

# 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 5 MAY 2020**

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



**Jorde Frangoples**  
**Director Transport and Assets**

## **Voting Members**

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

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

## **Non Voting Members**

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

Mr Egwin Herbert  
 Mr Robert Bicakcian  
 TBC  
 Mr Owen Dunne

## **Officers**

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

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

## **Visitors**

Nil

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

**to be held on Tuesday 5 May 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 7 April 2020

2.2 Declaration of Pecuniary and Conflicts of Interest

### **3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL**

Nil

### **4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION .....6**

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4.2 Undercliff Road, Freshwater - Timed Parking Restrictions ..... 10

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4.4 Sydenham Road, Brookvale - Timed Parking Restrictions ..... 18

4.5 Middleton Road, Cromer - Timed Parking and No Stopping Restrictions .....22

4.6 Mitchell Road, Brookvale - Timed Parking and No Stopping Restrictions.....26

4.7 Cutler Road, Clontarf - Dividing Barrier Lines and No Stopping Restrictions.....30

4.8 Jennifer Avenue and Nargong Road, Allambie Heights - Dividing Barrier Lines and No Stopping Restrictions.....35

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**NEXT MEETING Tuesday 2 June 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 7 APRIL 2020

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#### RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 7 April 2020, copies of which were previously circulated to all Members, be confirmed as a true and correct record of the proceedings of that meeting.

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### 2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

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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.*

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## 3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

## 4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1 ARANA STREET, MANLY VALE - NO PARKING RESTRICTIONS

REPORTING OFFICER TRAFFIC ENGINEER

TRIM FILE REF 2020/204444

ATTACHMENTS  
1 Arana Street, Manly Vale - Plan  
2 Table of Consultation

GEOCODES: -33.782651, 151.260850

### REPORT

#### BACKGROUND

Council has received concerns from the State Transit Authority (STA) regarding difficulties for buses when trying to access Arana Street from Gibbs Street, Manly Vale, in the after school pick up period. On several occasions, buses have been unable to access the street due to parked vehicles on both sides of the road.

#### LOCATION

Arana Street is a local road of approximately 7.3m in width with parking permitted on both sides. It runs east west between Gibbs Street and King Street. The Manly Vale Public School, which has recently undergone significant expansion, is sited immediately to the south of Arana Street.

#### ISSUES

- The 145 Bus Route travels west along Arana Street, turning left into the street from Gibbs Street
- Parked vehicles on Gibbs Street near the intersection impede access by buses. This is a problem primarily in the after school pick up period when parents park there to wait for their children

#### PROPOSAL

Council has undertaken a review of the location and issues and proposes to **introduce a No Stopping restriction on the north side of Arana Street, which applies between 2:30pm and 4:00pm on School Days**. The restriction will apply for a distance of 23m to the west of the statutory 10m No Stopping zone and will allow swing room for the bus entering the street.

#### PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Will increase the road space for cyclists during peak times and clear sight lines for pedestrians

#### CONSULTATION

Consultation letters have been distributed to 9 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Installation of 10m of full time No Stopping restrictions on the north side of Arana Street west of Gibbs Street, Manly Vale.**
  - B. Installation of 23m of No Stopping 2:30pm - 4:00pm School Days restrictions on the north side of Arana Street, Manly Vale, west of the full time No Stopping zone.**
-





PROPOSAL

Arana St, Manly Vale  
No Stopping

Drawn JB

Approved 



northern  
beaches  
council



## Table of Consultation

<b>Address</b>	Arana Street, Manly Vale
<b>Proposal</b>	No Stopping (2:30pm - 4:00pm)

<b>Properties Consulted</b>	9
<b>Responses Received</b>	2
<b>Support</b>	2
<b>Do Not Support</b>	0

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Location of signs	It would be safer to install signs on south rather than north side	The north side was selected to provide greater room for the wider swept path of buses as they turn left into the street

**ITEM 4.2 UNDERCLIFF ROAD, FRESHWATER - TIMED PARKING RESTRICTIONS**

**REPORTING OFFICER** TRAFFIC ENGINEER  
**TRIM FILE REF** 2020/205915  
**ATTACHMENTS** 1 Undercliff Road, Freshwater - Plan  
2 Table of Consultation

**GEOCODES:** -33.781443, 151.288151

**REPORT****BACKGROUND**

Council has received concerns from local residents regarding the parking of campervans on Undercliff Road, Freshwater, overlooking the green space and beach. Some of these vehicles are staying overnight.

**LOCATION**

Undercliff Road is a local road carrying low volumes of two way traffic. It is some 575m in length and terminates at its eastern end in a cul-de-sac. At its eastern end it overlooks Freshwater Beach and is also adjacent to a reserve.

**ISSUES**

- The section of Undercliff Road at its eastern end adjacent to the reserve has become a popular location for campervans to park and stay overnight particularly during summer months
- Residents complain about campers taking away parking for visitors, using their bins, outdoor showers, setting up chairs and tables on the nature strip etc.

**PROPOSAL**

Council has undertaken a review of the location and issues and proposes to **install a 6P Timed Parking Restriction on the northern side of Undercliff Road between the driveway serving No.70 and the existing No Parking restriction at the cul-de-sac. The restriction will apply 24 hours a day, 7 days a week.**

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

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

**CONSULTATION**

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

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

**That the Traffic Committee supports the introduction of 6P Timed Parking Restriction on the northern side of Undercliff Road, Freshwater, at its eastern end between the driveway serving No.70 and the existing No Parking restriction at the cul-de-sac. The restriction will apply 24 hours a day, 7 days a week.**

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	PROPOSAL		 northern beaches council
	Undercliff Road, Freshwater 6P Everyday		
	Drawn JB	Approved 	

### **Table of Consultation**

<b>Address</b>	Undercliff Road, Freshwater
<b>Proposal</b>	6P Timed parking

<b>Properties Consult</b>	21
<b>Responses Received</b>	5
<b>Support</b>	5
<b>Do Not Support</b>	0

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Resident parking permits	Can residents have permits to exempt them from the 6P restriction	As residents have off-street parking the street would not be eligible for permit parking restrictions
Extend restrictions	Can restrictions be extended to the south side of the road as well	This is not proposed at this time but can be considered if campervans shift although this is considered unlikely
Extend time that restrictions apply	The proposed restrictions only apply 8am to 8pm which will allow a campervan to arrive at 2pm and then not have to leave until 2pm the next day	Restrictions have been amended to apply on a full time basis



ITEM 4.3	<b>FAIRLIGHT STREET, FAIRLIGHT - TIMED PARKING RESTRICTIONS</b>
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/206028
ATTACHMENTS	1 Fairlight Street, Fairlight - Plan 2 Table of Consultation

**GEOCODES:** -33.796662, 151.272602

## REPORT

### BACKGROUND

Council has received concerns from local residents regarding the long term parking of boats, trailers and other vehicles on Fairlight Street between Ashley Parade and Hilltop Crescent, Fairlight.

