lane and parking illegally throughout the street. As a result, vehicles have difficulty negotiating around the street.

LOCATION

- Palomar Parade is a local road with a posted speed of 40km/h.
- The street allows two-way traffic flow with unrestricted kerbside parking.
- The street has a varying pavement width with an average width of around 6m.
- The street has mostly low density residential housing. However, there are medium density residential multi-dwelling units and is very close to light industrial zone. There is also a church and a small reserve on the street.

ISSUES

- The street is very narrow with a varying pavement width. Parked vehicles reduce the width of the trafficable lane and visibility.
- Parked vehicles obstruct the line of sight for the traffic and two opposing cars have difficulty negotiating to pass one another.
- Cars often need to drive onto oncoming traffic to manoeuvre around the parked cars.
- Both the vertical and horizontal alignment of the street varies a lot.

PROPOSAL

Council has undertaken a review of the above location and proposes to install a No Stopping Unbroken Yellow Kerb Line. This would deter illegal parking and allow unobstructed flow of traffic by enhancing safety.

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 by providing a wider unobstructed road width.
- The proposal does not affect pedestrian facilities or impacts on walking.

CONSULTATION

Consultation letters have been distributed to 180 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 No Stopping Unbroken Yellow Kerb Line on the north-east side of Palomar Parade, Freshwater, between property No.6 and continue on to the existing line opposite property No. 39.
B. Installation of a No Stopping Unbroken Yellow Kerb Line at the inner bend starting from 17m north of the driveway of property No.25 Palomar Parade, Freshwater ,and continue for approximately 25m.

PROPOSAL

Palomar Parade, Freshwater
Parking Restriction

Drawn **AS** Approved

northern beaches council

Table of Consultation

Address	**Palomar Parade, Freshwater**
Proposal	**No Stopping Restriction**

Properties Consulted	180
Responses Received	14
Support	7
Do Not Support	6

The proposal for marked parking bays have been removed due to objections received from many residents.

Issue	Resident Comment	Council Response
Loss of Parking	There are some properties with no access to off-street parking facility. The parking restriction will reduce the number of available parking spaces on the street	Allowing parking on the proposed location hinder safe traffic flow. It reduces the travelling lane of the narrow section of the road and affects line of sight of on coming traffic. Parking restriction is necessary to improve safety and uninterrupted flow of traffic.
Trailer Parking	Prevent trailer parking.	The number of trailers parked on the street is very less. However, council will monitor the parking and take action if necessary in the future.
One way	Make it a one way street.	Our initial investigation shows that it might create access issues to some properties on the street. It might also increase traffic flow as well. However, council will monitor the traffic and investigate further in the future.
Speed limit	Reduce the speed limit	The speed limit of the street is 40km/h which is typical for a local road. Council will for will work with Transport for New South Wales to reduce the speed limit of the street further as they have the responsibilty for determining speed limit. Any further speed limit reduction would require some infrastructure improvement to physically lower the speed limit of the vehicles.
Resident Parking Scheme	We need resident parking scheme on the street	The street is outside the Manly Resident Parking Scheme area. Moreover, most residents appear to have offstreet parking and the street would therefore be ineligible for consideration for a resident parking scheme which is designed to provide parking for residents unable to park off-street.
Enforcement	Need to enforce the parking restriction.	Council's rangers will periodically patrol the street after the implementation of the parking restriction for illegal parking.

ITEM 4.11	**CORMACK ROAD AND MCKILLOP ROAD, BEACON HILL - NO STOPPING RESTRICTIONS**
REPORTING OFFICER	**TRAFFIC OFFICER**
TRIM FILE REF	**2020/163264**
ATTACHMENTS	**1 Cormack Road and McKillop Road, Beacon Hill - Plan**

GEOCODES: -33.749790, 151.265820

REPORT

BACKGROUND

Council has received concerns from local residents regarding the parking of vehicles on the western side of the road outside No.38 McKillop Road, affecting traffic flow and sight distances entering and exiting Cormack Road, Beacon Hill.

LOCATION

- Cormack and McKillop Roads are local roads that cater for two-way traffic, with a speed limit of 50km/h. Cormack and McKillop Roads are local roads used by traffic to reach Beacon Hill and the surrounding suburbs.
- On-street parking is unrestricted on Cormack and McKillop Road, with the exception of No Stopping restrictions outside Careden Reserve Beacon Hill.
- Adjacent land use consists of medium density housing along the northern and southern sides of Cormack Road, correspondingly.

ISSUES

- Residents report difficulties with a blind corner and report it is very dangerous for traffic in this section of Austral Avenue
- The eastern side of the bend is affecting traffic flow and sight distances entering and exiting McKillop Road to Cormack Road, Beacon Hill.
- Current parking on street is affecting visibility for the residents with driveways

PROPOSAL

Council has undertaken a review of the above location and proposes to introduce a No Stopping Unbroken Yellow Kerb Line approximately 30m in length on the western side of the road outside No.38 McKillop Road, Beacon Hill.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Improve sightlines for cyclists
- 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. One response supporting the proposal was received.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of a No Stopping Unbroken Yellow Kerb Line approximately 30m in length on the western side of the road outside No.38 McKillop Road, Beacon Hill.

PROPOSAL
i. Install 'NO STOPPING' Unbroken Yellow Line(C3) 100mm width (start from southern side of the driveway at 38 McKillop Road)
CORMACK ROAD
McKILLOP ROAD
52
41
49
38
39
36
37
PROPOSAL
Cormack & McKillop Road, Beacon Hill
No Stopping Unbroken Yellow Kerb Line
Drawn
Approved
northern beaches council

ITEM 4.12	**WATTLE ROAD AND ADA AVENUE, BROOKVALE - NO STOPPING AND TIMED PARKING RESTRICTIONS**
REPORTING OFFICER	**TRAFFIC OFFICER**
TRIM FILE REF	**2020/162443**
ATTACHMENTS	**1 Wattle Road and Ada Avenue, Brookvale - Plan**

GEOCODES: -33.768183, 151.276938

REPORT

BACKGROUND

Council has received concerns from local business regarding limited parking in the area and the existing unrestricted parking is affecting the turnover of parking for customers attending businesses in the area.

LOCATION

- This section of Wattle Road and Ava Avenue is a local road that caters for two-way traffic, with a speed limit of 50km/h. Wattle Road and Ava Avenue are local roads used by traffic to reach Brookvale and the surrounding suburbs.
- On-street parking is generally unrestricted on Wattle Road, with the exception of No Stopping restrictions at the intersection of Wattle Road and Ada Avenue Road Brookvale.
- Adjacent land use consists of industrial, business and medium density housing along the northern and southern sides of Wattle Road, correspondingly.
- Adjacent land use consists of industrial and businesses along the eastern and western sides of Ada Avenue, correspondingly.

ISSUES

The existing section of unrestricted parking Wattle Road is 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. Council proposes to formalise the parking on the street onto one side. This will not remove on-street parking spaces but will improve the accessibility and safety of the road.

- 1/4P 7:00am – 9:00am & 4:00pm – 6:00pm Mon-Fri Timed Parking restrictions outside No.s 18-20 Wattle Street, Brookvale
- Reinforce existing No Stopping restrictions with the installation of a No Stopping Unbroken Yellow Kerb Line covering the inside of the bend for the statutory distance of 10m from the intersecting streets. On the eastern side of the intersection of Wattle Road and Ada Avenue, 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 88 properties within the immediate vicinity of the location providing notification of the proposed changes. No responses to the proposal were received.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- Installation of 1/4P 7:00am – 9:00am and 4:00pm – 6:00pm Mon-Fri Timed Parking restrictions outside No.s 18-20 Wattle Street, Brookvale
- Reinforcement of existing No Stopping restrictions with the installation of a No Stopping Unbroken Yellow Kerb Line covering the inside of the bend for the statutory distance of 10m from the intersecting streets on the eastern side of the intersection of Wattle Road and Ada Avenue, Brookvale.

PROPOSAL
i. Reinforce existing 'NO STOPPING' Unbroken Yellow Line(C3) on the eastern side of the intersection of Ada Avenue & Wattle Road, Brookvale.
ii. Install 15 minute timed parking restrictions 7AM-9AM & 4PM-6PM MON-FRI outside 18-20 Wattle Road, Brookvale.
ADA AVENUE
18-20
¼P
WATTLE ROAD
PROPOSAL
Wattle Road, Brookvale
Timed Parking Restrictions
Drawn
Approved
N
northern beaches council

ITEM 4.13	**HILMA STREET, COLLAROY PLATEAU – PARKING MODIFICATIONS AND PROTECTIVE FENCE**
REPORTING OFFICER	**TRAFFIC ENGINEER**
TRIM FILE REF	**2020/162662**
ATTACHMENTS	**1 Hilma Street, Collaroy Plateau – Plan** **2 Table of Consultation**

GEOCODES: -33.732868, 151.294435

REPORT

BACKGROUND

Council has received concerns from Collaroy Plateau Primary School and parents regarding safety concerns when kids exit from the school premises via the pathway to the Hilma Street, Collaroy Plateau.

LOCATION

Hilma Street is a local road have an average width of 7.3m.

ISSUES

Safety concerns when kids exit from school premises via the pathway to the Hilma Street.

PROPOSAL

Council has undertaken a review of the above location and consulted with the school and proposes the following to improve the safety:

- Modify the existing No Parking; 8:00am – 9:30am, 2:30pm – 4:00pm, School Days Only into No Stopping 8:00am – 4:00pm, School Days Only.
- 4m length of fence along the kerb, directly opposite to the pathway

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Improved safety for pedestrians and people cycling

CONSULTATION

Consultation letters have been distributed to 41 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:

A. Modifying the existing No Parking; 8:00am – 9:30am, 2:30pm – 4:00pm, School Days Only into No Stopping 8:00am – 4:00pm, School Days Only.
B. Installing 4m length of fence along the kerb, directly opposite to the pathway.

PROPOSAL

Hilma Street, Collaroy Plateau
Parking modifications and Protective Fence

Drawn: VS

Approved

northern beaches council

Table of Consultation

Address	Hilma Street, Collaroy Plateau
Proposal	Parking Modifications and Protective Fence

Properties Consulted	41
Responses Received	4
Support	4
Do Not Support	0

Issue	Resident Comment	Council Response
Parking	Request alternate Kiss & Drop	Council will investigate the feasibility.
Illegal parking	Parking demand creates illegal parking and potential risks.	Council will alert rangers and investigates to facilitate parkings.
Safety concerns around school.	Redirective kerb on Plateau Road and Pedestrian Crossing on Telopea Street	Council is looking to improve safety.

ITEM 4.14	**COUNCIL COMMUNITY FACILITIES - BOWER LANE, MANLY - SERVICE VEHICLE PARKING**
REPORTING OFFICER	**TRAFFIC ENGINEER**
TRIM FILE REF	**2019/536675**
ATTACHMENTS	**1 Bower Lane, Manly - Plan**

GEOCODES: -33.800866, 151.293523

REPORT

BACKGROUND

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

LOCATION

The public amenities buildings at the following locations require the introduction of Parking Restrictions to which Council Authorised Service Vehicles are exempt on the road reserve:

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 in beachside areas and in some locations within the Manly ward limits the ability for service vehicles to obtain parking within close proximity to public amenities buildings in order to clean and service them.
- It has been found that use of existing short stay parking (e.g. 15 minutes and Loading zones) is in many cases unsuitable as these zones are often occupied for long periods during peak times, and service providers do not have time to wait for authority to enforce parking rules.
- Beachside public amenities buildings require frequent cleaning given their high rates of use
- Facilities maintenance and servicing staff need parking within close proximity to the amenities building 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 introduce No Parking (Council Authorised Vehicles Excepted) restrictions on the western side of Bower Lane at its junction with Marine Parade near the Fairy Bower Beach public amenities building.

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

The location is within the road reserve and requires Traffic Committee approval.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

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

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the introduction of No Parking (Council Authorised Service Vehicles Excepted) restrictions in Bower Lane, Manly, (northernmost space on west side) near Fairy Bower Beach amenities.

PROPOSAL

Bower Lane, Manly
No Parking Service Vehicles Excepted

Drawn JB Approved

northern beaches council

ITEM 4.15	**PARKES ROAD AND ANZAC AVENUE, COLLAROY PLATEAU – STOP CONTROL**
REPORTING OFFICER	**TRAFFIC ENGINEER**
TRIM FILE REF	**2020/162391**
ATTACHMENTS	**1 Parkes Road and Anzac Avenue, Collaroy Plateau – Plan** **2 Table of Consultation**

GEOCODES: -33.735502, 151.289381

REPORT

BACKGROUND

Council has received concerns from local residents regarding safety at the intersection between Parkes Road and Anzac Avenue, Collaroy Plateau. They requested Council to review the intersection control.

LOCATION

- Parkes Road and Anzac Avenue are local roads have an average width of 9.7 m.
- Parkes Road and Anzac Avenue are bus routes.

ISSUES

- Default T-intersection control applies currently between the intersection of Parkes Road and Anzac Avenue.
- Due to the vertical and horizontal alignment of Roads, visibility issues have been observed.

PROPOSAL

Council has undertaken a review of the above location and proposes to install STOP control at the intersection to improve visibility and enhance safety.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Improved safety for pedestrians and people cycling

CONSULTATION

Consultation letters have been distributed to 40 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of a STOP sign, a STOP Line and a Give Way Line on Anzac Avenue, Collaroy Plateau.

	PROPOSAL	
	Parkes Road – Anzac Avenue, Collaroy Plateau 'STOP' control	
	Drawn VS Approved	

Table of Consultation

Address	Parkes Road - Anzac Avenue, Collaroy Plateau
Proposal	STOP' control

Properties Consulted	40
Responses Received	6
Support	4
Do Not Support	2

Issue	Resident Comment	Council Response
Speeding	Speeding is the major issue	Council will investigate further.
Waste of money	Proposal does not address speeding.	Proposal is cost effective and improve the intersection control hence safety enhanced.
Roundabout	Roundabout controls the intersection better.	Council will investigate further. Topography is not suitable for roundabout.

ITEM 4.16	**MCKILLOP ROAD, BEACON HILL - INTERSECTION TREATMENT**
REPORTING OFFICER	**TRAFFIC ENGINEER**
TRIM FILE REF	**2020/165795**
ATTACHMENTS	**1 McKillop Road, Beacon Hill - Plan**

GEOCODES: -33.754085, 151.265512

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles cutting the corner when turning into McKillop Road from Warringah Road, Beacon Hill. With the lack of line marking at the intersection together with the curvature and steepness of the street, vehicles have difficulty negotiating around the intersection of McKillop Road and Warringah Road.

LOCATION

- McKillop Road is a local road with a speed limit of 50km/h.
- McKillop Road is a two-way road with a pavement width of approximately 9.5m.
- This section of McKillop Road under consideration forms a T-intersection with Warringah Road and 4-leg intersection with Gilles Crescent & Biralee Crescent.
- McKillop Road is a residential street with Low Density Residential housing

ISSUES

- Motorists entering McKillop Road from Warringah Road are speeding and cutting the corner.
- Vehicles, while entering McKillop Road, manoeuvre a large turning radius and risk collision from the oncoming traffic of McKillop Road.
- This section of McKillop Road has recently been resurfaced and there are no barrier lines to guide motorists to be on the lane.