### LOCATION

Fairlight Street is a local road, the subject section between Hilltop Crescent and Ashley Parade is approximately 7.5m in width and carries low volumes of traffic. Parking is currently permitted only on the south side with a No Parking restriction present on the north side.

### ISSUES

- The southern side of Fairlight Street along the frontage of No.2 Ashley Parade has a vertical sandstone outcrop adjacent to the road. This makes it appear that the street frontage is not “residential” and the area is proving attractive as a location to park boats and trailers
- The parking of boats and trailers is impacting upon residents’ ability to park near their homes
- Trailers also park on the west side of the unnamed One Way road, linking Fairlight Street and Hilltop Crescent, often too close to the intersection.
- Anomalies are present in the way the existing No Parking restrictions are signposted and it is proposed to introduce No Stopping Unbroken Yellow Kerb Lines to formalise parking restrictions near the respective intersections.

### PROPOSAL

Council has undertaken a review of the location and issues and proposes to **install an 8P Timed Parking restriction which applies between 8:00am and 8:00pm Mon-Fri**. This would ensure vehicles cannot park for days or months at a time without moving but would still allow residents and visitors to park overnight and on weekends or for periods up to 8 hours during the day on week days. Parking will remain unrestricted on weekends.

**No Stopping Unbroken Yellow Kerb Lines will also be added at the intersections** to assist in the management of parking.

### PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- By removing long term parking of boats and trailers and parked vehicles too close to the intersections, sight lines to/from pedestrians and cyclists will be improved



## CONSULTATION

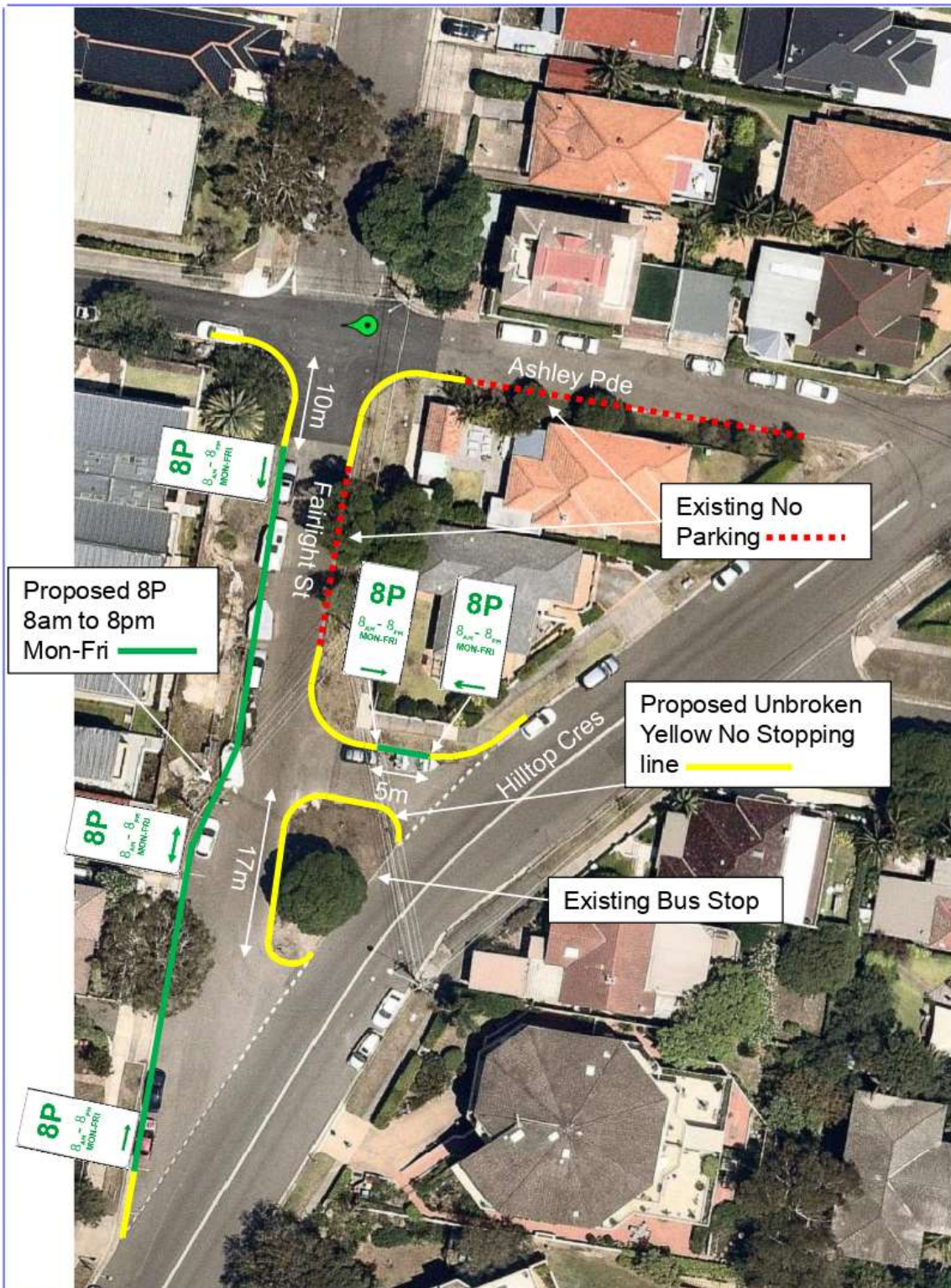
Consultation letters have been distributed to 20 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of 8P Timed Parking restrictions on the south side of Fairlight Street between Hilltop Crescent and Ashley Parade and on the west side of the unnamed lane between Fairlight Street and Hilltop Crescent, Fairlight.**
  - B. Introduction of No Stopping Unbroken Yellow Kerb Lines at the intersections of Ashley Parade and Fairlight Street and Fairlight Street/Hilltop Crescent, Fairlight.**
-



## PROPOSAL

Fairlight Street, Fairlight  
8P Parking

Drawn JB

Approved



northern  
beaches  
council

## **Table of Consultation**

<b>Address</b>	Fairlight Street, Fairlight
<b>Proposal</b>	8P timed parking

<b>Properties Consulted</b>	20
<b>Responses Received</b>	7
<b>Support</b>	6
<b>Do Not Support</b>	0

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Relocation of trailers	Trailers may relocate elsewhere in front of residential premises	Trailer owners tend to favour locations which aren't in front of residential premises but the matter will be monitored
Extent of restrictions	Proposed restrictions should extend to frontage of No.51 Fairlight St, into Ashley Parade, south side of Hilltop Cres in front of No.11 & 13 and on north side of Hilltop Cres (outside No.10 - Tarquin Unit block)	Extent of restrictions has been chosen to address a known location where several trailers are parked on an ongoing basis and terminate at a logical end point (an intersection). Trailer parking issues are not prevalent in the other areas nominated but this will be monitored. When discussing this matter with residents they have indicated that they would not support 8P in these areas if they didn't have a resident exemption.
No Parking Motor Vehicles Excepted	Would prefer the use of No Parking Motor Vehicles Excepted. 8P limits the ability of residents to park on street	The proposed 8P restriction allows a resident to arrive home from work at say 6pm and then not have to move the vehicle until 4pm the next day. In this way there is little impact on resident's ability to park on-street while managing the long term parking of ALL vehicles
Resident permits	If 8P is to be introduced residents should have permits exempting them from restrictions	Most homes have off-street parking and on-street parking demand is not so high that permits are justified.

**ITEM 4.4 SYDENHAM ROAD, BROOKVALE - TIMED PARKING RESTRICTIONS**

<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2020/220679</b>
<b>ATTACHMENTS</b>	<b>1 Sydenham Road, Brookvale - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.764326, 151.273691

**REPORT****BACKGROUND**

Council has received concerns from local businesses regarding the availability of short-term parking for customers in Sydenham Road near the intersection with Mitchell Road, Brookvale.

**LOCATION**

- Sydenham Road is a local road with a pavement width of approximately 12.5m between kerbs.
- The section of Sydenham Road under consideration is located between Pittwater Road and Mitchell Road. The Pittwater Road/Sydenham Road intersection is controlled by traffic lights, and a roundabout is located at the intersection of Sydenham Road and Mitchell Road.
- Sydenham Road is zoned as 'General Industrial' and comprises a mix of businesses including a café, fruit wholesalers, car detailing and smash repairers.
- There are existing Timed Parking 1P 8:30am-6:00pm Mon-Fri and 8:30am-12:30pm Sat restrictions installed for approximately 150m on both sides of the road, with the remaining parking unrestricted at the eastern end near the intersection with Mitchell Road.
- The 159, 176X, 177X, E76 and E77 bus services operate along Sydenham Road.
- There are existing footpaths on both sides and for the full length of Sydenham Road.

**ISSUES**

- Parking usage in Sydenham Road is shared between the businesses, customers and staff.
- Most businesses have some form of off-street parking with on-street parking providing overflow during periods of higher demand.
- The variety of businesses in Sydenham Road have different parking needs and some businesses have requested additional on-street timed parking for their customers.

**PROPOSAL**

Council has undertaken a review of the above location and proposes to **extend the existing Timed Parking 1P 8:30am-6:00pm Mon-Fri and 8:30am-12:30pm Sat restrictions for the entire section of Sydenham Road between Pittwater Road and Mitchell Road, Brookvale.**

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- No impact on people cycling along Sydenham Road.
- The proposal does not affect pedestrian facilities or impacts on walking.



## CONSULTATION

- Consultation letters have been distributed to 325 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of two submissions were received with one letter of support and one objection. The objection was in relation to loss of parking for workers in the street.
- Council has noted some of the comments and further reviewed the issues and recommends that the proposal be amended to provide a section of Timed Parking 1/2P 8:30am-6:00pm Mon-Fri and 8:30am-12:30pm Sat restrictions between the driveways of No.s 17 and 19 Sydenham Road.
- The amended proposal will maintain some unrestricted parking for workers at the eastern end of Sydenham Road and provides additional options for short-term parking for the different businesses.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

**That the Traffic Committee supports the installation of Timed Parking 1/2P 8:30am-6:00pm Mon-Fri and 8:30am-12:30pm Sat restrictions between the driveways of No.s 17 and 19 Sydenham Road, Brookvale.**



## PROPOSAL

SYDENHAM ROAD, BROOKVALE  
TIMED PARKING RESTRICTIONS

Drawn RK

Approved

*P. Deon*



northern  
beaches  
council



### **Table of Consultation**

<b>Address</b>	Sydenham Road, Brookvale
<b>Proposal</b>	Timed Parking restrictions

<b>Properties Consulted</b>	325
<b>Responses Received</b>	2
<b>Support</b>	1
<b>Do Not Support</b>	1

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Timed parking restrictions	<p>- Our business will be affected as there will be no parking for employees on the street. There is already plenty of one hour parking in the rest of the street.</p> <p>- It would be beneficial to make the whole street 1 hour parking. Could we apply for 5min parking for our business?</p>	<p>- Council has amended the proposal and reduced the length of the short-term parking restrictions to four spaces on the northern side of the road only, with the remaining spaces unrestricted.</p> <p>- The amended '1/2P 8.30AM-6PM MON-FRI 8.30AM-12.30PM SAT' parking restrictions will increase parking turnover and provide additional options for short-term parking for the different businesses.</p>

**ITEM 4.5 MIDDLETON ROAD, CROMER - TIMED PARKING AND NO STOPPING RESTRICTIONS**

**REPORTING OFFICER** TRAFFIC OFFICER  
**TRIM FILE REF** 2020/215458  
**ATTACHMENTS** 1 Middleton Road, Cromer - Plan  
2 Table Of Consultation

**GEOCODES:** -33.735036, 151.280973

**REPORT****BACKGROUND**

Council has received concerns from local businesses regarding limited access to and turnover of on-street parking in Middleton Road, Cromer.

**LOCATION**

- Middleton Road, Cromer, is a local road that caters for two-way traffic, with a speed limit of 50km/h. Middleton Road is used by traffic to reach Cromer and surrounding suburbs.
- On-street parking is generally unrestricted on the northern and southern side of Middleton Road, with the exception of No Parking restrictions on the southern side of the intersection at Dympna Street, Cromer. There is existing time restricted parking of ½ Hour and 1 Hour respectively on the southern and northwestern side of Middleton Road. Furthermore, statutory No Stopping restrictions exist at the intersection of Middleton Road and South Creek Road, Cromer.
- Adjacent land use consists of industrial, commercial and mixed business on the northern and southern side of Middleton Road, Cromer correspondingly.