PROPOSAL

Council has undertaken a review of the above location and proposes to install Dividing Barrier Lines. Council will also install a Give Way sign and pavement markings on McKillop Road, Beacon Hill. The proposal will guide motorists, improve traffic movement and enhance safety.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

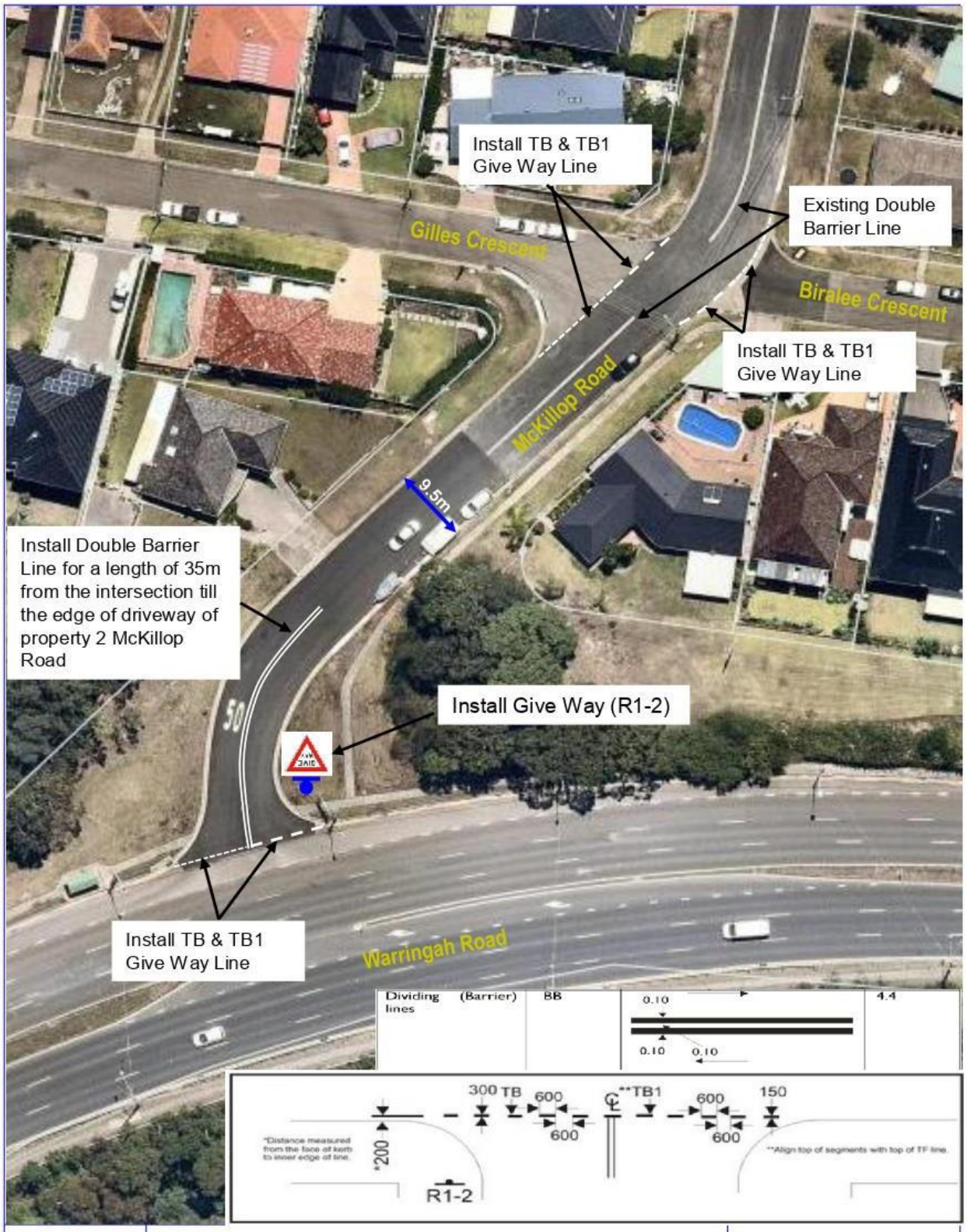
CONSULTATION

Consultation letters have been distributed to 17 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 Double Barrier Lines for a length of 35m at McKillop Road from Warringah Road, Beacon Hill, intersection
B. Formalisation of the existing priorities to the T-intersection of McKillop Road and Warringah Road, beacon Hill, and 4-leg intersection of McKillop Road, Gilles Crescent and Biralee Crescent, Beacon Hill, with relevant line markings and signs.



PROPOSAL

McKillop Road, Beacon Hill
Intersection Treatment

Drawn **AS** Approved

northern beaches council

ITEM 4.17	**MCCARRS CREEK ROAD CHURCH POINT - TRAFFIC CALMING MEASURES**
REPORTING OFFICER	**MANAGER, TRANSPORT NETWORK**
TRIM FILE REF	**2020/173563**
ATTACHMENTS	**1 McCarrs Creek Road, Church Point - Plan**

GEOCODES: -33.649931, 151.278388, -33.654694, 151.276846, -33.658757, 151.273202

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.

The previously approved and installed painted traffic islands and associated lane divider flap delineation that were aimed at reducing traffic speeds and prevent the overtaking of vehicles at critical locations on McCarrs Creek Road, between Cicada Glen Creek and Cargo Wharf, were unsuccessful in curbing this behaviour. The decision was made not to replace these traffic devices due to ongoing damage to the pavement flaps within the enhanced median.

Staff recommended a proposal for the introduction of traffic calming devices for Traffic Committee consideration, at the meeting held on 3rd March 2020. The proposal was to install five flat top road humps over a 1km section of McCarrs Creek Road as part of a trial to evaluate the effect of the traffic calming devices over a period of six months. The Traffic Committee supported in principle the introduction of five speed humps; between No.84 to 158 McCarrs Creek Road, Church Point, with a detailed design to be returned to the April 2020 Traffic Committee for approval.

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 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 McCarrs Creek Road between Church Point and McCarrs Creek Reserve has a 50 km/h speed limit.

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. Numerous property access driveways are steep, skewed and concealed 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 156 McCarrs Creek to Mona Vale bus service operates along McCarrs Creek Road from Cicada Glen Creek and travels in both directions.

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 that is narrow and winding.

The 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 should be designed to minimise hazards for cyclists, motorcyclists, buses or other road users.

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 feature is not considered suitable, as they would not create any traffic calming effect for motorcycles, where there has been a history of speeding and anti-social activity on McCarrs Creek Road. Flat top road humps are considered more appropriate on bus and cycle routes as they have a flatter profile and provide a smoother ride compared to conventional speed humps. A number of residents have raised concerns that they will not be effective in addressing speeding, so Council are proposing a mix of flat top speed humps, and conventional “Watts Profile” 75mm speed humps. The difficulty is providing effective traffic calming devices which can address speed and the problems associated with motorbikes without also affecting people who cycle, as the requirements for on road cycling are similar.

PROPOSAL

Council investigated alternative devices to conventional speed humps and originally proposed the introduction of flat top road humps which are considered more appropriate on bus and cycle routes. The initial proposal included five flat top road humps, located where there is adequate traffic sight distances and existing street lighting, between No.84 to 158 McCarrs Creek Road, Church Point. The proposed devices spanned the full width of the trafficable road, with an overall length of 6m, and a height of 75mm. The ramps are also shorter in length, which improves the overall traffic calming effect.

The majority of respondents from the initial consultation supported the introduction of traffic calming devices; however, requested standard speed humps or full width speed cushions, with a greater number of devices installed between Holmeport Marina and McCarrs Creek Reserve. Council has noted some of the resident’s comments and further reviewed the proposed locations and type of traffic calming devices. A plan of the overall proposal including details of the traffic calming devices are shown in Attachment 1 - McCarrs Creek Road, Church Point - Plan.

The section of road under consideration is approximately 2.7km in length, and is located between the Church Point car park and the bus turning area. The proposed area has been divided into three sections, which include the existing raised pedestrian crossing outside the Church Point car park, and three new flat top road humps situated near No.38, and 158 McCarrs Creek Road, and immediately before the bus turning area. Fourteen “Watts Profile” speed humps are proposed between the three sections. On bus and cycle routes a vertical height of 75mm or less and a horizontal length of at least 3.7m is recommended. A 75mm height speed hump is proposed which is similar to the existing speed hump located near Church Point Cargo Wharf.

The devices are located near existing streetlights; however, one new streetlight is required outside No.74 McCarrs Creek Road. Council will liaise with Ausgrid regarding the required streetlighting upgrades and measures to minimise potential light spillage. It should be noted that Ausgrid are replacing all existing street lighting in the Northern Beaches LGA with LED lighting, and are gradually rolling out this program. The overall proposal can be implemented either as a whole project or in stages subject to available funding.

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 will be required to slow down when approaching all devices. Additional advance warning signs will be provided to advise people cycling on the road.
- 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

Council's Transport Network will conduct a further notification program once the approval has been granted and a construction timeline is determined.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

A. Introduction of proposed traffic calming devices between the Church Point car park and the bus turning area.
B. Monitoring period of 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
SHEET 1 OF 5

Drawn RK Approved

northern beaches council

N

MCCARRS CREEK ROAD, CHURCH POINT
TRAFFIC CALMING DEVICES
SHEET 2 OF 5

Drawn RK Approved

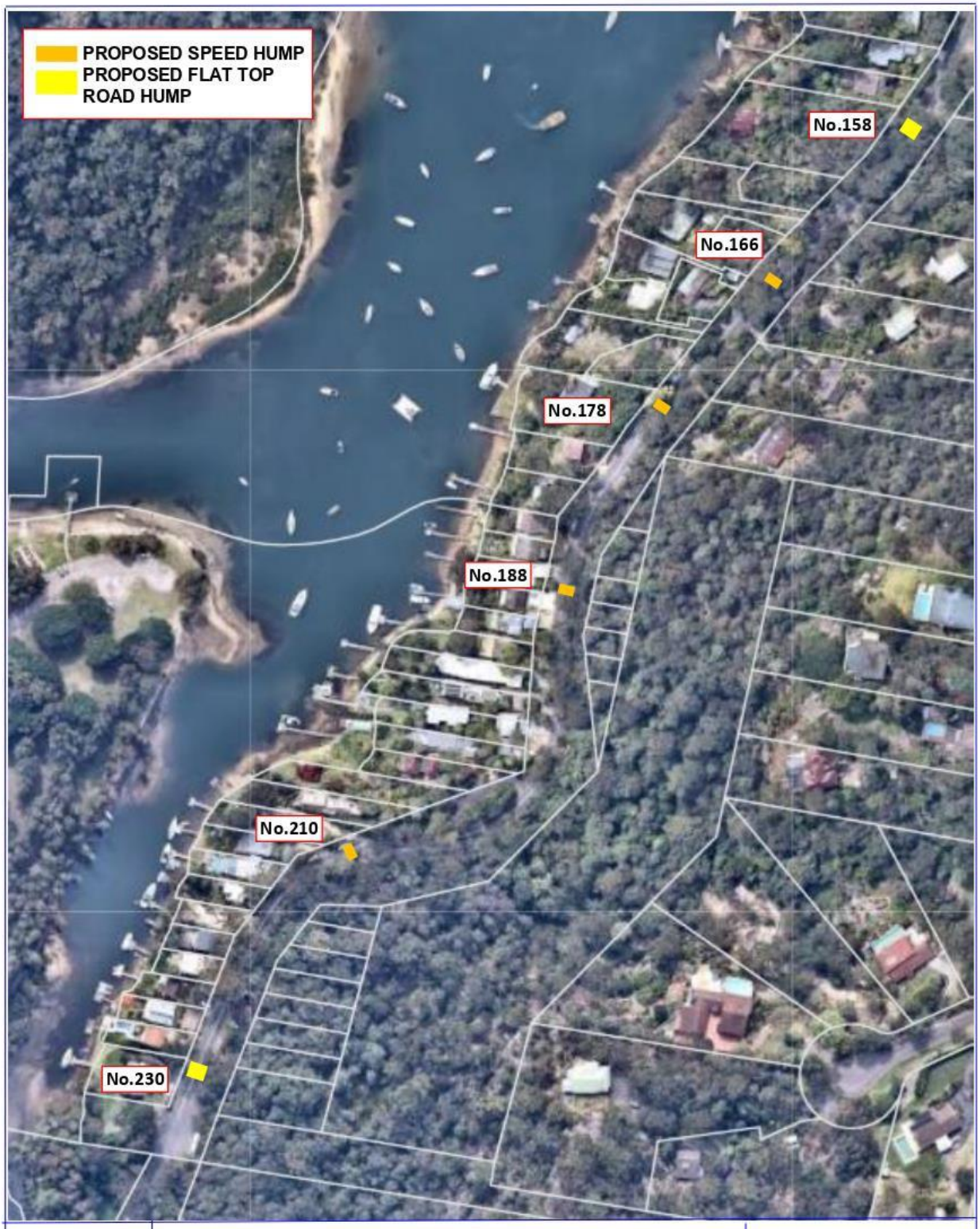
northern beaches council

N

MCCARRS CREEK ROAD, CHURCH POINT
TRAFFIC CALMING DEVICES
SHEET 3 OF 5

Drawn RK Approved

northern beaches council



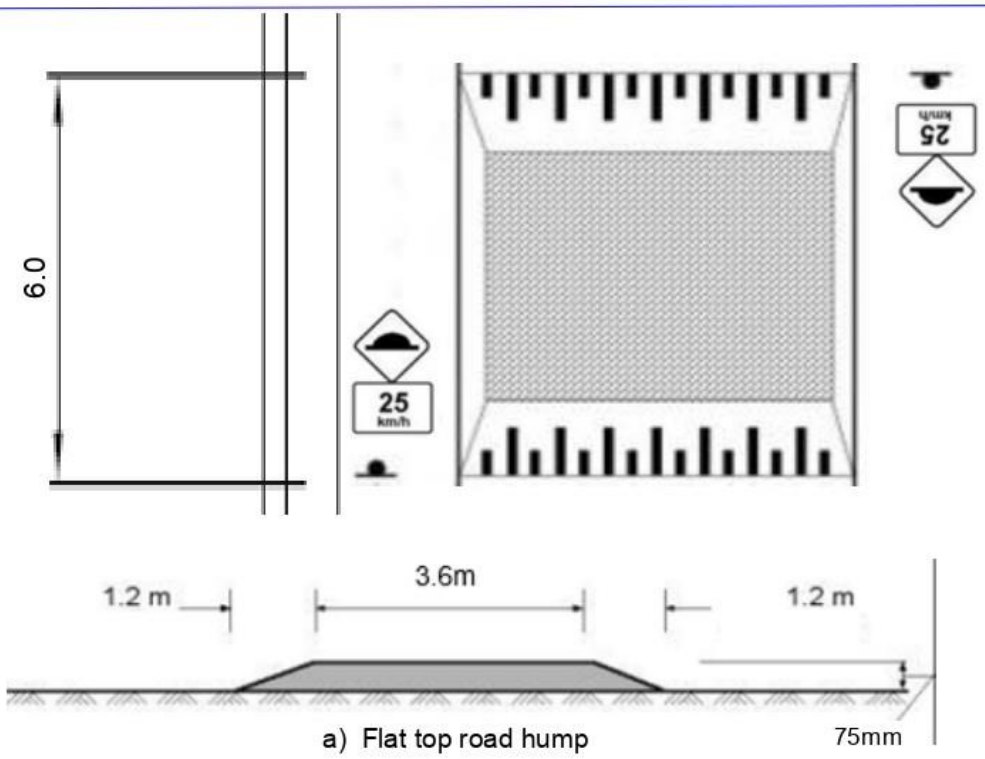
PROPOSAL

N

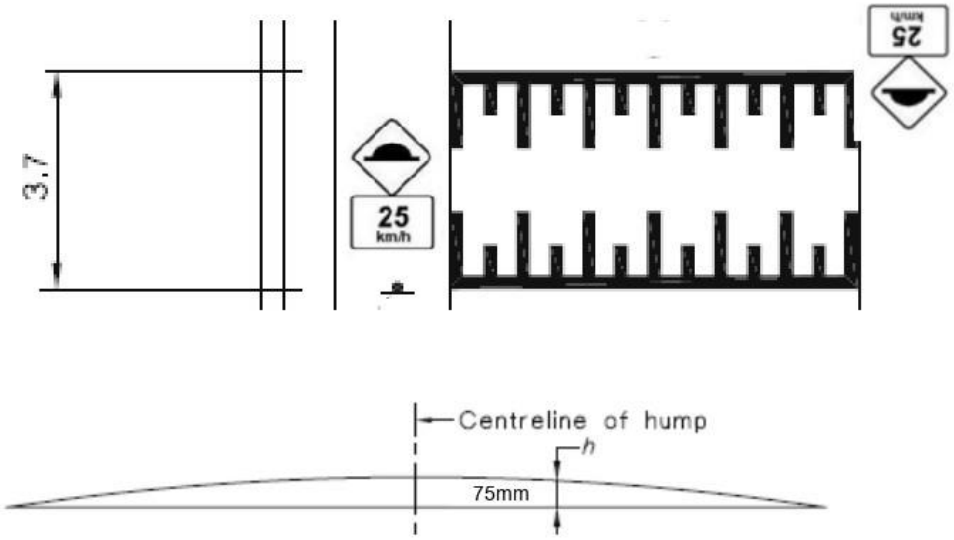
MCCARRS CREEK ROAD, CHURCH POINT
TRAFFIC CALMING DEVICES
SHEET 4 OF 5

Drawn RK Approved

northern beaches council



a) Flat top road hump



b) Watts profile hump

PROPOSAL

MCCARRS CREEK ROAD, CHURCH POINT
TRAFFIC CALMING DEVICES
SHEET 5 OF 5

Drawn RK Approved

ITEM 4.18	**BALGOWLAH ROAD, FAIRLIGHT - PRAM RAMPS AND SPEED CUSHIONS**
REPORTING OFFICER	**TRAFFIC ENGINEER**
TRIM FILE REF	**2020/004774**
ATTACHMENTS	**1 Balgowlah Road, Fairlight - Plan** **2 Table of Consultation**

GEOCODES: -33.790617, 151.277346

REPORT

BACKGROUND

Council has received concerns from local residents regarding a lack of crossing facilities near the Roundhouse Child Care Centre and also the speed of traffic near the centre on Balgolwah Road, Fairlight.