**ISSUES**

- Unrestricted parking of boat trailers, trailers and vehicles affects the parking turnover for local business to attract customers
- Abandoned vehicles and illegal parking
- Limited on-street parking availability

**PROPOSAL**

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

- **Amend 1P 8:00am–4:00pm Mon-Fri existing Time Parking restrictions and install 1/2P 7:00am-4:00pm Mon-Sun**
- **Install 8P 7:00am-7:00pm Everyday Timed Parking restrictions of 31m in length from existing Timed Parking restriction to driveway of No.160 South Creek Road, Cromer. (Original proposal was 4P but was amended due to consultation response).**
- **Install 8P 7:00am-7:00pm Everyday Timed Parking restrictions of 75m in length from driveway at No.160 South Creek Road to No.18 Middleton Road, Cromer.**
- **Install a No Stopping Unbroken Yellow Kerb Line of 6m in the space between driveways at No.160 South Creek Road, Cromer.**
- **Amend existing No Parking restrictions with No Stopping Unbroken Yellow Kerb Lines**
- **Install a No Stopping Unbroken Yellow Kerb Line on the eastern corner of Dympna Street and Middleton Road, Cromer**

- **Install a No Stopping Unbroken Yellow Kerb Line on the western corner of Thew Parade and Middleton Road, Cromer**
- **Install 8P 7:00am-7:00pm Everyday Timed Parking restrictions of 38m in length adjacent to 1 Thew Parade, Cromer**
- **Install a section of 4P Timed Parking restrictions on the northern side outside Lot 1 Middleton Road, Cromer, and formalise the existing bus stop with time restrictions.**

## **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**

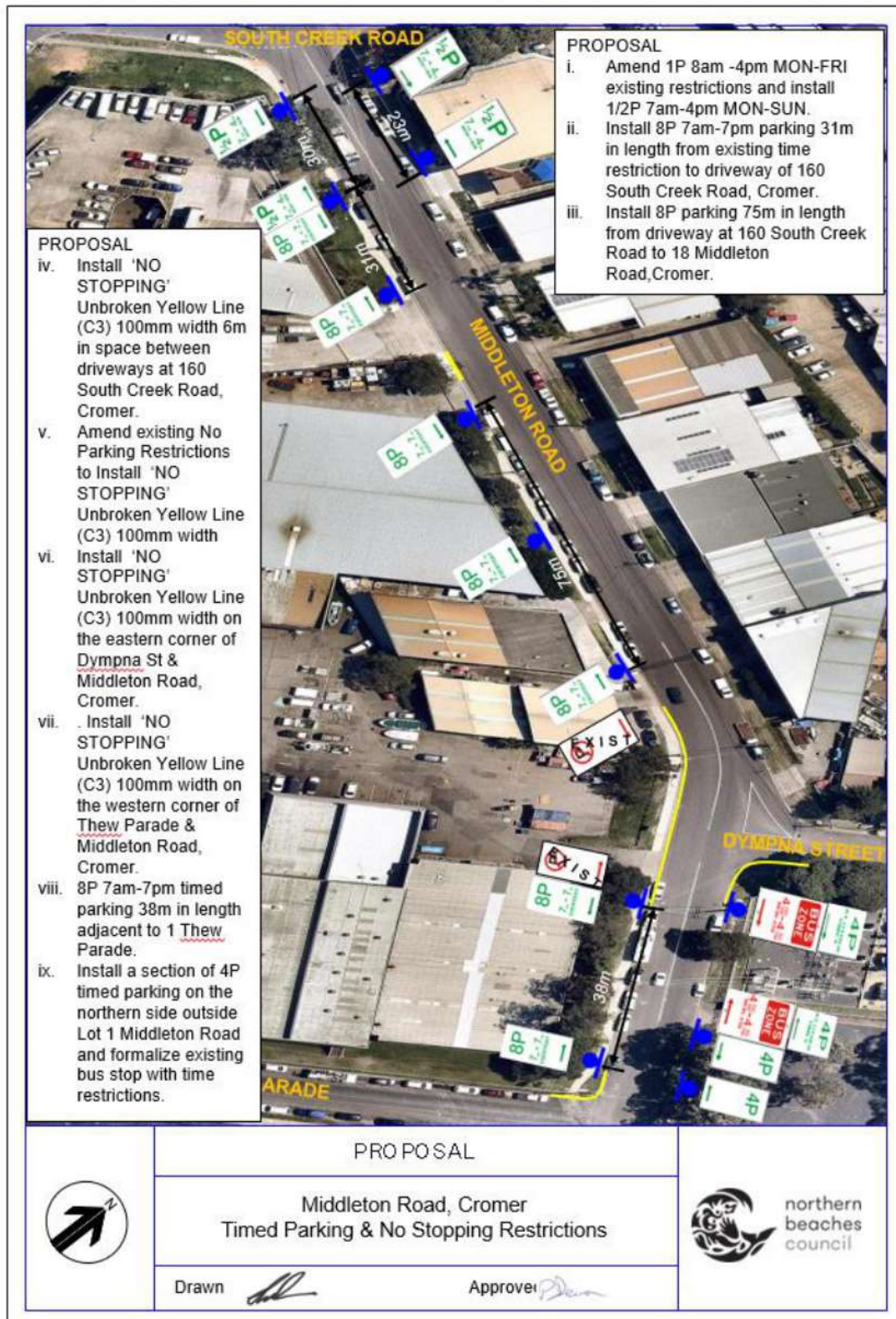
Consultation letters have been distributed to 125 properties within the immediate vicinity of the location providing notification of the proposed changes. One objection was received with a petition of 22 signatures attached from a previous consultation.

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## **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Amendment of 1P 8:00am–4:00pm Mon-Fri existing Time Parking restrictions and installation 1/2P 7:00am-4:00pm Mon-Sun**
- B. Installation of 8P 7:00am-7:00pm Everyday Timed Parking restrictions of 31m in length from existing Timed Parking restriction to driveway of No.160 South Creek Road, Cromer.**
- C. Installation of 8P 7:00am-7:00pm Everyday Timed Parking restrictions of 75m in length from driveway at No.160 South Creek Road to No.18 Middleton Road, Cromer.**
- D. Installation a No Stopping Unbroken Yellow Kerb Line of 6m in the space between driveways at No.160 South Creek Road, Cromer.**
- E. Amendment of existing No Parking restrictions with No Stopping Unbroken Yellow Kerb Lines.**
- F. Installation a No Stopping Unbroken Yellow Kerb Line on the eastern corner of Dympna Street and Middleton Road, Cromer.**
- G. Installation a No Stopping Unbroken Yellow Kerb Line on the western corner of Thew Parade and Middleton Road, Cromer.**
- H. Installation of 8P 7:00am-7:00pm Everyday Timed Parking restrictions of 38m in length adjacent to 1 Thew Parade, Cromer**
- I. Installation of a section of 4P Timed Parking restrictions on the northern side outside Lot 1 Middleton Road, Cromer, and formalise the existing bus stop with time restrictions.**



## Table of Consultation

<b>Address</b>	<u>Middleton Road, Cromer</u>
<b>Proposal</b>	<u>Timed Parking &amp; No Stopping Restrictions</u>

<b>Properties Consulted</b>	125
<b>Responses Received</b>	1
<b>Support</b>	0
<b>Do Not Support</b>	22

Petition

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Parking restriction	I believe, the times proposed are not in the best interests of ALL the business in the street.	On- street public parking in any street is free for anyone to use. The introduction of new parking restrictions may provide improved parking turnover for businesses in Middleton Road, Cromer.
Parking restriction	I believe, the (1P > ½ P change closest to south creek road) is in favour of the café. It has its own parking of 5 spots out the front of its premises which I believe is MORE than fair as the square meterage of the shop compared to the rest of the occupying business' in that complex along with the business in the street is very small	On-street public parking in Middleton Road, caters to a variety of businesses. The introduction of new parking restrictions may provide improved parking turnover for diverse businesses in Middleton Road, Cromer
Parking restriction	I believe the only answer would be to have the whole street 8P 7am to 7pm so that it is Consistent with South Creek Road and back part of Middleton Road. A term which has been brought up in many conversations of late. We are an industrial street and I understand the boats are a factor but our local government unfortunately don't have a rule for trailers/boats not to be parked in street (when they should be parked in owner's property)	Timed parking restrictions cater to a variety of businesses in Middleton Road, therefore, improving turnover to attract customers to local business. It has been suggested to the customer to contact his Local Member of Parliament for changes to boat trailer legislation.



**ITEM 4.6** **MITCHELL ROAD, BROOKVALE - TIMED PARKING AND NO STOPPING RESTRICTIONS**

REPORTING OFFICER      TRAFFIC ENGINEER

TRIM FILE REF 2020/222287

<b>ATTACHMENTS</b>	<b>1 Mitchel Road, Brookvale - Plan</b>
	<b>2 Table of Consultation</b>

**GEOCODES:** -33.767023, 151.273714

## REPORT

## BACKGROUND

Council has received concerns from local businesses regarding access to on-street parking for customers on Orchard Road, Brookvale

## LOCATION

- Mitchell Road is a local road with a speed limit of 50km/h. The subject section is between Powells Road and Wattle Road.
- This section of the road caters for two-way traffic and is used by traffic to reach Brookvale and the surrounding suburbs.
- Adjacent land use consists of industrial and businesses along the eastern and western sides of Mitchell Road.
- On-street parking is generally unrestricted on this section of Mitchell Road with the exception of Statutory No Stopping restrictions at the intersection of Powells Road and Wattle Road.
- There is existing footpath available on both western and eastern side of the street.

## ISSUES

The existing unrestricted parking on this section of Mitchell Road is providing limited parking turnover. Therefore, businesses are having difficulty attracting customers, as there is limited on-street parking available. Unrestricted parking is still retained on the western side of this section of the road.

# PROPOSAL

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

- **1P 8:30am 6:00pm Mon Fri, 8:30am 12:30pm Sat Timed Parking restrictions to begin on the eastern side of Mitchell Road beginning outside 42-46 Wattle Road to power pole FF44630 outside 53 Mitchell Road, Brookvale**
- **No Stopping restrictions on Mitchell Road at the northern and southern side of the driveway outside No.s 42-46 Wattle Road, Brookvale.**
- **Install a No Stopping Unbroken Yellow Kerb Line at the intersection of Mitchell and Wattle Road, Brookvale, to reinforce existing No Stopping restrictions.**



## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- There is no impact on people cycling along Altona Avenue.
- The proposal does not affect pedestrian facilities or impacts on walking.

## CONSULTATION

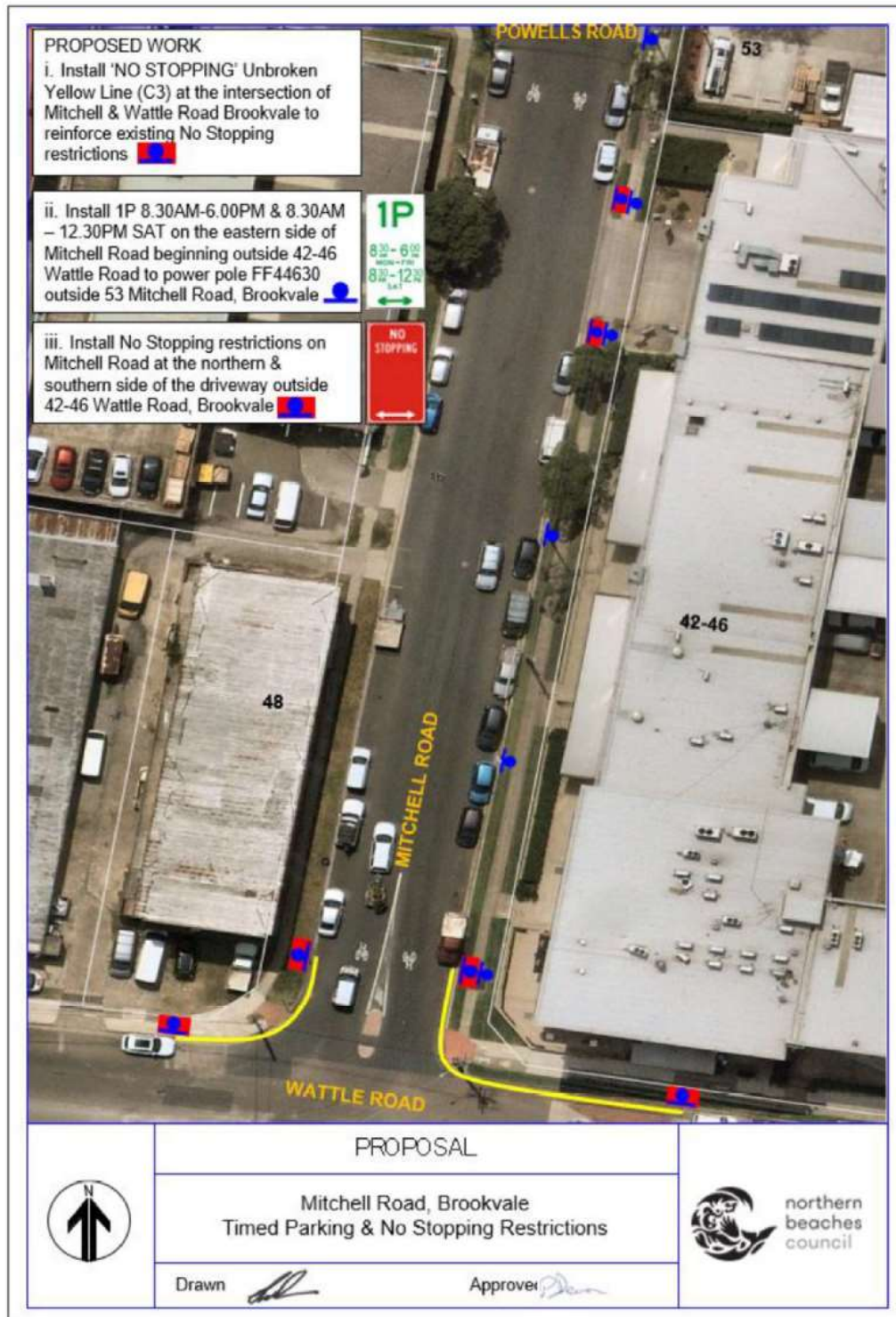
Consultation letters have been distributed to 301 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. 1P 8:30am 6:00pm Mon Fri, 8:30am 12:30pm Sat Timed Parking restrictions to begin on the eastern side of Mitchell Road beginning outside 42-46 Wattle Road to power pole FF44630 outside 53 Mitchell Road, Brookvale**
- B. No Stopping restrictions on Mitchell Road at the northern and southern side of the driveway outside No.s 42-46 Wattle Road, Brookvale.**
- C. Install a No Stopping Unbroken Yellow Kerb Line at the intersection of Mitchell and Wattle Road, Brookvale, to reinforce existing No Stopping restrictions.**