LOCATION

Balgowlah Road is a local road carrying high volumes of traffic. It performs a collector road function linking Pittwater Road to Condamine Street. The Roundhouse Child Care Centre, the LM Graham Reserve and the Boy Charlton Swim Centre, all sited on the north side of Balgowlah Road, all generate pedestrian activity across Balgowlah Road. A 40km/h high pedestrian activity speed zone is present on Balgowlah Road from east of Harland Avenue to Kenneth Road.

ISSUES

- A proposal was initially circulated to residents for comment proposing a pedestrian refuge on Balgowlah Road east of Daintrey Street. This proposal was strongly opposed by residents due to a loss of parking, the bulk of the refuge, and the impact on property access to No. 39 Balgowlah Road who have recently had a driveway application approved for the location where the refuge was proposed.
- Parents of children attending the Roundhouse Child Care Centre have raised concerns about safety when they walk their children to the preschool from streets south of Balgowlah Road
- Traffic counts undertaken near the intersection of Balgowlah Road and Daintrey Street reveal peak hour traffic volumes of around 900 vehicles per hour; however, pedestrian volumes are well below those required to meet the warrant for a marked pedestrian crossing. There is a pedestrian desire line crossing Balgowlah Road near Daintrey Street to reach the Roundhouse Child Care Centre, the swim centre or LM Graham Reserve.
- Tube counts undertaken on Balgowlah Road east of Daintrey Street reveal an 85th percentile speed of 50km/h that is higher than desirable in a 40km/h speed zone. There are no raised traffic calming devices near Daintrey Street.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install pram ramps to facilitate ease of crossing Balgowlah Road near Daintrey Street with a pram. Speed cushions will also be installed on the approaches to the pram ramps to reduce speeds past the point where pedestrians cross the road. This will also tend to calm traffic generally in the vicinity.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

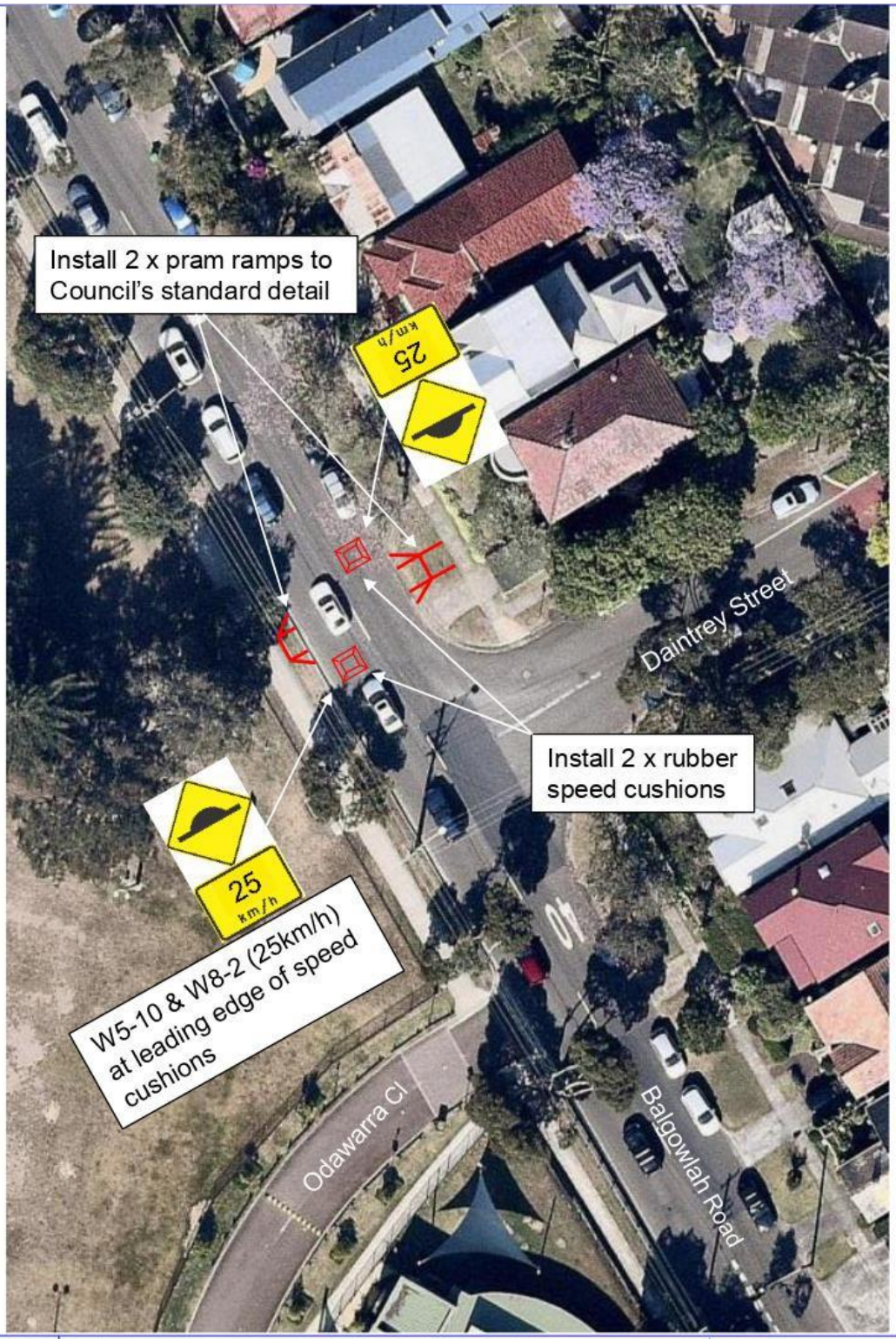
- The pram ramps and speed cushions will improve safety for pedestrians crossing Balgowlah Road
- The speed cushions will improve safety for cyclists by reducing speeds and will allow cyclists to cycle around the speed cushions to proceed east and west along Balgowlah Road

CONSULTATION

Consultation letters have been distributed to 32 properties within the immediate vicinity of the location seeking views on the pedestrian refuge proposal, those same properties subsequently received notification of the pram ramp and speed cushion proposal. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of speed cushions and pram ramps on Balgowlah Road east of Daintrey Street, Fairlight.



PROPOSAL

Balgowlah Road, Fairlight
Pram ramps and speed cushions

Drawn JB Approved

Table of Consultation

Address	**Balgowlah Road, Fairlight**
Proposal	**pedestrian refuge**

Properties Consulted	32
Responses Received	7
Support	1
Do Not Support	6

Issue	Resident Comment	Council Response
proposed driveway	resident at No.39 has lodged a DA for a driveway at the site for the refuge	refuge proposal withdrawn. Proposed speed cushions will be clear of the driveway
loss of parking	refuge will remove too much parking	Refuge would have removed approximately 30m of parking. The proposed speed cushions will remove no parking
location of refuge	refuge should be sited elsewhere	the refuge proposal has been withdrwan. The pram ramps and speed cushions are on an observed pedestrian desire line and in a safe location in terms of sight distance
marked crossing	a marked footcrossing would be a safer option than a refuge	the location does not meet the warrant for a marked footcrossing. The refuge or pram ramps and speed cushions will improve safety for pedestrians who do cross at the location
is it needed?	there is another refuge near Francis Street. Is another crossing facility needed?	The Francis Street refuge is 160m away and would require pedestrians to undertake a significant detour.
egress from Daintrey St	the proposed speed cushions will make egress from Daintrey Street more difficult	the speed cushions are located far enough from Daintrey Street that egress should not be impeded

ITEM 4.19	**PARK STREET AND KEENAN STREET, MONA VALE - RAISED PEDESTRIAN CROSSING**
REPORTING OFFICER	**TRAFFIC ENGINEER**
TRIM FILE REF	**2020/179788**
ATTACHMENTS	**1 Park Street and Keenan Street, Mona Vale - Plan** **2 Table of Consultation**

GEOCODES: -33.674811, 151.302634

REPORT

BACKGROUND

Council has received requests from the community to improve pedestrian access and safety at the intersection of Park Street and Keenan Street in Mona Vale.

LOCATION

- The section of Park Street west of Pittwater Road, is a local road with a default 50km/h speed limit. The road width varies from 12m (east of Keenan Street) to 10.5m (west of Keenan Street) either side of the intersection.
- Keenan Street is a local road which intersects Park Street as the stem of a 'T' intersection. The road width is approximately 12m between kerbs. The section of Keenan Street 75m south of Park Street lies within a designated School Zone, with a reduced 40km/h speed limit between 8:00am - 9:30am and 2:30pm – 4:00pm on School days.
- Existing No Stopping signs in Park Street prevent parking in the immediate vicinity of the intersection, except for unrestricted parallel parking for three vehicles on the southern side east of Keenan Street, and one car park space east of the driveway to No.1789 Pittwater Road.
- Health Space Clinics and the Pittwater Family Practice are located at No.s 1789 and 1791 Pittwater Road, with access to off-street parking from Park Street.
- Woolworths and Dan Murphy's are located on the eastern side of Keenan Street. The entrance and exit to the covered car park is located approximately 40m south of Park Street, and the loading dock for deliveries is located approximately 100m from the intersection.
- The Sacred Heart Church is located on the western corner of Park Street and Keenan Street, and the Sacred Heart Catholic Primary School and main entrance to the school is located further south along Keenan Street, where there is an existing marked pedestrian crossing.
- School bus services operate along Park Street and Keenan Street, and there is a Bus Zone on the western side of the road fronting the school, operating between 8:00am – 9:00am and 2:30pm - 3:30pm School Days.

ISSUES

- Residents haves raised concerns regarding difficulties crossing the road at the intersection of Park Street and Keenan Street.
- The Park Street/Keenan Street intersection is located near local Schools, shops, public transport, and parking facilities; with higher volumes and intensity of pedestrian movements occurring during the School dropoff/pickup peak periods.
- All delivery vehicles servicing Woolworths are required as a condition of the Development Consent, to access and leave the loading dock in Keenan Street via Park Street to Pittwater Road.
- Marked pedestrian crossings may be considered if they meet the specified Transport for NSW (TfNSW) guidelines and warrant criteria for traffic and pedestrian volumes. The Pedestrian (P) and Vehicle (V) volumes required are P ≥ 30, and V ≥ 200, in two counts of one hour duration

immediately before and after school hours. The total number of pedestrians would exceed the minimum requirements at this location when considering the origin and destination of all pedestrian movements, with vehicle volumes twice the minimum requirements.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to construct a raised pedestrian crossing on the eastern side of the Park Street/Keenan Street intersection. Additional linemarking is also proposed to formalise the Give Way priorities at the intersection with Keenan Street, along with the provision of Dividing Barrier Lines.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

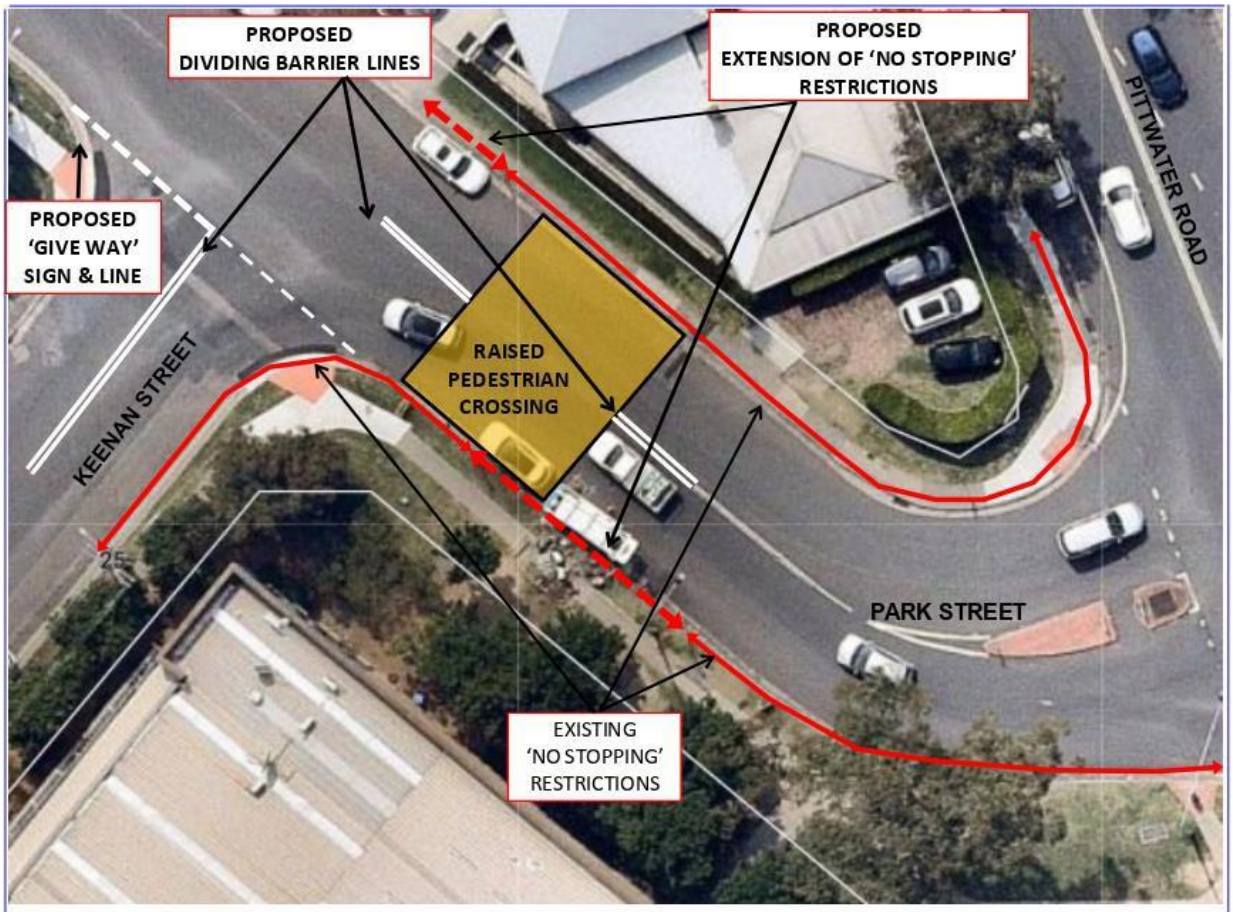
- The proposed facility will minimise conflict between pedestrians and vehicles by prioritising pedestrian movement across the eastern side of Park Street. Safety for pedestrians crossing Keenan Street will also be improved as the raised pedestrian crossing acts to reduce traffic speeds for vehicles travelling west along Park Street prior to turning into the street.
- Park Street is part of the proposed Safe Cycling Network and future upgrades to the existing walking and cycling facilities are proposed to improve connections to the local schools, shops, and bus stop. The works will include the widening of footpaths to provide a 2.5m shared path on the southern side of Park Street.

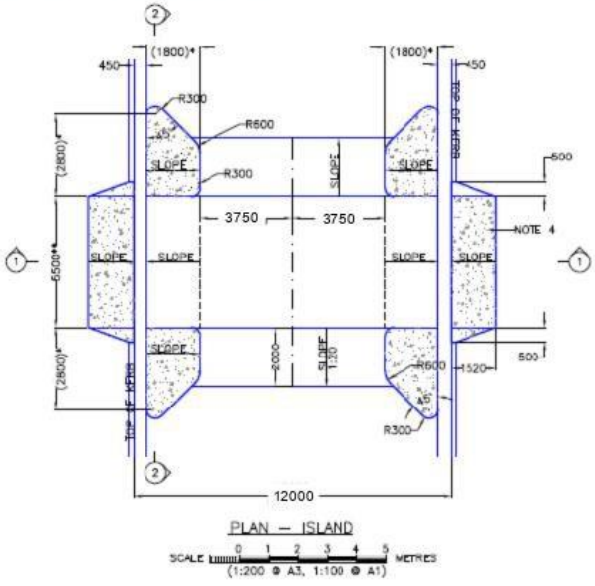
CONSULTATION

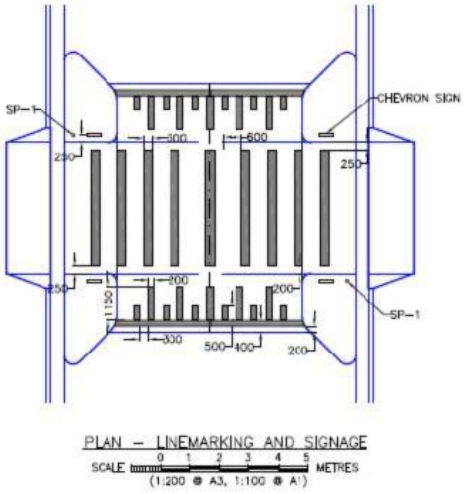
Consultation letters have been distributed to eight properties within the immediate vicinity of the location providing notification of the proposed changes. Council also advised the Mona Vale Chamber of Commerce of the proposal. The responses are noted in Attachment 2 - Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the proposed raised pedestrian crossing and upgrades at the intersection of Park Street and Keenan Street, Mona Vale.