TrP2020/00305

### **Table of Consultation**

<b>Address</b>	<b>Mitchell Road, Brookvale</b>
<b>Proposal</b>	<b>Timed Parking &amp; No Stopping Restrictions</b>

<b>Properties Consulted</b>	297
<b>Responses Received</b>	3
<b>Support</b>	1
<b>Do Not Support</b>	2

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Loss of long time parking.	There is already an imbalance of demand and supply. Need to retain parking for employees.	On-street parking is available for everyone. It is expected that businesses provide on site long time parking for their employees. Providing short time 1 hour parking will increase turnover and parking usage. Unrestricted parking is retained on the western side of the road.

**ITEM 4.7 CUTLER ROAD, CLONTARF - DIVIDING BARRIER LINES AND NO STOPPING RESTRICTIONS**

**REPORTING OFFICER** TRAFFIC ENGINEER  
**TRIM FILE REF** 2020/207483  
**ATTACHMENTS** 1 Cutler Road, Clontarf - Plan  
2 Table of Consultation

**GEOCODES:** -33.810725, 151.257652

**REPORT****BACKGROUND**

Council has received concerns from local residents regarding the lack of parking on Cutler Road, between Alder Street and No.77 Cutler Road, Clontarf. Prior to the recent resealing of the road, unbroken Dividing Barrier Lines were present on Cutler Road, which meant that vehicles parking within 3m of those lines were illegally parked. Residents have been questioning if the No Stopping Unbroken Yellow Kerb Lines introduced to reinforce the parking rules associated with the Double Barrier Lines, are required.

**LOCATION**

Cutler Road is a local road. Between Alder Street and No.77 it has a width ranging between 7.5m-7.9m. It is winding and undulating and unbroken Dividing Barrier Lines have been installed over this 270m length of the road. West of No.77 the road widens to approximately 9.5 and is on a straighter alignment and parking is permitted on both sides of the carriageway.

Recent traffic counts have revealed that the section between Alder Street and No.77 carries an average daily traffic volume of 786 vehicles per day with a morning peak volume of 84 vehicles per hour. The 85<sup>th</sup> percentile speed was found to be 45km/h

**ISSUES**

- The narrow width of the road means parking on both sides of the road would prevent safe two way traffic flow
- The winding and undulating nature of the section between Alder Street and No.77 reduces sight distance around bends and over crests
- Due to the steep terrain, driveways meet the road at steep gradients and often at skewed angles which limits the ability of drivers to see approaching traffic and makes entry and egress from driveways difficult if cars are parked adjacent to or opposite driveways
- Residents have mixed views on whether parking should be permitted on one side of the road or parts of one side of the road.

**PROPOSAL**

Council has undertaken a review of the location and issues and proposes to **remove small lengths of the unbroken Dividing Barrier Lines in locations with sufficient approach sight distance and replace those sections with a broken Dividing Barrier Line**. This would then allow parking to occur legally on one side of the road where No Stopping Unbroken Yellow Kerb Lines would not be reinstated.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Allowing some parking to take place would act to reduce speeds making conditions safer for cycling. The parked vehicles would however reduce the available carriageway width which may create localised squeeze points
- The creation of legal parking zones will reduce the incidence of vehicles parking (illegally) on the footpath making conditions safer for pedestrians.

## CONSULTATION

Consultation letters have been distributed to 38 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. **Reinstatement of unbroken Double Barrier Lines lines on Cutler Road, Clontarf, over most of the length between Alder Street and the common driveway serving No.75-77a Cutler Road. The parking restrictions associated with those lines are to be supported by No Stopping Unbroken Yellow Kerb Lines.**
- B. **No Stopping Unbroken Yellow Kerb Lines not be installed at the following locations on Cutler Road to allow parking to take place on street:**

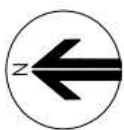
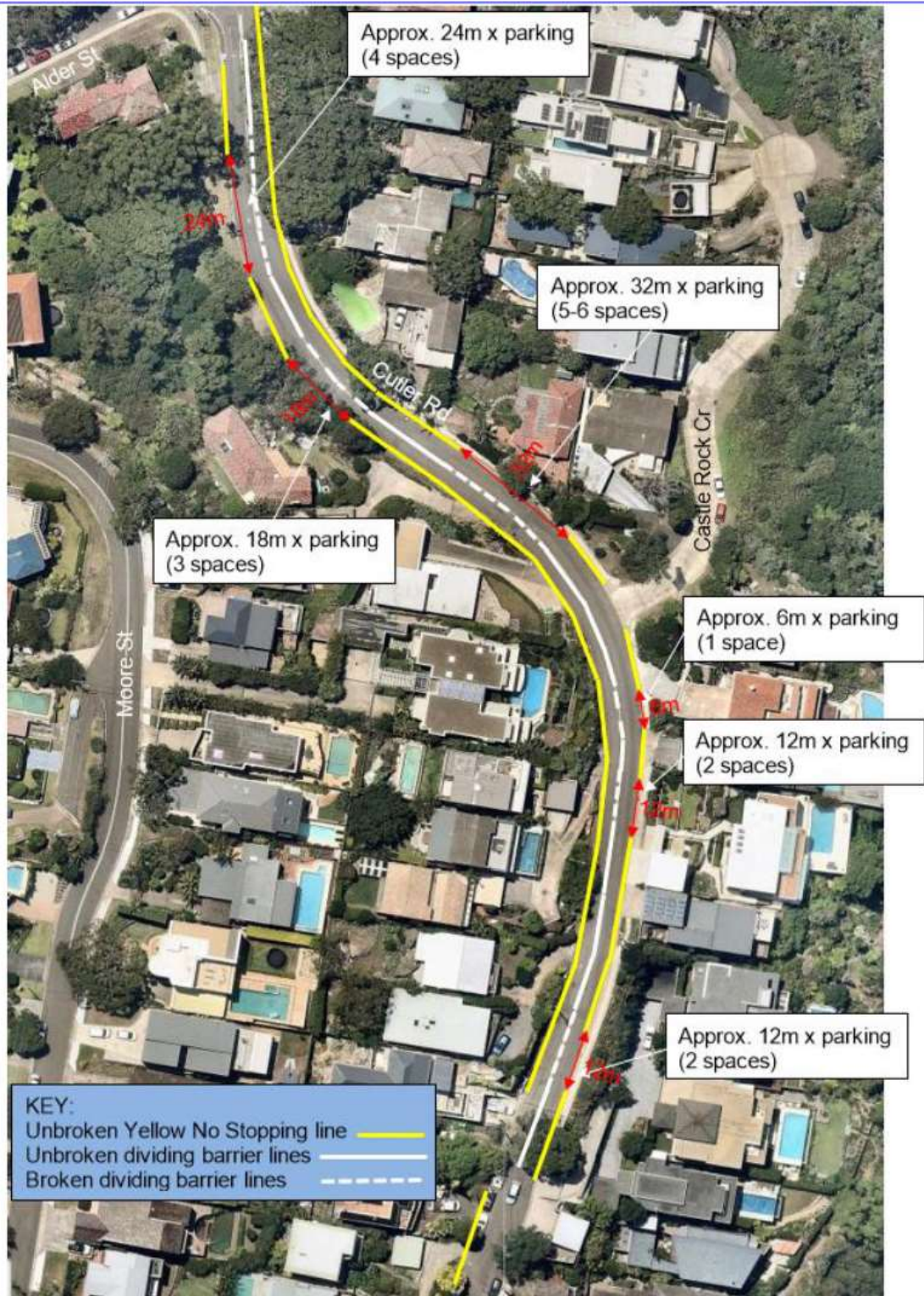
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  - i. North side, on frontage of No.64 (approximately 24m)
  - ii. North side, on frontage of No.66 (approximately 18m)
  - iii. North side, on frontage of No. 82 and 84 (approximately 12m)
  - iv. South side, on frontage of No.61 (approximately. 32m)
  - v. South side, between driveways to No.65 and 67 (approximately 6m)
  - vi. South side, on frontage of No.69 and 71 (approximately 12m)
  - vii. South side, on frontage of No.77 (approximately 12m)

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- C. **Installation of the broken Double Barrier Lines adjacent to the section of road where parking is to be permissible on Cutler Road, Clontarf.**

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### PROPOSAL

Cutler Road, Clontarf  
No Stopping

Drawn JB

Approved *P. Dean*



northern  
beaches  
council



## Table of Consultation

<b>Address</b>	Cutler Road, Clontarf
<b>Proposal</b>	Unbroken Separation Lines and No Stopping

<b>Properties Consulted</b>	37
<b>Responses Received</b>	17
<b>Support</b>	9
<b>Do Not Support</b>	8

Issue	Resident Comment	Council Response
Not safe to park	It is not safe to park anywhere on Cutler Rd between No.77 & Alder St. Yellow line both sides should be reinstated and also added to the short section of kerb between driveways to No.86 & 88	Noted. The space between No.86 & 88 is too short to park without encroaching on one or both driveways
Sight lines at driveway serving No.s 75 to 77a	It is not safe to park uphill of the skewed driveway serving No.75 to 77a. Need an extended length of No Stopping to the west of the driveway	The proposal will be amended to allow a length of 18m (3 cars spaces) of No Stopping to be reinstated west of the driveway
Speed humps required	Speed humps are also required to reduce speeds	The 85th percentile speed is not high and crash history is low, reinstatement of some parking should also reduce speeds further. Speed humps are not warranted at this time
More parking required	The proposal does not go far enough and more parking is required to cater for the demand	It is not considered safe to allow parking to occur near bends, steep skewed driveways or on the crest of hills. Some additional parking has been added to the proposal (where considered safe) but others have been removed following resident concerns. In total, 3 additional spaces have been added following resident feedback
Formalise parking on driveways	Council should signpost parking on the public land portion of the driveway serving No.78 & 80 Cutler Rd to legitimise parking and allow public access to it	It is illegal to park on the portion of the driveway crossing the nature strip. Council will not signpost the area for parking

Parking on Castle Rock Drive	Council should also ban parking on the south (non residential) side of Castle Rock Drive. Vehicles parked here impede ingress and egress to/from driveways	The proposed changes on Cutler Road will reduce parking activity on Castle Rock Drive. Banning parking on the south side of Castle Rock Drive would remove a significant number of parking spaces and relocate parking activity in that street to the north side where sightlines from driveways would be obscured. Situation will be monitored but no action proposed at this time
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<b>ITEM 4.8</b>	<b>JENNIFER AVENUE AND NARGONG ROAD, ALLAMBIE HEIGHTS - DIVIDING BARRIER LINES AND NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2020/220638</b>
<b>ATTACHMENTS</b>	<b>1 Jennifer Avenue and Nargong Road, Allambie Heights - Plan 2 Table of Consultation</b>

**GEOCODES:** -33.769802, 151.256234

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents in regards to parked vehicles affecting traffic flow and restricting vehicle access in Jennifer Avenue, Allambie Heights.

### **LOCATION**

- Jennifer Avenue is a local road with a default 50km/h speed limit. The road width narrows from 10m (south of Binalong Avenue) to 8.5m (north of Nargong Road).
- Nargong Road and Binalong Avenue are both local roads that intersect Jennifer Avenue as the stem of a 'Y' intersection. There are no signposted controls or holding lines at either intersection.
- Sections of No Stopping Unbroken Yellow Kerb Lines have been installed on the eastern side of Jennifer Avenue at the intersections with Nargong Road and Binalong Avenue.
- There are existing Dividing Barrier Lines in Jennifer Avenue north of the driveway to No.6, and along Binalong Avenue, where parking is restricted within 3m of the continuous Dividing Line.
- The 659N Brookvale to Allambie Heights Public School bus service operates along Jennifer Avenue and Binalong Avenue. The statutory No Stopping restrictions apply 20m before and 10m after the bus stop signs located outside No.10 Jennifer Avenue and on the corner of Jennifer Avenue and Nargong Road.
- Kerb and gutter exists on all roads; however, a constructed footpath is only provided on the eastern side of Jennifer Avenue, north of Binalong Avenue.