PROPOSAL

Park Street & Keenan Street, Mona Vale
Raised Pedestrian Crossing

Drawn RK Approved

northern beaches council

Table of Consultation

Address	Park Street and Keenan Street, Mona Vale
Proposal	Raised Pedestrian Crossing

Properties Consulted	8
Responses Received	1
Support	0
Do Not Support	1

Issue	Resident Comment	Council Response
Location of Raised Pedestrian Crossing	- At peak times, the traffic waiting to turn left or right onto Pittwater Road from Park Street can extend and bank up to the entrance to Sacred Heart School on Keenan Street, and also extend up Park Street past the Keenan Street intersection. We envisage that by installing a crossing where proposed, it will only worsen the banks of traffic.	- Traffic congestion occurs for short periods before and after School hours. The raised pedestrian crossing prioritises the safety of School children crossing the road during these critical periods.
	- Suggest a roundabout on the intersection of Pittwater Road and Park Street, that would allow the traffic to flow better, then the raised pedestrian crossing would be a workable solution.	- Pittwater Road is a classified Regional Road, and any changes to the Pittwater Road/Park Street intersection will be considered as part of the Mona Vale Place Plan.

ITEM 4.20	**SOUTH CREEK ROAD, WHEELER HEIGHTS – ROAD CLOSURES**
REPORTING OFFICER	**TRAFFIC OFFICER**
TRIM FILE REF	**2020/165813**
ATTACHMENTS	**1 South Creek Road, Wheeler Heights - Aerial Photo** **2 South Creek Road, Wheeler Heights - Site Plan** **3 South Creek Road, Wheeler Heights - TCP**

GEOCODES: -33.733107, 151.278581

REPORT

BACKGROUND

In March 2018, the Northern Beaches Traffic Committee approved the proposed design plan for the reconstruction of kerb returns, new kerb extensions, angle parking and other sign and line marking at 180 South Creek Road, Wheeler Heights (DA2016/0792).

As part of the process, Council is to review and approve the Traffic Management Plan (TMP) that is to be implemented during the civil works.

The submitted TMP documents propose temporary and full-time road closures during the civil works. Such road closures will require the approval of the Traffic Committee prior to implementation.

To satisfy this condition the applicant has provided a civil design illustrating the proposed works including the line marking and signage and a Traffic Management Plan (TMP) and associated Traffic Control Plans (TCP).

LOCATION

- The development lies on South Creek Road between the intersections with Toronto Avenue and Penrith Avenue, Wheeler Heights.
- Section of South Creek Road, South Creek Lane and Penrith Avenue borders the development.
- The section of roads are local roads with a speed limit of 50km/h.
- South Creek Road has a measured width between 11.5m and 13m and caters for two-way traffic with unrestricted kerbside parking on the southern side.
- South Creek Lane has a measured width of 4.3m with unrestricted kerbside parking.
- Penrith Avenue has a measured width of 7.0m with unrestricted kerbside parking on the eastern side.
- There are two bus routes that service the section of South Creek Road, which include:
    - 149 – Wheeler Heights to Manly
    - E79 – Wheeler Heights to City Wynyard (Express Service)
- There is a bus stop on Penrith Avenue operating between the hours of 7:00am - 9:00am and 3:00pm - 4:30pm School Days.
- South Creek Road and Penrith Avenue have a footpath along the southern and eastern side, respectively.
- Adjacent land uses that surround the development consist of low-density housing with shop top housing on the eastern side.

ISSUES

- Due to the size of the reconstruction, the civil works will be conducted over three stages whereby each stage will require ten business days to complete, weather permitting.
- The following staging and their commencement dates are as follows:
    - Stage 1 on South Creek Lane between 30 March 2020 to 10 April 2020
    - Stage 2 on Penrith Avenue between 13 April 2020 to 24 April 2020
    - Stage 3 on South Creek Road between 27 April 2020 to 08 May 2020
- The TMP proposes the implementation of:
    - A temporary road closure on Penrith Avenue, between South Creek Lane and South Creek Road.
    - A full time road closure on South Creek Lane due to site constraints. Property access closed due to the civil works is implemented under consultation and approval from the associated property owner.
    - A lane closure and that a No Stopping restriction applies on the south side on South Creek Road as a means of maintaining 2-way access and improving traffic safety and amenity for traffic moving through the civil works.
- As part of the conditions of approval, State Transit Authority (STA) has stated that the road and lane closure must maintain access for bus services, that buses (including passengers) have access to nearby bus stops safely and delays to bus services will be less than two minutes.
- Traffic access will be maintained at all times for the duration of the work with detours via South Creek Road, Ambleside Street and Crummock Street.
- Under the guidance of traffic control, property and pedestrian access will be maintained at all times for the duration of the work.

PROPOSAL

Council has undertaken a review of the location and issues and proposes that the Traffic Management Plan is suitable for implementation during the civil works, subject to the following conditions:

- Work associated with Stage 1 (South Creek Lane) is to be conducted under a full time road closure
- Work associated with Stage 2 (Penrith Avenue) is to be restricted to the hours of 8:00am to 4:00pm Monday to Friday.
- Work associated with Stage 3 (South Creek Road) is to be restricted to the hours of 9:00am to 3:00pm Monday to Friday.

The temporary road and lane closures are to be held during times of lower traffic volumes when traffic impacts will be minimal and of a non-critical nature.

Alternative routes will be available for through traffic and connecting roads during these times.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- The proposal is expected to be minimal on people cycling as a detour will be in place during the civil works.
- The proposal will not affect pedestrian facilities or impacts on walking paths.

CONSULTATION

The Applicant will be required to carry out notifications as part of the conditions of approval. Affected businesses and residents are to be notified in writing of the changes in traffic conditions with a letterbox drop undertaken two weeks in advance of the event followed by a second letterbox drop prior to the commencement.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

A. The Traffic Management Plan for 180 South Creek Road, Wheeler Heights, with closures on the following streets:

   I. A full time road closure on South Creek Lane (Stage 1) from 30 March 2020 to 10 April 2020.
   II. A road closure on Penrith Avenue (Stage 2) from 13 April 2020 to 24 April 2020, between the hours of 8:00am - 4:00pm Monday to Friday.
   III. A lane closure on South Creek Road (Stage 3) from 27 April 2020 to 08 May 2020, between the hours of 9:00am - 3:00pm Monday to Friday.

B. The implementation of temporary No Stopping restrictions on South Creek Road (south side, between Property No. 199 and No. 215) in conjunction with Stage 3, between the hours of 9:00am - 3:00pm Monday to Friday.

C. That the approval would be subject to the following:

   I. the TCP is prepared in accordance with the TfNSW Traffic Control at Work Sites Manual and Australian Standards.
   II. any traffic control to only be carried out by persons with appropriate Traffic Control qualifications acceptable to the TfNSW.
   III. barriers and signs to be used in the road closures are to be to TfNSW standards.
   IV. that the Applicant obtains the necessary approvals with respect to the use of the Council land specified in the application
   V. the Applicant advising Sydney Buses, Forest Coach Lines and the various emergency services of the closure.
   VI. that a minimum 4m wide lane be maintained to allow for emergency vehicles access.
   VII. notification of the affected residents and businesses in the affected area by a letterbox drop two weeks in advance of the road closures with details of access restrictions followed by a second letterbox drop prior to the start date. The notification letter must also provide a contact phone number of the Applicant should residents have any enquiries.
   VIII. That the Applicant send copies of the Traffic Management Plan (TMP) to the Police, TfNSW, Ambulance, Fire Brigade, and STA to inform and notify all parties of the details of the event.

SOUTH CREEK RD
PENRITH AVE
PENRITH AVE LN
SOUTH CREEK
WHEELER HEIGHTS
CROMER
PENDR ST
Scale: 1:800
Date Printed: 20/03/2020
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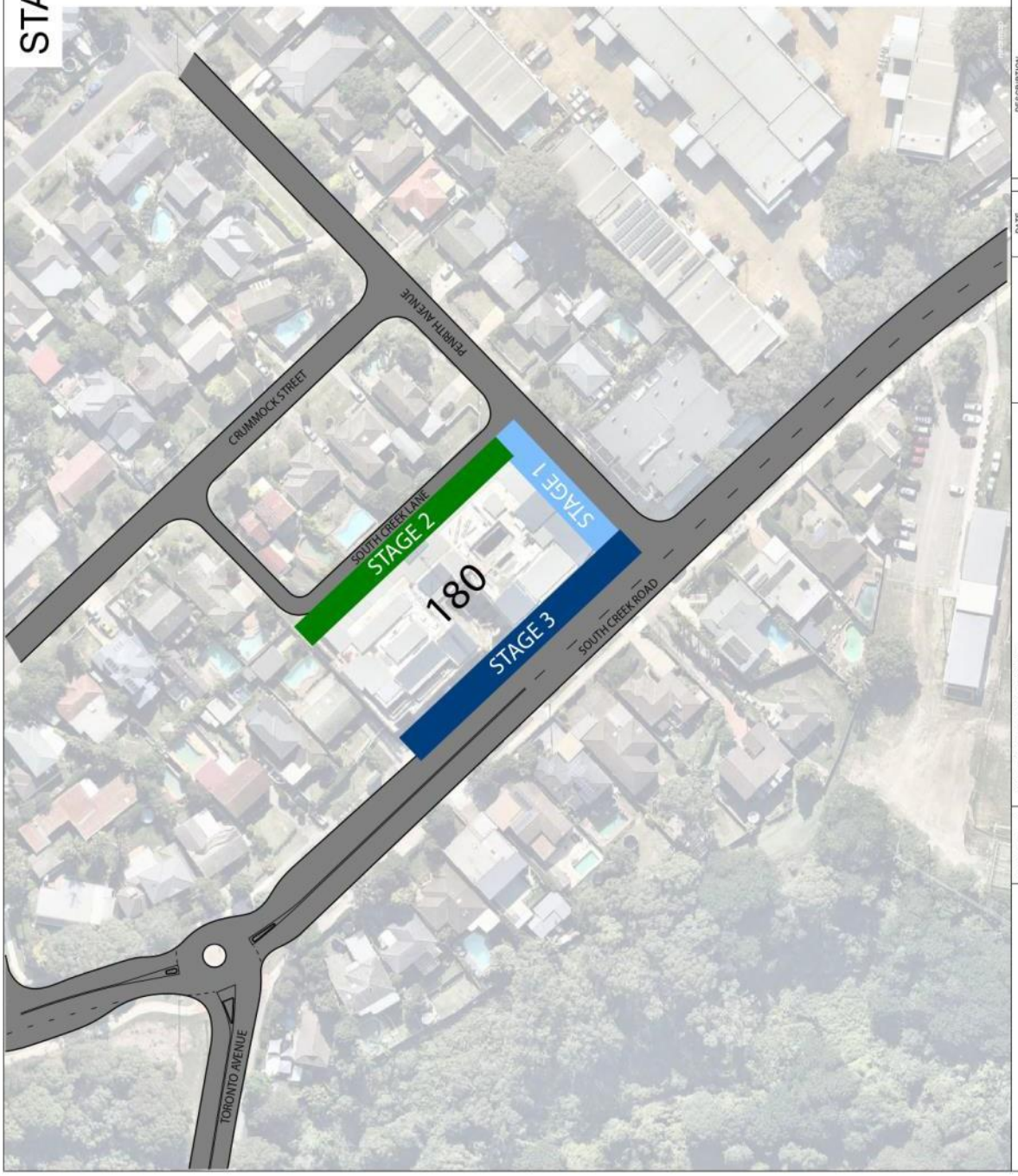
STAGING OVERVIEW PLAN
CIVIL WORKS - STAGES 1-3



RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS

Purpose an usage	Approach Speed (km/h)	Max Spacing (m)
All purposes on residential or commercial streets	All Speeds	4
Centre-line on approach to Traffic Controller position	All Cases	4
Outer edge of traffic lane - i.e. working on shoulder	51-70 / >70	18 / 24
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18
separating opposing traffic on a multilane undivided road	51-70 / >70	12 / 18
adjacent to a closed lane on a multilane road	51-70 / >70	18 / 24
Merge tapers	51-70 / >70	9 / 12
Lateral shift tapers	51-70 / >70	12 / 18
Protecting freshly painted lines	51-70 / >70	24 / 60

FOUNDATION EXTRACTED FROM RMS TCAS MANUAL, AS/NZS 3845:1:1:2:3 AND AS 1742.3 MANUAL CONTAINS INFO

RECOMMENDED TAPER LENGTHS

Approach speeds (km/h)	Traffic control at start	Lateral shift taper	Merge taper
< 45	15	0	15
46-55	15	15	30
56-65	30	30	60
66-75	NA	70	115
76-85	NA	80	130
86-95	NA	95	145
96-105	NA	100	160
> 105	NA	110	180

	DATE		DESCRIPTION
		E	
		D	
		C	
		B	
SIGNED	04/03/20	A	INITIAL SUBMISSION

PREPARED BY: MATTHEW YOUNG
RMS PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN
CERTIFICATE No. 00057118998

Project/Event: MIXED-USE DEVELOPMENT
Location: 180 SOUTH CREEK RD, WHEELER HEIGHTS NSW
Client: CITE DEVELOPMENTS PTY LTD
Plan No. SBMG01534-10 | A | Date: 4TH MARCH 2020
SCALE: NOT TO SCALE

Sbmg Pty Ltd
ABN: 34 167 185 560
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m. 0467 370 380

SBMG PLANNING

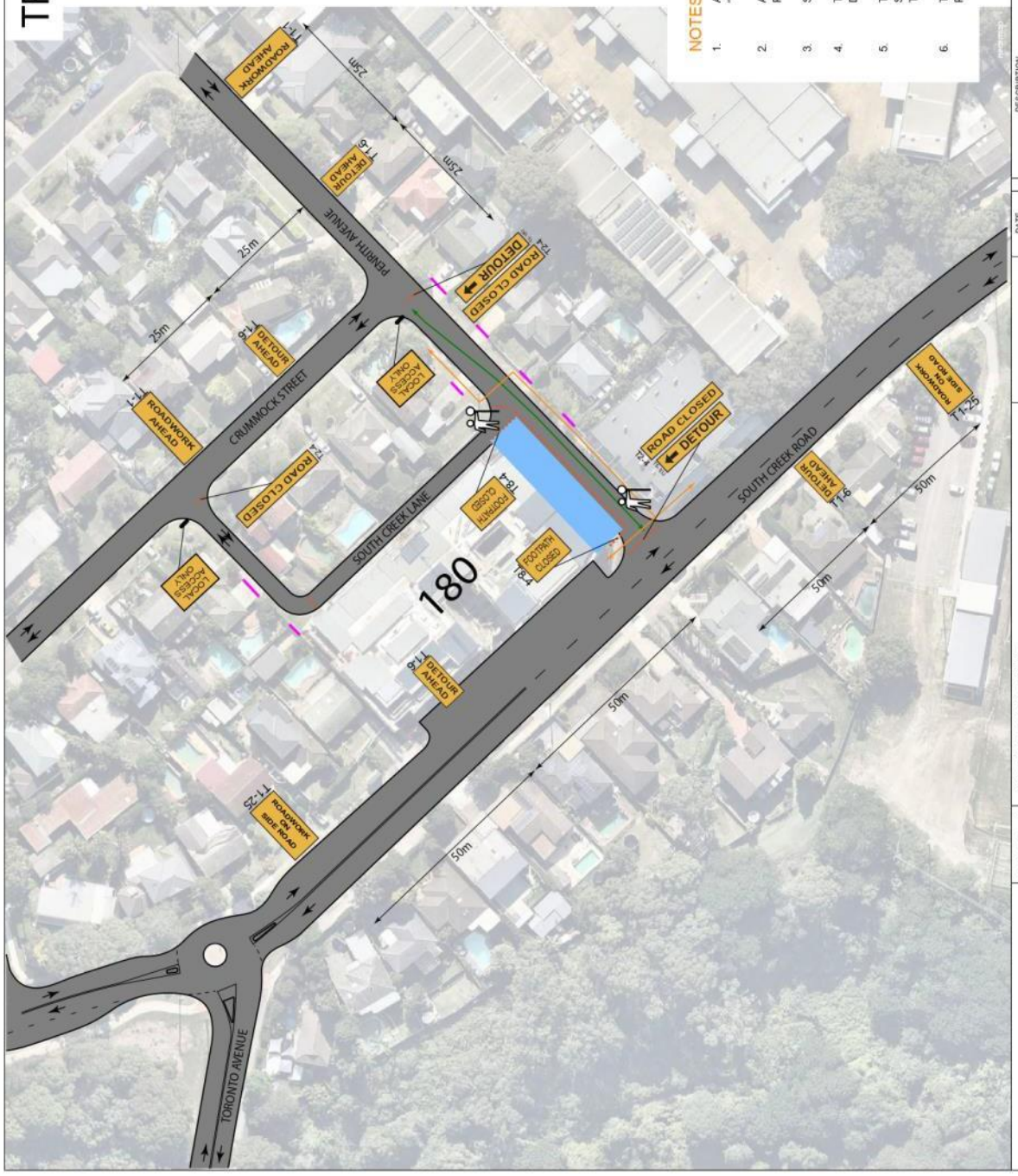
TRAFFIC CONTROL PLAN
CIVIL WORKS - STAGE 1
SITE OPERATING HOURS

LEGEND:

- DELINEATION (i.e. TRAFFIC CONES)
- WORK AREA
- TRAFFIC FLOW
- LOCAL ACCESS TO DRIVEWAY MAINTAINED
- BUS ROUTE TRAVEL PATH MAINTAINED
- PEDESTRIAN ROUTE
- TRAFFIC CONTROLLER

NOTES:

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.
4. THROUGH ACCESS FOR BUSES MAINTAINED ALONG PENRITH STREET DURING WORKS.
5. TRAFFIC CONTROLLERS TO MANAGE PEDESTRIAN ACCESS PAST THE SITE AS REQUIRED, HOWEVER THERE IS NO EXISTING FOOTPATH ALONG THE SITE FRONTAGE.
6. TRAFFIC CONTROL PLAN IMPLEMENTED IN CONJUNCTION WITH DETOUR PLAN SBMG01534-12.



RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS			RECOMMENDED TAPER LENGTHS			
Purpose an usage	Approach Speed (km/h)	Max Spacing (m)	Approach (km/h) posted speed	Traffic control at start	Lateral shift taper	Merge taper
All purposes on residential or commercial streets	All Speeds	4				
Centre-line on approach to Traffic Controller position			< 45	15	0	15
Outer edge of traffic lane - i.e. working on shoulder	51>70 / >70	18 / 24	46-55	15	15	30
Separating opposing traffic on 2 lane 2 way road	51>70 / >70	12 / 18	56-65	30	30	60
separating opposing traffic on a multilane undivided road	51>70 / >70	12 / 18	66-75	NA	70	115
adjacent to a closed lane on a multilane road	51>70 / >70	18 / 24	76-85	NA	80	130
Merge tapers	51>70 / >70	9 / 12	86-95	NA	95	145
Lateral shift tapers	51>70 / >70	12 / 18	96-105	NA	100	160
Protecting freshly painted lines	51>70 / >70	24 / 60	> 105	NA	110	180

FOUNDATIONS EXTRACTED FROM RMS TCAS MANUAL AS 1742.3 (1993) AND TCA MANUAL (CAN JAN 1995)

	DATE		DESCRIPTION
		E	
		D	
		C	
		B	
SIGNED	04/03/20	A	INITIAL SUBMISSION

PREPARED BY: MATTHEW YOUNG
RMS PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN CERTIFICATE No. 0005718998

Project/Event: MIXED-USE DEVELOPMENT
Location: 180 SOUTH CREEK RD, WHEELER HEIGHTS NSW
Client: CITE DEVELOPMENTS PTY LTD
Plan No. SBMG01534-11 | A | Date: 4TH MARCH 2020
SCALE: NOT TO SCALE

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m. 0467 370 380

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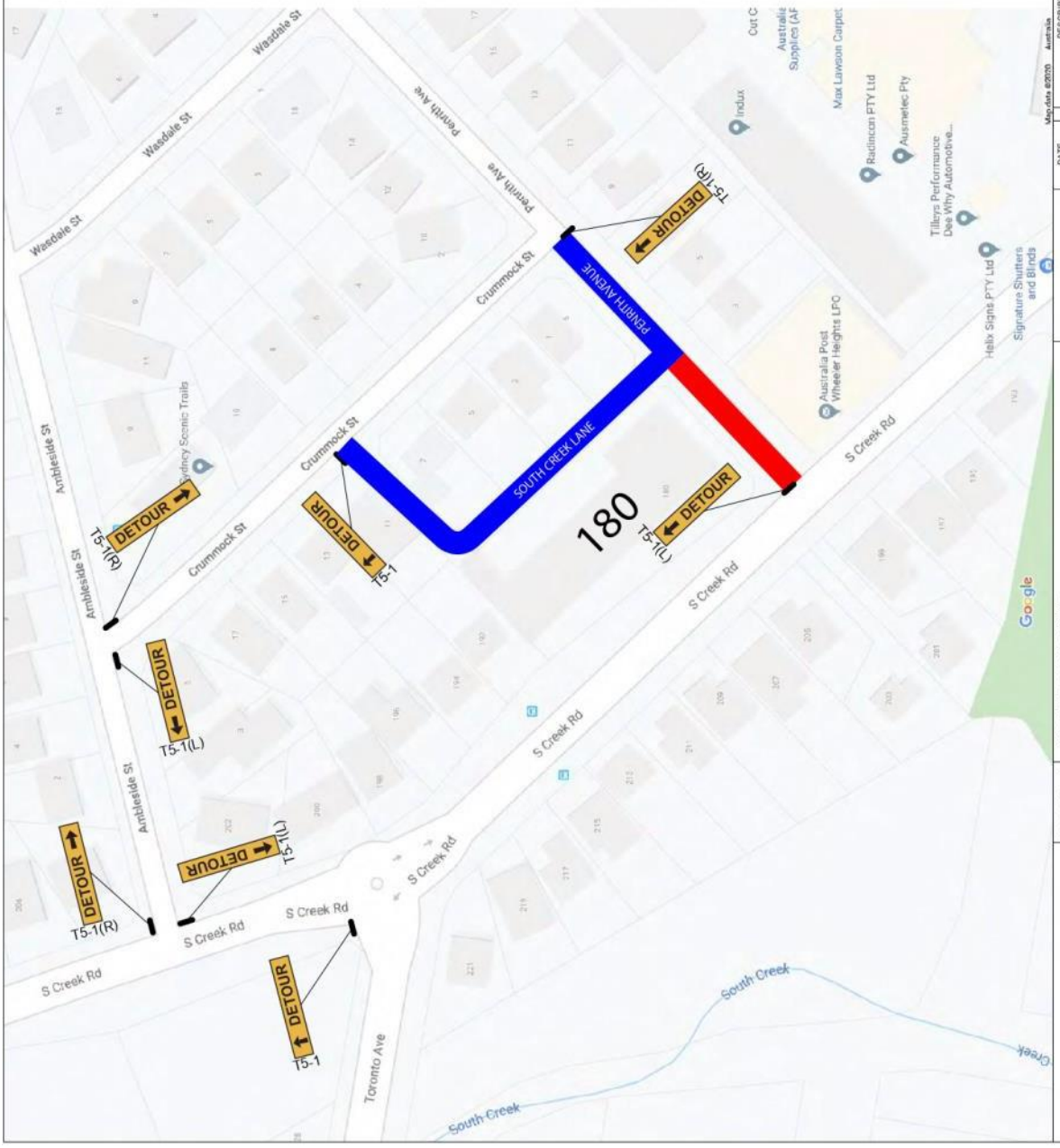
DETOUR PLAN
CIVIL WORKS - STAGE 1
SITE OPERATING HOURS



LEGEND:

- ROAD CLOSED
- LOCAL ACCESS ONLY

NOTES:

1. DETOUR PLAN IMPLEMENTED IN CONJUNCTION WITH TRAFFIC CONTROL PLAN SBMG01534-11.

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS

Purpose an usage	Approach Speed (km/h)	Max Spacing (m)
All purposes on residential or commercial streets		4
Centre-line on approach to Traffic Controller position	All Cases	
Outer edge of traffic lane - i.e. working on shoulder	5 / 70 / >70	18 / 24
Separating opposing traffic on 2 lane 2 way road	5 / 70 / >70	12 / 18
separating opposing traffic on a multilane undivided road	5 / 70 / >70	12 / 18
adjacent to a closed lane on a multilane road	5 / 70 / >70	18 / 24
Merge tapers	5 / 70 / >70	9 / 12
Lateral shift tapers	5 / 70 / >70	12 / 18
Protecting freshly painted lines	5 / 70 / >70	24 / 60

FIGURES EXTRACTED FROM RMS TCAS MANUAL AS 1742.3:2013 REFER TO MANUAL FOR FURTHER INFO

RECOMMENDED TAPER LENGTHS

Approach speeds (km/h)	Traffic control at start	Lateral shift taper	Merge taper
< 45	15	0	15
46-55	15	15	30
56-65	15	30	60
66-75	NA	70	115
76-85	NA	80	130
86-95	NA	95	145
96-105	NA	100	160
> 105	NA	110	180

DATE		DESCRIPTION
	E	
	D	
	C	
	B	
04/03/20	A	INITIAL SUBMISSION

Mayfield 8/09/05 Australia

PREPARED BY: MATTHEW YOUNG
RMS PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN
CERTIFICATE No. 00057118998

SIGNED

Project/Event: MIXED-USE DEVELOPMENT

Location: 180 SOUTH CREEK RD, WHEELER HEIGHTS NSW

Client: CITE DEVELOPMENTS PTY LTD

Plan No. SBMG01534-12 | A | Date: 4TH MARCH 2020

SCALE: NOT TO SCALE

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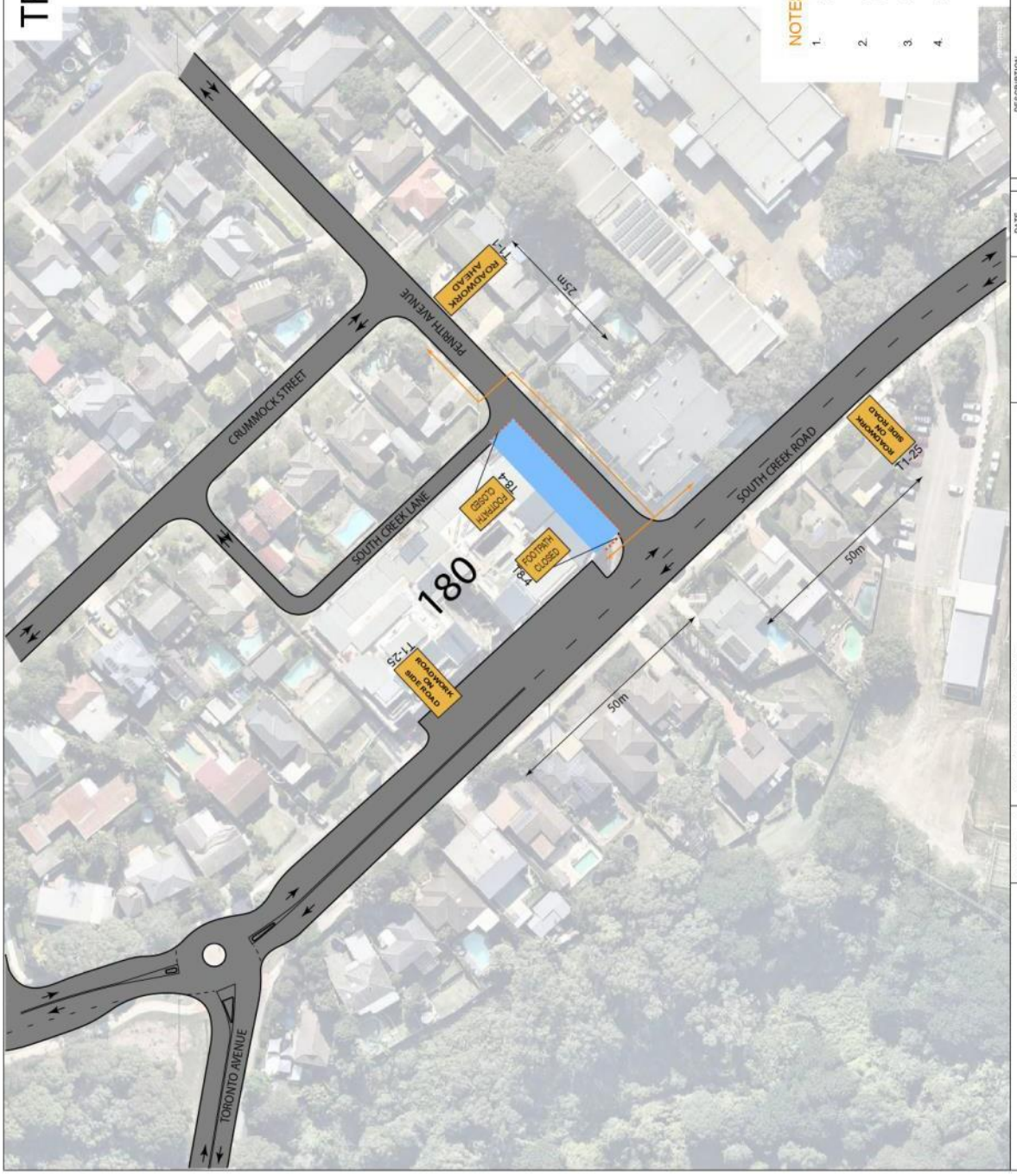
SBMG PLANNING

TRAFFIC CONTROL PLAN
CIVIL WORKS - STAGE 1
AFTER HOURS



LEGEND:

- DELINEATION (i.e. TRAFFIC CONES)
- WORK AREA
- TRAFFIC FLOW
- PEDESTRIAN ROUTE

NOTES:

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.
4. 2-WAY ACCESS ALONG PENRITH STREET RESTORED AFTER HOURS.

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS			RECOMMENDED TAPER LENGTHS			
Purpose an usage	Approach Speed (km/h)	Max Spacing (m)	(kph/w) peak approach	Traffic control at start	Lateral shift taper	Merge taper
All purposes on residential or commercial streets	All Speeds	4				
Centre-line on approach to Traffic Controller position			< 45	15	0	15
Outer edge of traffic lane - i.e. working on shoulder	51>70 / >70	18 / 24	46-55	15	15	30
Separating opposing traffic on 2 lane 2 way road	51>70 / >70	12 / 18	56-65	30	30	60
separating opposing traffic on a multilane undivided road	51>70 / >70	12 / 18	66-75	NA	70	115
adjacent to a closed lane on a multilane road	51>70 / >70	18 / 24	76-85	NA	80	130
Merge tapers	51>70 / >70	9 / 12	86-95	NA	85	145
Lateral shift tapers	51>70 / >70	12 / 18	96-105	NA	100	160
Protecting freshly painted lines	51>70 / >70	24 / 60	> 105	NA	110	180

FOOTNOTES: EXTRACTED FROM RMS TCWS MANUAL AS 1742.3 & 1743.3 (REFER TO MANUAL FOR FURTHER INFO)

	DATE		DESCRIPTION
		E	
		D	
		C	
		B	
SIGNED	04/03/20	A	INITIAL SUBMISSION

PREPARED BY: MATTHEW YOUNG
RMS PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN
CERTIFICATE No. 00057118998

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Project/Event:	MIXED-USE DEVELOPMENT
Location:	180 SOUTH CREEK RD, WHEELER HEIGHTS NSW
Client:	CITE DEVELOPMENTS PTY LTD
Plan No.	SBMG01534-13
A	Date: 4TH MARCH 2020

SCALE: NOT TO SCALE

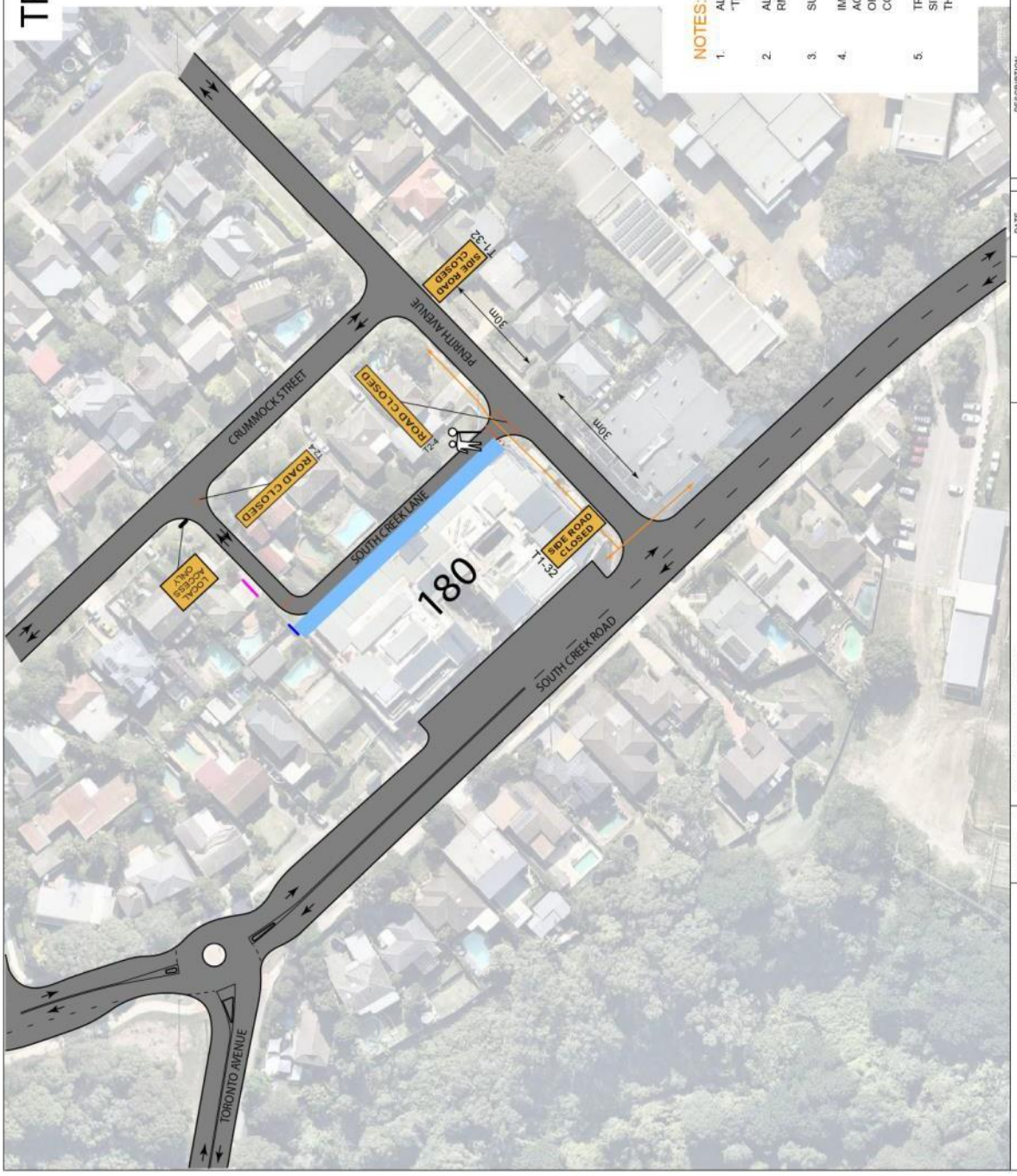
TRAFFIC CONTROL PLAN
CIVIL WORKS - STAGE 2
SITE OPERATING HOURS

LEGEND:

- DELINEATION (i.e. TRAFFIC CONES)
- WORK AREA
- TRAFFIC FLOW
- LOCAL ACCESS TO DRIVEWAY MAINTAINED
- ACCESS IMPACTED
- PEDESTRIAN ROUTE
- TRAFFIC CONTROLLER

NOTES:

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES' MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.
4. IMPACTED DRIVEWAY ONLY BLOCKED WHEN WORKS ARE DIRECTLY ADJACENT. ACCESS TO PROPERTY MAINTAINED VIA THE EXISTING MAIN ACCESS POINT OFF SOUTH CREEK ROAD. ACCESS CLOSURE ONLY IMPLEMENTED WITH CONSULATION & APPROVAL FROM THE IMPACTED PROPERTY OWNER.
5. TRAFFIC CONTROLLERS TO MANAGE PEDESTRIAN ACCESS PAST THE SITE AS REQUIRED. HOWEVER THERE IS NO EXISTING FOOTPATH ALONG THE SITE FRONTAGE.



RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS			RECOMMENDED TAPER LENGTHS			
Purpose an usage	Approach Speed (km/h)	Max Spacing (m)	(kp/ph) peak approach	Traffic control at start	Lateral shift taper	Merge taper
All purposes on residential or commercial streets	All speeds	4				
Centre-line on approach to Traffic Controller position						
Clear edge of traffic lane - i.e. working on shoulder	5 / 70 / >70	18 / 24	< 45	15	0	15
Separating opposing traffic on 2 lane 2 way road	5 / 70 / >70	12 / 18	45-55	15	30	30
separating opposing traffic on a multilane undivided road	5 / 70 / >70	12 / 18	55-65	30	30	60
adjacent to a closed lane on a multilane road	5 / 70 / >70	18 / 24	65-75	NA	70	115
Merge tapers	5 / 70 / >70	9 / 12	75-85	NA	80	130
Lateral shift tapers	5 / 70 / >70	12 / 18	85-95	NA	85	145
Protecting freshly painted lines	5 / 70 / >70	24 / 60	95-105	NA	100	180
FOUGES EXPIRED FOR INFORMATION ONLY. AS 1742.3 & 1743.3 REFER TO MANUAL FOR FURTHER INFO			> 105	NA	110	180

		DATE	DESCRIPTION
			E
PREPARED BY: MATTHEW YOUNG RMS PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN CERTIFICATE No. 00057118998			D
			C
SIGNED		04/03/20	B
			A INITIAL SUBMISSION

Project/Event: MIXED-USE DEVELOPMENT
Location: 180 SOUTH CREEK RD, WHEELER HEIGHTS NSW
Client: CITE DEVELOPMENTS PTY LTD
Plan No. SBMG01534-14 A Date: 4TH MARCH 2020
SCALE: NOT TO SCALE

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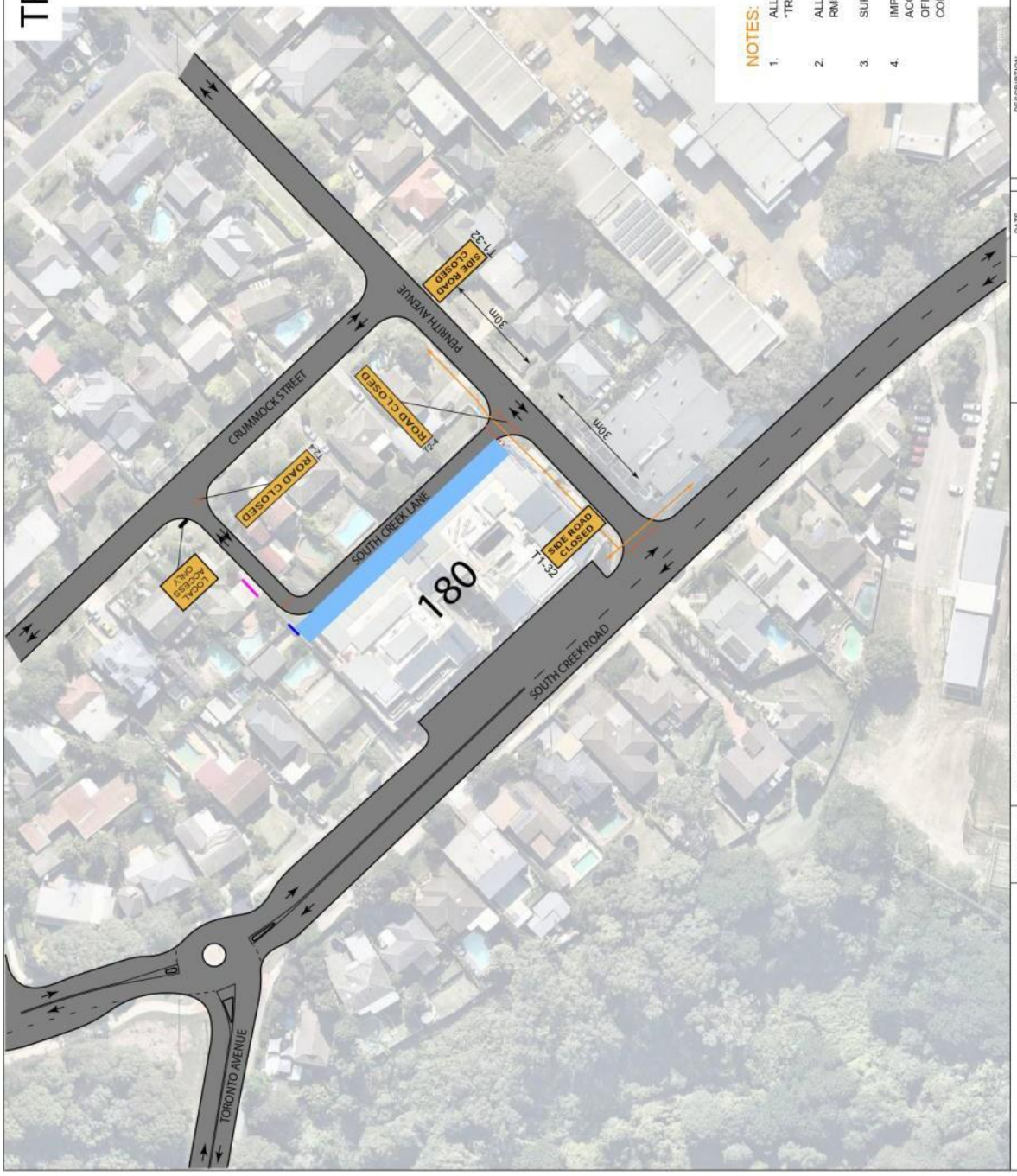
TRAFFIC CONTROL PLAN
CIVIL WORKS - STAGE 2
AFTER HOURS



LEGEND:

- DELINEATION (i.e. TRAFFIC CONES)
- WORK AREA
- TRAFFIC FLOW
- LOCAL ACCESS TO DRIVEWAY MAINTAINED
- ACCESS IMPACTED
- PEDESTRIAN ROUTE

NOTES:

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS 1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.
4. IMPACTED DRIVEWAY ONLY BLOCKED WHEN WORKS ARE DIRECTLY ADJACENT. ACCESS TO PROPERTY MAINTAINED VIA THE EXISTING MAIN ACCESS POINT OFF SOUTH CREEK ROAD. ACCESS CLOSURE ONLY IMPLEMENTED WITH CONSULATION & APPROVAL FROM THE IMPACTED PROPERTY OWNER.

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS			RECOMMENDED TAPER LENGTHS			
Purpose an usage	Approach Speed (km/h)	Max Spacing (m)	(kph/w) speed approach	Traffic control at start	Lateral shift taper	Merge taper
All purposes on residential or commercial streets	All speeds	4				
Centre-line on approach to Traffic Controller position	All Speeds	4				
Outer edge of traffic lane - i.e. working on shoulder	51>70 / >70	18 / 24	<45	15	15	30
Separating opposing traffic on 2 lane 2 way road	51>70 / >70	12 / 18	46-55	15	30	60
separating opposing traffic on a multilane undivided road	51>70 / >70	12 / 18	56-65	30	30	60
adjacent to a closed lane on a multilane road	51>70 / >70	18 / 24	66-75	NA	70	115
Merge tapers	51>70 / >70	9 / 12	76-85	NA	80	130
Lateral shift tapers	51>70 / >70	12 / 18	86-95	NA	90	145
Protecting freshly painted lines	51>70 / >70	24 / 60	96-105	NA	100	160
FOOTNOTES: IMPACTED PROTECTORS MANUAL AS 1742.3 & 1743.3 REFER TO MANUAL FOR FURTHER INFO			> 105	NA	110	180

	DATE		DESCRIPTION
		E	
		D	
		C	
		B	
	04/03/20	A	INITIAL SUBMISSION

PREPARED BY: MATTHEW YOUNG
RMS PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN
CERTIFICATE No. 00057118998

SIGNED:

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SBMG PLANNING

Project/Event: MIXED-USE DEVELOPMENT

Location: 180 SOUTH CREEK RD, WHEELER HEIGHTS NSW

Client: CITE DEVELOPMENTS PTY LTD

Plan No. SBMG01534-15 | A | Date: 4TH MARCH 2020

SCALE: NOT TO SCALE

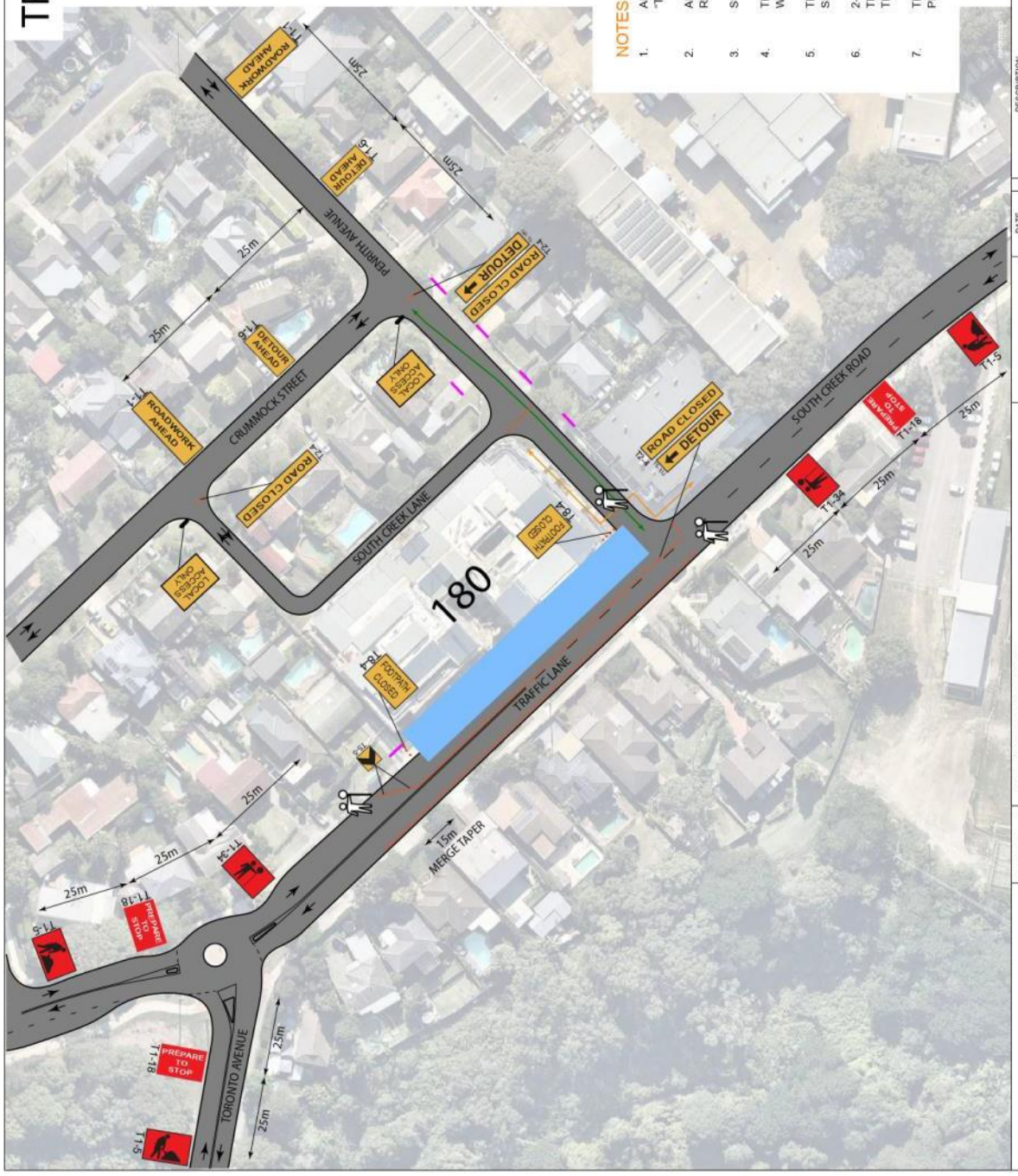
TRAFFIC CONTROL PLAN
CIVIL WORKS - STAGE 3
SITE OPERATING HOURS

LEGEND:

- DELINEATION (i.e. TRAFFIC CONES)
- WORK AREA
- TRAFFIC FLOW
- LOCAL ACCESS TO DRIVEWAY MAINTAINED
- BUS ROUTE TRAVEL PATH MAINTAINED
- PEDESTRIAN ROUTE
- TRAFFIC CONTROLLER

NOTES:

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.
4. THROUGH ACCESS FOR BUSES MAINTAINED ALONG PENRITH STREET DURING WORKS.
5. TRAFFIC CONTROLLERS TO MANAGE PEDESTRIAN ACCESS PAST THE SITE AS REQUIRED.
6. 2-WAY ACCESS MAINTAINED ALONG SOUTH CREEK ROAD USING STOP / SLOW TRAFFIC CONTROL. ON-STREET PARKING TEMPORARILY REMOVED OPPOSITE THE WORK AREA WHEN STOP / SLOW IS IN OPERTION.
7. TRAFFIC CONTROL PLAN IMPLEMENTED IN CONJUNCTION WITH DETOUR PLAN SBMG01534-17.



RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS			RECOMMENDED TAPER LENGTHS			
Purpose an usage	Approach Speed (km/h)	Max Spacing (m)	Approach (km/h) peak speed	Traffic control at start	Lateral shift taper	Merge taper
All purposes on residential or commercial streets.	All speeds	4				
Centre-line on approach to Traffic Controller position			< 45	15	0	15
Outer edge of traffic lane - i.e. working on shoulder	51>70 / >70	18 / 24	46-55	15	15	30
Separating opposing traffic on 2 lane 2 way road	51>70 / >70	12 / 18	56-65	15	30	60
separating opposing traffic on a multilane undivided road	51>70 / >70	12 / 18	66-75	NA	70	115
adjacent to a closed lane on a multilane road	51>70 / >70	18 / 24	76-85	NA	80	130
Merge tapers.	51>70 / >70	9 / 12	86-95	NA	85	145
Lateral shift tapers.	51>70 / >70	12 / 18	> 105	NA	110	180
Protecting freshly painted lines	51>70 / >70	24 / 60				

TAKEN FROM TRAFFIC CONTROL AT WORKSITES MANUAL AS 1742.3 (1993) AND TCA MANUAL (CAR CAMPAIGN 1997)

	DATE		DESCRIPTION
		E	
		D	
		C	
		B	
SIGNED	04/03/20	A	INITIAL SUBMISSION

PREPARED BY: MATTHEW YOUNG
RMS PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN CERTIFICATE No. 00057118998

Project/Event: MIXED-USE DEVELOPMENT
Location: 180 SOUTH CREEK RD, WHEELER HEIGHTS NSW
Client: CITE DEVELOPMENTS PTY LTD
Plan No. SBMG01534-16 | A | Date: 4TH MARCH 2020
SCALE: NOT TO SCALE

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SBMG PLANNING

DETOUR PLAN
CIVIL WORKS - STAGE 3
SITE OPERATING HOURS

LEGEND:
- ROAD CLOSED
- LOCAL ACCESS ONLY

NOTES:
1. DETOUR PLAN IMPLEMENTED IN CONJUNCTION WITH TRAFFIC CONTROL PLAN SBMG01534-16.

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS			RECOMMENDED TAPER LENGTHS			
Purpose an usage	Approach Speed (km/h)	Max Spacing (m)	(kph/s) speed approach	Traffic control at start	Lateral shift taper	Merge taper
All purposes on residential or commercial streets		4				
Centre-line on approach to Traffic Controller position	All Speeds		< 45	15	0	15
Outer edge of traffic lane - i.e. working on shoulder	5 / 70 / >70	18 / 24	46-55	15	30	30
Separating opposing traffic on 2 lane 2 way road	5 / 70 / >70	12 / 18	56-65	15	30	60
separating opposing traffic on a multilane undivided road	5 / 70 / >70	12 / 18	66-75	NA	70	115
adjacent to a closed lane on a multilane road	5 / 70 / >70	18 / 24	76-85	30	70	115
Merge tapers	5 / 70 / >70	9 / 12	86-95	NA	80	130
Lateral shift tapers	5 / 70 / >70	12 / 18	96-105	NA	90	145
Protecting freshly painted lines	5 / 70 / >70	24 / 60	> 105	NA	110	180

FIGURES EXTRACTED FROM RMS TCAS MANUAL AS 1742.3:2013 REFER TO MANUAL FOR FURTHER INFO

	DATE	DESCRIPTION
E		
D		
C		
B		
A	04/03/20	INITIAL SUBMISSION

Mapdata ©2020 Australia

PREPARED BY: MATTHEW YOUNG
RMS PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN
CERTIFICATE No. 00517/8998

SIGNED

Project/Event: MIXED-USE DEVELOPMENT

Location: 180 SOUTH CREEK RD, WHEELER HEIGHTS NSW

Client: CITE DEVELOPMENTS PTY LTD

Plan No. SBMG01534-17 | A | Date: 4TH MARCH 2020

SCALE: NOT TO SCALE

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SBMG PLANNING

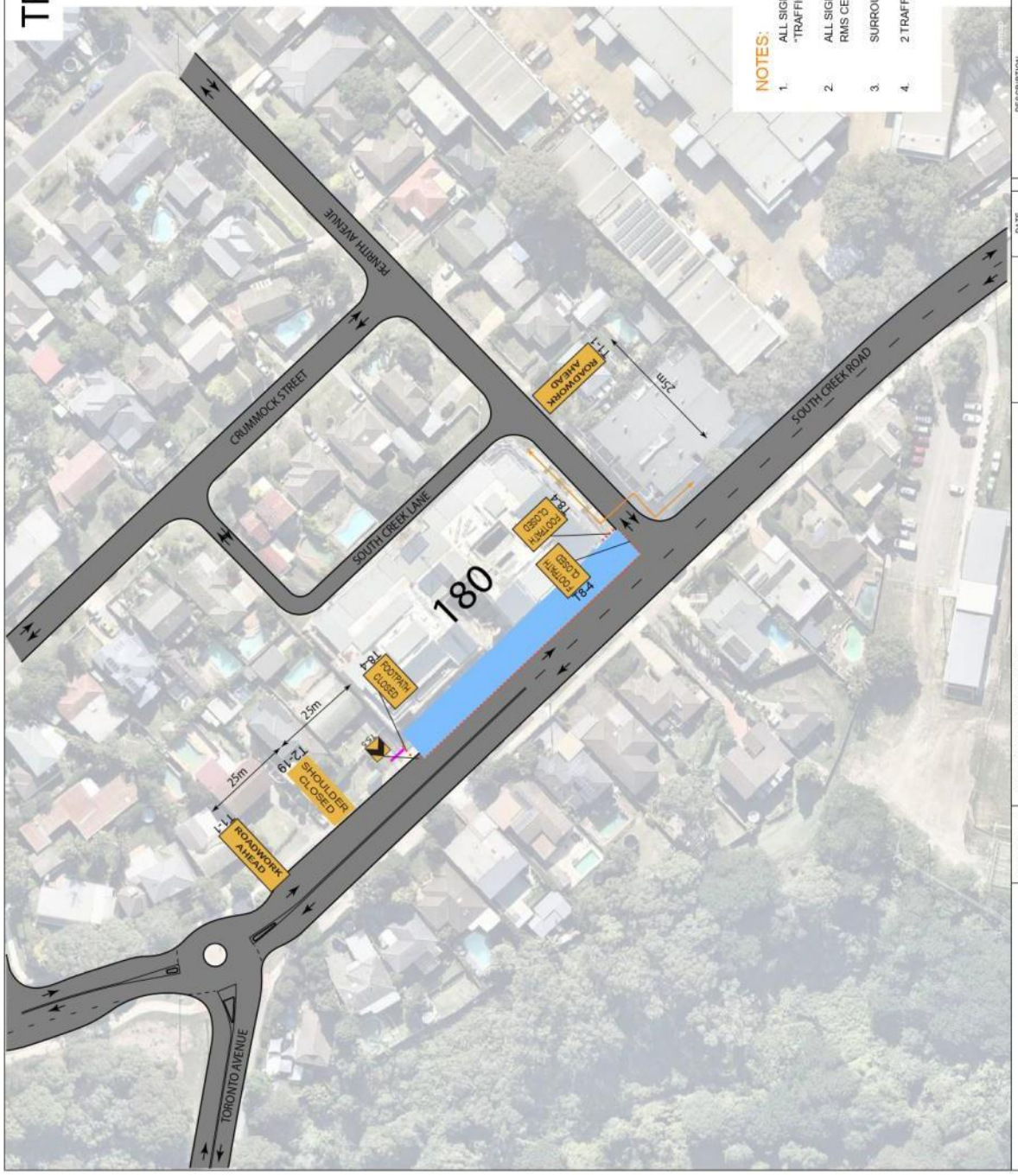
TRAFFIC CONTROL PLAN
CIVIL WORKS - STAGE 3
AFTER HOURS

LEGEND:

- DELINEATION (i.e. TRAFFIC CONES)
- WORK AREA
- TRAFFIC FLOW
- LOCAL ACCESS TO DRIVEWAY MAINTAINED
- PEDESTRIAN ROUTE

NOTES:

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.
4. 2 TRAFFIC LANES RESTORED PAST THE WORK AREA ALONG SOUTH CREEK ROAD.



RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS

Purpose an usage	Approach Speed (km/h)	Max Spacing (m)	RECOMMENDED TAPER LENGTHS: Approach (km/h) peak speed	Traffic control at start	Lateral shift taper	Merge taper
All purposes on residential or commercial streets	All Speeds	4				
Centre-line on approach to Traffic Controller position	All Speeds	4	< 45	15	0	15
Outer edge of traffic lane - i.e. working on shoulder	51-70 / >70	18 / 24	46-55	15	15	30
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18	56-65	15	30	60
separating opposing traffic on a multilane undivided road	51-70 / >70	12 / 18	66-75	30	30	60
adjacent to a closed lane on a multilane road	51-70 / >70	18 / 24	76-75	NA	70	115
Merge tapers	51-70 / >70	9 / 12	76-85	NA	80	130
Lateral shift tapers	51-70 / >70	12 / 18	86-95	NA	90	145
Protecting freshly painted lines	51-70 / >70	24 / 60	96-105	NA	100	160
FIGURES EXTRACTED FROM RMS TCWS MANUAL AS 1742.3 & 1743.3			> 105	NA	110	180

		DESCRIPTION	DATE	
				E
PREPARED BY: MATTHEW YOUNG RMS PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN CERTIFICATE No. 00057118998				D
				C
SIGNED		INITIAL SUBMISSION	04/03/20	B
				A

SBMG PLANNING

Sbmg Pty Ltd
ABN: 34 167 185 560
www.sbmgplanning.com.au
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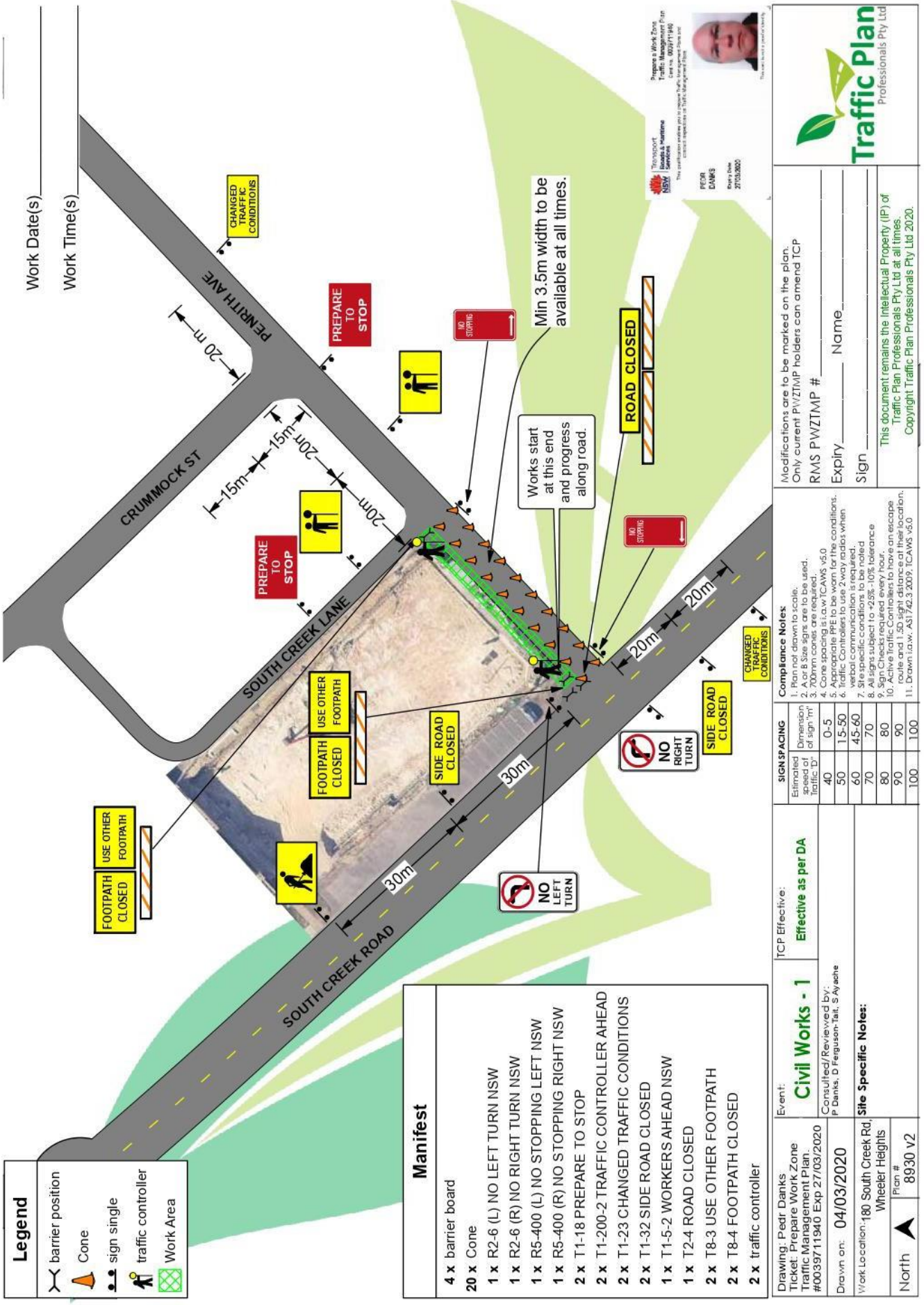
m. 0467 370 380

Project/Event:	MIXED-USE DEVELOPMENT
Location:	180 SOUTH CREEK RD, WHEELER HEIGHTS NSW
Client:	CITE DEVELOPMENTS PTY LTD
Plan No.	SBMG01534-18 A Date: 4TH MARCH 2020

SCALE: NOT TO SCALE


Work Date(s)
Work Time(s)
PENRITH AVE
CRUMMOCK ST
SOUTH CREEK LANE
SOUTH CREEK ROAD
20 m
15m
15m
20m
20m
30m
30m
20m
20m
CHANGED TRAFFIC CONDITIONS
PREPARE TO STOP
PREPARE TO STOP
NO STOPING
Min 3.5m width to be available at all times.
Works start at this end and progress along road.
ROAD CLOSED
NO STOPING
FOOTPATH CLOSED
USE OTHER FOOTPATH
FOOTPATH CLOSED
USE OTHER FOOTPATH
SIDE ROAD CLOSED
NO LEFT TURN
NO RIGHT TURN
SIDE ROAD CLOSED
CHANGED TRAFFIC CONDITIONS
Legend
barrier position
Cone
sign single
traffic controller
Work Area
Manifest
4 x barrier board
20 x Cone
1 x R2-6 (L) NO LEFT TURN NSW
1 x R2-6 (R) NO RIGHT TURN NSW
1 x R5-400 (L) NO STOPPING LEFT NSW
1 x R5-400 (R) NO STOPPING RIGHT NSW
2 x T1-18 PREPARE TO STOP
2 x T1-200-2 TRAFFIC CONTROLLER AHEAD
2 x T1-23 CHANGED TRAFFIC CONDITIONS
2 x T1-32 SIDE ROAD CLOSED
1 x T1-5-2 WORKERS AHEAD NSW
1 x T2-4 ROAD CLOSED
2 x T8-3 USE OTHER FOOTPATH
2 x T8-4 FOOTPATH CLOSED
2 x traffic controller
Drawing: Pedr Danks
Ticket: Prepare Work Zone Traffic Management Plan.
#0039711940 Exp 27/03/2020
Event:
Civil Works - 1
TCP Effective:
Effective as per DA
Consulted/Reviewed by:
P Danks, D Ferguson-Tait, S Ayache
Drawn on: 04/03/2020
Work Location: 180 South Creek Rd, Wheeler Heights
Site Specific Notes:
North
Plan # 8930 v2
SIGN SPACING
Estimated speed of Traffic 'D':
Dimension of sign 'm':
40 0-5
50 15-50
60 45-60
70 70
80 80
90 90
100 100
Compliance Notes:
1. Plan not drawn to scale.
2. A or B Size signs are to be used.
3. 700mm cones are required.
4. Cone spacing is i.a.w TCAWS v5.0
5. Appropriate PPE to be worn for the conditions.
6. Traffic Controllers to use 2 way radios when verbal communication is required.
7. Site specific conditions to be noted
8. All signs subject to +25%-10% tolerance
9. Sign Checks required every hour.
10. Active Traffic Controllers to have an escape route and 1.5D sight distance at their location.
11. Drawn i.a.w. AS1742.3 2009, TCAWS v5.0
Modifications are to be marked on the plan.
Only current PWZTMP holders can amend TCP
RMS PWZTMP #
Expiry
Name
Sign
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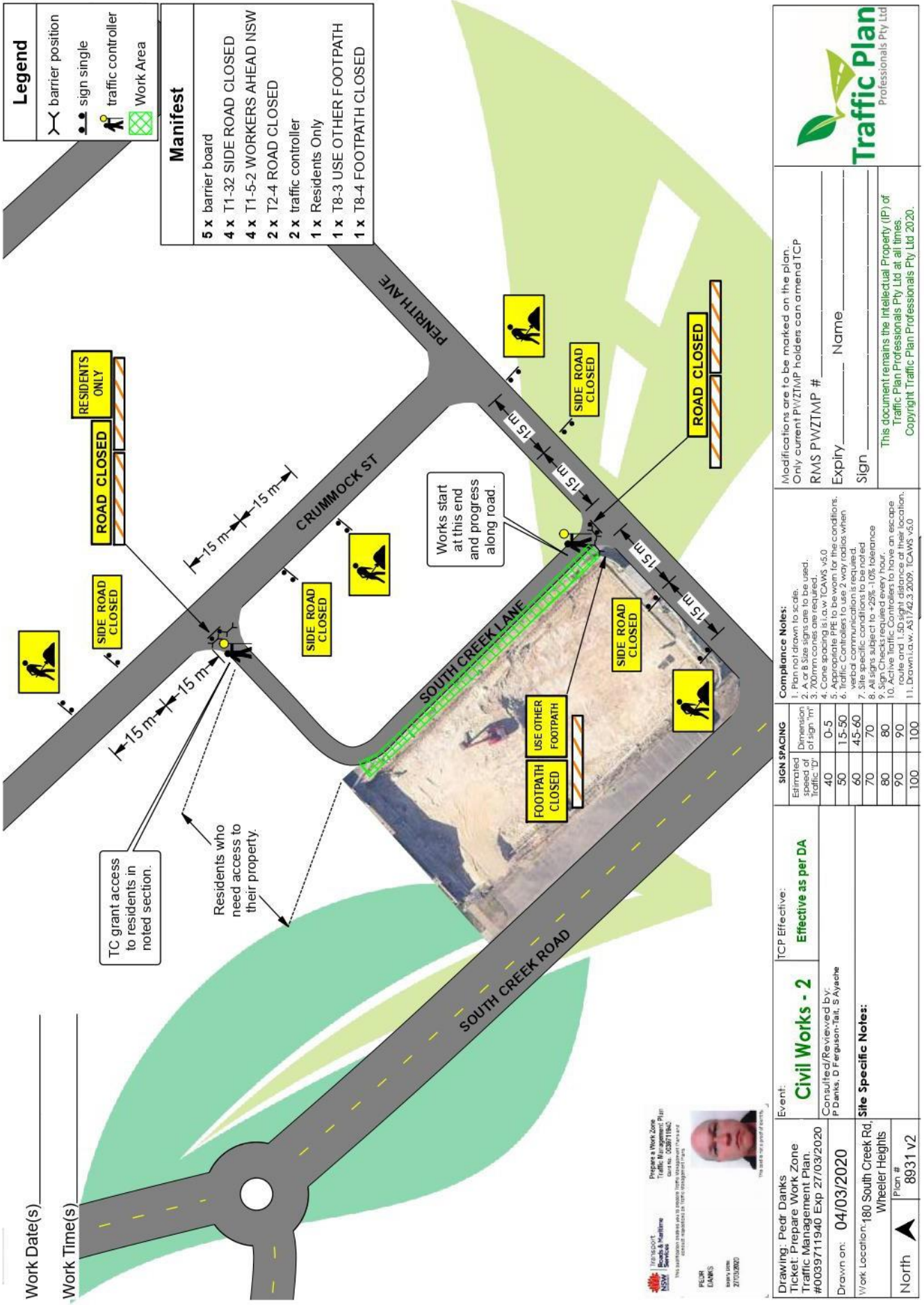
Legend
barrier position
sign single
traffic controller
Work Area
Manifest
5 x barrier board
4 x T1-32 SIDE ROAD CLOSED
4 x T1-5-2 WORKERS AHEAD NSW
2 x T2-4 ROAD CLOSED
2 x traffic controller
1 x Residents Only
1 x T8-3 USE OTHER FOOTPATH
1 x T8-4 FOOTPATH CLOSED
PENRITH AVE
CRUMMOCK ST
SOUTH CREEK LANE
SOUTH CREEK ROAD
RESIDENTS ONLY
ROAD CLOSED
SIDE ROAD CLOSED
SIDE ROAD CLOSED
SIDE ROAD CLOSED
SIDE ROAD CLOSED
ROAD CLOSED
FOOTPATH CLOSED
USE OTHER FOOTPATH
15 m
Works start at this end and progress along road.
TC grant access to residents in noted section.
Residents who need access to their property.
Work Date(s)
Work Time(s)
Prepare a Work Zone Traffic Management Plan
PEDR DANKS
27/03/2020
Drawing: Pedr Danks
Ticket: Prepare Work Zone Traffic Management Plan. #0039711940 Exp 27/03/2020
Event: Civil Works - 2
TCP Effective: Effective as per DA
Consulted/Reviewed by: P Danks, D Ferguson-Tait, S Ayache
Drawn on: 04/03/2020
Work Location: 180 South Creek Rd, Wheeler Heights
Site Specific Notes:
North
Plan # 8931 v2
SIGN SPACING
Estimated speed of Traffic "D"
Dimension of sign "m"
40 0-5
50 15-50
60 45-60
70 70
80 80
90 90
100 100
Compliance Notes:
1. Plan not drawn to scale.
2. A or B Size signs are to be used.
3. 700mm cones are required.
4. Cone spacing is i.a.w TCAWS v5.0
5. Appropriate PPE to be worn for the conditions.
6. Traffic Controllers to use 2 way radios when verbal communication is required.
7. Site specific conditions to be noted
8. All signs subject to +25% -10% tolerance
9. Sign Checks required every hour.
10. Active Traffic Controllers to have an escape route and 1.5D sight distance at their location.
11. Drawn i.a.w. AS1742.3 2009, TCAWS v5.0
Modifications are to be marked on the plan. Only current PWZTMP holders can amend TCP
RMS PWZTMP #
Expiry
Name
Sign
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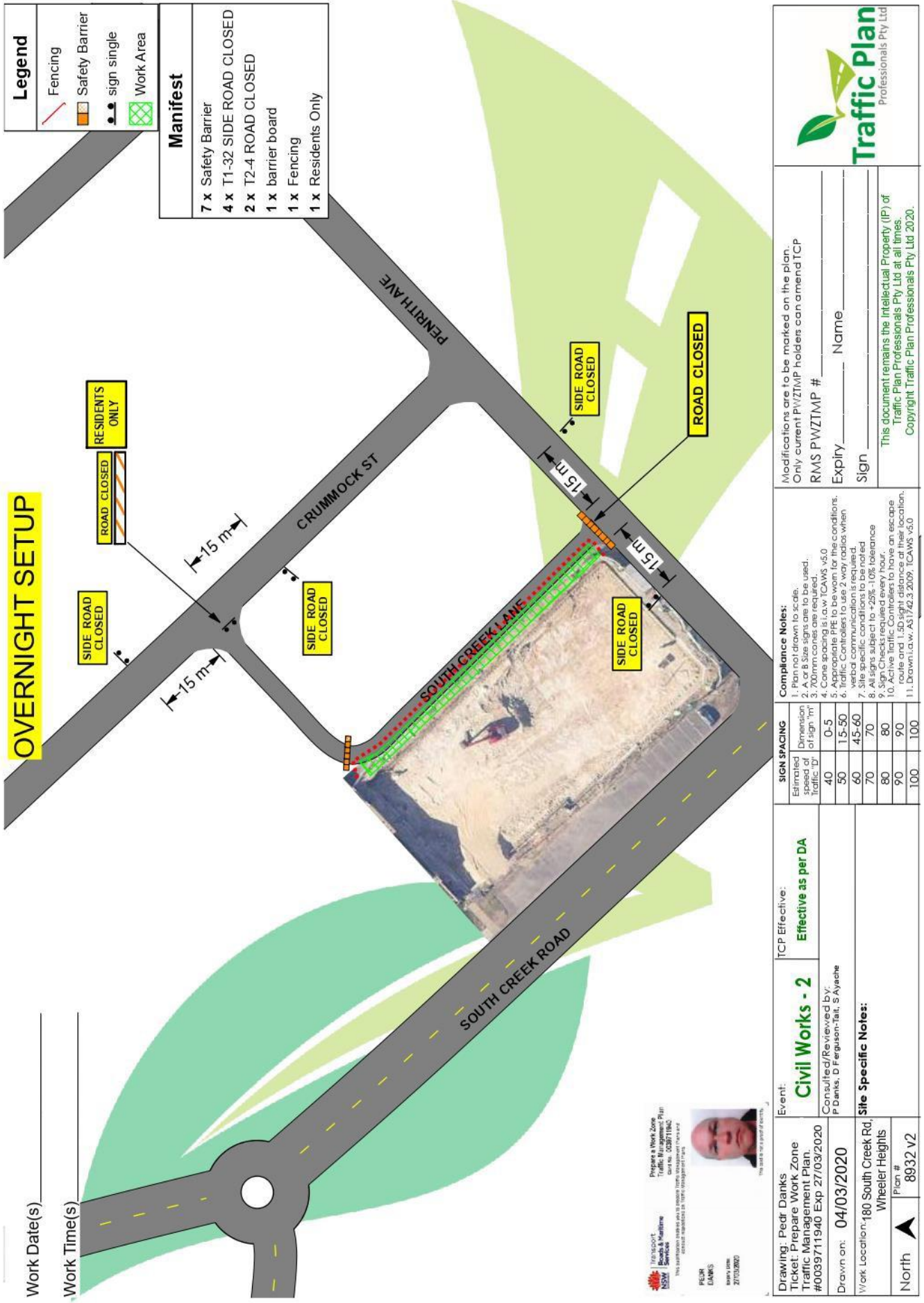
OVERNIGHT SETUP
Legend
Fencing
Safety Barrier
sign single
Work Area
Manifest
7 x Safety Barrier
4 x T1-32 SIDE ROAD CLOSED
2 x T2-4 ROAD CLOSED
1 x barrier board
1 x Fencing
1 x Residents Only
RESIDENTS ONLY
ROAD CLOSED
SIDE ROAD CLOSED
15 m
CRUMMOCK ST
PENRITH AVE
SOUTH CREEK LANE
SOUTH CREEK ROAD
Work Date(s)
Work Time(s)
Drawing: Pedr Danks
Ticket: Prepare Work Zone Traffic Management Plan. #0039711940 Exp 27/03/2020
Event: Civil Works - 2
TCP Effective: Effective as per DA
Drawn on: 04/03/2020
Consulted/Reviewed by: P Danks, D Ferguson-Tait, S Ayache
Work Location: 180 South Creek Rd, Wheeler Heights
Site Specific Notes:
North
Plan # 8932 v2
SIGN SPACING
Estimated speed of Traffic 'D'
Dimension of sign 'm'
40 0-5
50 15-50
60 45-60
70 70
80 80
90 90
100 100
Compliance Notes:
1. Plan not drawn to scale.
2. A or B Size signs are to be used.
3. 700mm cones are required.
4. Cone spacing is i.a.w TCAWS v5.0
5. Appropriate PPE to be worn for the conditions.
6. Traffic Controllers to use 2 way radios when verbal communication is required.
7. Site specific conditions to be noted
8. All signs subject to +25% -10% tolerance
9. Sign Checks required every hour.
10. Active Traffic Controllers to have an escape route and 1.5D sight distance at their location.
11. Drawn i.a.w. AS1742.3 2009, TCAWS v5.0
Modifications are to be marked on the plan.
Only current PWZTMP holders can amend TCP
RMS PWZTMP #
Expiry
Name
Sign
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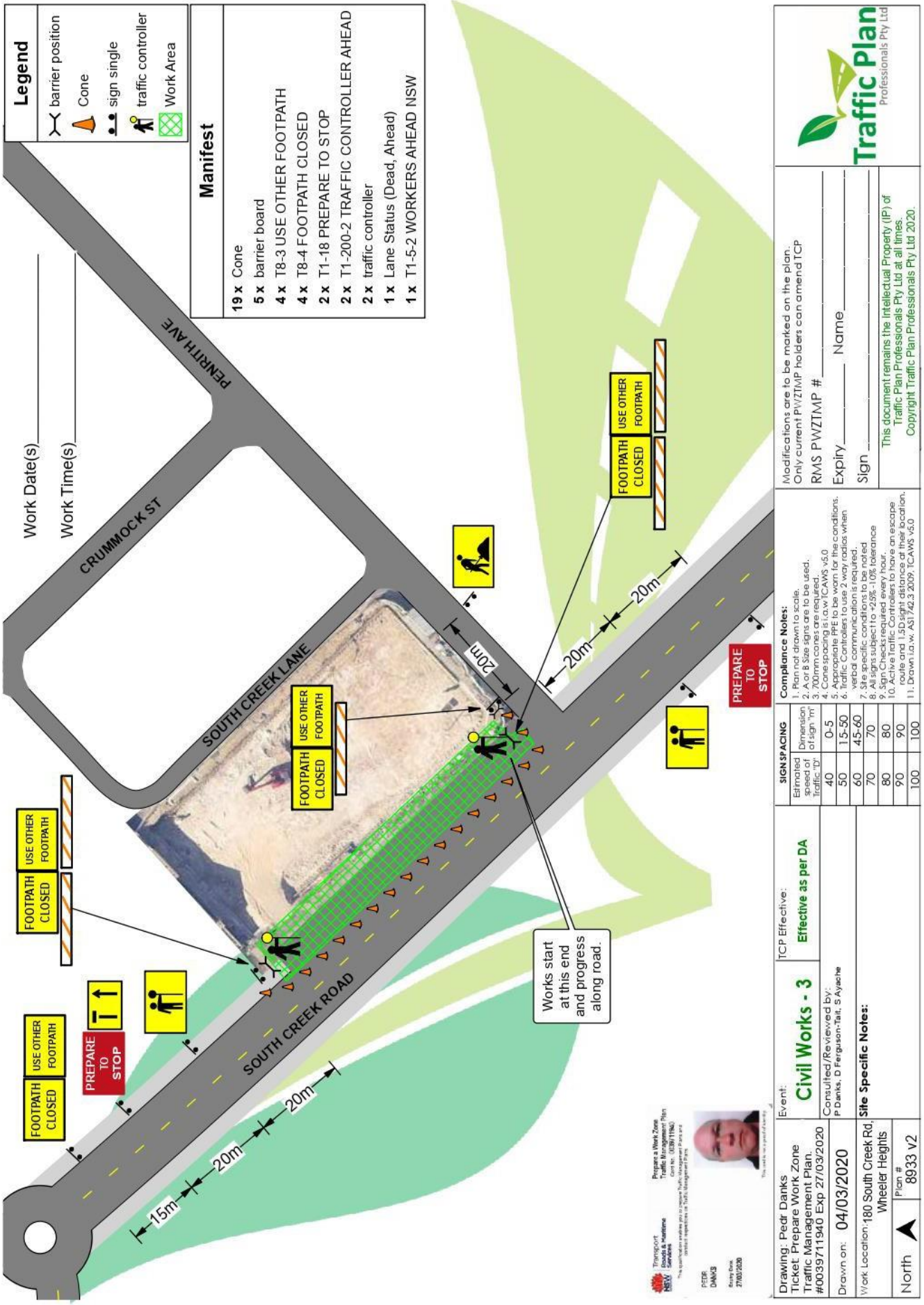
Legend
barrier position
Cone
sign single
traffic controller
Work Area
Manifest
19 x Cone
5 x barrier board
4 x T8-3 USE OTHER FOOTPATH
4 x T8-4 FOOTPATH CLOSED
2 x T1-18 PREPARE TO STOP
2 x T1-200-2 TRAFFIC CONTROLLER AHEAD
2 x traffic controller
1 x Lane Status (Dead, Ahead)
1 x T1-5-2 WORKERS AHEAD NSW
Work Date(s)
Work Time(s)
PENRITH AVE
CRUMMOCK ST
SOUTH CREEK LANE
SOUTH CREEK ROAD
FOOTPATH CLOSED
USE OTHER FOOTPATH
PREPARE TO STOP
Works start at this end and progress along road.
15m
20m
Drawing: Pedr Danks
Ticket: Prepare Work Zone Traffic Management Plan.
#0039711940 Exp 27/03/2020
Drawn on: 04/03/2020
Work Location: 180 South Creek Rd, Wheeler Heights
North
Plan # 8933 v2
Event:
Civil Works - 3
TCP Effective:
Effective as per DA
Consulted/Reviewed by:
P Danks, D Ferguson-Tait, S Ayache
Site Specific Notes:
SIGN SPACING
Estimated speed of traffic "D"
Dimension of sign "m"
40 0-5
50 15-50
60 45-60
70 70
80 80
90 90
100 100
Compliance Notes:
1. Plan not drawn to scale.
2. A or B Size signs are to be used.
3. 700mm cones are required.
4. Cone spacing is i.a.w TCAWS v5.0
5. Appropriate PPE to be worn for the conditions.
6. Traffic Controllers to use 2 way radios when verbal communication is required.
7. Site specific conditions to be noted
8. All signs subject to +25% -10% tolerance
9. Sign Checks required every hour.
10. Active Traffic Controllers to have an escape route and 1.5D sight distance at their location.
11. Drawn i.a.w. AS1742.3 2009, TCAWS v5.0
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