### **ISSUES**

- Vehicles parked on the western side of Jennifer Avenue reduces the overall road width for through traffic.
- Both Nargong Road and Binalong Road intersect Jennifer Avenue at an acute angle within close proximity with each other.
- The lack of delineation at the intersections can create conflict between vehicles turning into Jennifer Avenue.

### **PROPOSAL**

Council has undertaken a review of the above location and consulted on a proposal to **install a No Stopping Unbroken Yellow Kerb Line outside No.12 Jennifer Avenue**, to prevent vehicles parking opposite the intersection with Binalong Avenue.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will improve safety for people cycling along and entering/exiting Jennifer Avenue, by providing a wider traffic lane and improved sightlines through the intersections.
- The proposal does not affect pedestrian facilities or impacts on walking.

## CONSULTATION

- Consultation letters have been distributed to 22 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 - Table of Consultation.
- Three submissions were received, all supporting the proposal, with additional requests to extend the No Stopping restrictions further north due to vehicles parking on the narrower section of road and conflict between turning vehicles from both Binalong Avenue and Nargong Road.
- Council has noted some of the comments and further reviewed the issues and recommends that the proposal be amended to include an additional section of No Stopping Unbroken Yellow Kerb Lines between the driveways of No.8 and 10A Jennifer Avenue. A section of Dividing Barrier Lines will also be installed in Jennifer Avenue, between the intersections of Binalong Avenue and Nargong Road, to help delineate the road and separate the opposing traffic flows
- Additional linemarking is also proposed to clearly mark the Give Way priorities at the intersections with Binalong Avenue and Nargong Road, including Dividing Barrier Lines to prevent parking on the approach; and the extension of the No Stopping Unbroken Yellow Kerb Line to the driveway of No.60 Nargong Road. Bus Zone signs will also be provided to prevent parking on the approach and departure sides of the bus stops.
- The amended proposal will prevent parking along the narrower section of Jennifer Avenue and improves overall safety in the area by minimising traffic conflict and providing clearer delineation of priorities at the intersections.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Stopping Unbroken Yellow Kerb Line between the driveways of No.10 and 14 Jennifer Avenue.**
- B. Installation of a No Stopping Unbroken Yellow Kerb Line between the driveways of No.6 and 10A Jennifer Avenue.**
- C. Installation of Bus Zone restrictions (signs) between the driveways of No.10A and 10 Jennifer Avenue.**
- D. Installation of Bus Zone restrictions (signs) on the eastern side of Jennifer Avenue, for a length of 30m north of the intersection with Nargong Road.**
- E. Installation of Dividing Barrier Lines in Jennifer Avenue, for a length of 20m south of the intersection with Nargong Road.**
- F. Installation of Dividing Barrier Lines in Nargong Road, for a length of 15m from the intersection with Jennifer Avenue.**
- G. Installation of a Give Way line in Nargong Road at the intersection with Jennifer Avenue.**
- H. Extension of a No Stopping Unbroken Yellow Kerb Line in Nargong Road to the driveway of No.60.**
- I. Installation of a Give Way line and sign in Binalong Avenue at the intersection with Jennifer Avenue.**





	PROPOSAL		 northern beaches council
	JENNIFER AVENUE & NARGONG ROAD ALLAMBIE HEIGHTS 'NO STOPPING' RESTRICTIONS & DIVIDING BARRIER LINES		
	Drawn RK	Approved 	



### Table of Consultation

<b>Address</b>	Jennifer Avenue and Nargong Road, Allambie Heights
<b>Proposal</b>	No Stopping restrictions and Dividing Barrier Lines

<b>Properties Consulted</b>	22
<b>Responses Received</b>	3
<b>Support</b>	3
<b>Do Not Support</b>	0

Issue	Resident Comment	Council Response
No Stopping restrictions	<ul style="list-style-type: none"> <li>- Support the proposal but also suggest that the line be extended to the intersection of Jennifer Ave and Maneroo Rd.</li> <li>- The school bus stopping on the eastern side to drop off school children effectively blocks the road when cars are parked on the western side.</li> <li>- We support the installation of No Stopping lines but would like the same line outside 4 and 6 Jennifer Avenue.</li> </ul>	<ul style="list-style-type: none"> <li>- Council has amended the proposal to provide an additional 'No Stopping' line (yellow line) north of the bus stop outside No.10 to the driveway of No.6 Jennifer Avenue, to maintain traffic flow through the intersection. Signs will also be installed to formalise the 'Bus Zone' on both sides of the road and to prevent parking at these locations.</li> <li>- Existing dividing barrier lines are located outside No.6 and extend northwards along the bend in Maneroo Road. The narrow road width does not permit parking within 3m of the continuous dividing line. This Road Rule is enforceable without additional signage or linemarking.</li> </ul>
Traffic conflict	<ul style="list-style-type: none"> <li>- Another issue of concern is that when vehicles are parked outside no.12 Jennifer Avenue, cars that are turning left out of Nargong into Jennifer, could clash with a car that has come up Binalong Avenue and turning right into Jennifer Avenue simultaneously.</li> </ul>	<ul style="list-style-type: none"> <li>- Additional linemarking is proposed to clearly mark the 'Give Way' priorities at the intersections with Binalong Avenue and Nargong Road, including dividing barrier lines to prevent parking on the approach. A section of dividing barrier lines will also be installed in Jennifer Avenue to help delineate the road and separate the opposing traffic flows.</li> </ul>

<b>ITEM 4.9</b>	<b>BOOLA PLACE, CROMER - HEAVY VEHICLE AND NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2020/215844</b>
<b>ATTACHMENTS</b>	<b>1 Boola Place, Cromer - Plan</b> <b>2 Table Of Consultation</b>

**GEOCODES:** -33.733733, 151.282061

## **REPORT**

### **BACKGROUND**

Council has received concerns from local businesses regarding heavy vehicle parking in industrial areas for more than one hour and road safety concerns in relation to restricted parking.

### **LOCATION**

- Boola Place, Cromer, is a No Through Road that caters for two-way traffic, with a speed limit of 50km/h.
- On-street parking is generally unrestricted on the northern and southern side of Boola Place, Cromer.
- Adjacent land use consists of industrial and commercial businesses on the northern and southern side of Boola Place, Cromer correspondingly.

### **ISSUES**

- Unrestricted parking of boat trailers, trailers and vehicles affects the parking turnover for local businesses to attract customers.
- Abandoned vehicles and illegal parking.
- Limited on-street parking availability

### **PROPOSAL**

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

- **Introduce long or heavy vehicle parking for longer than an hour between No.s 3-5 and No.s 11-13 Boola Place, Cromer.**
- **Introduce statutory No Stopping restrictions at the intersection of Boola Place and Dymrna Street, Cromer, to 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

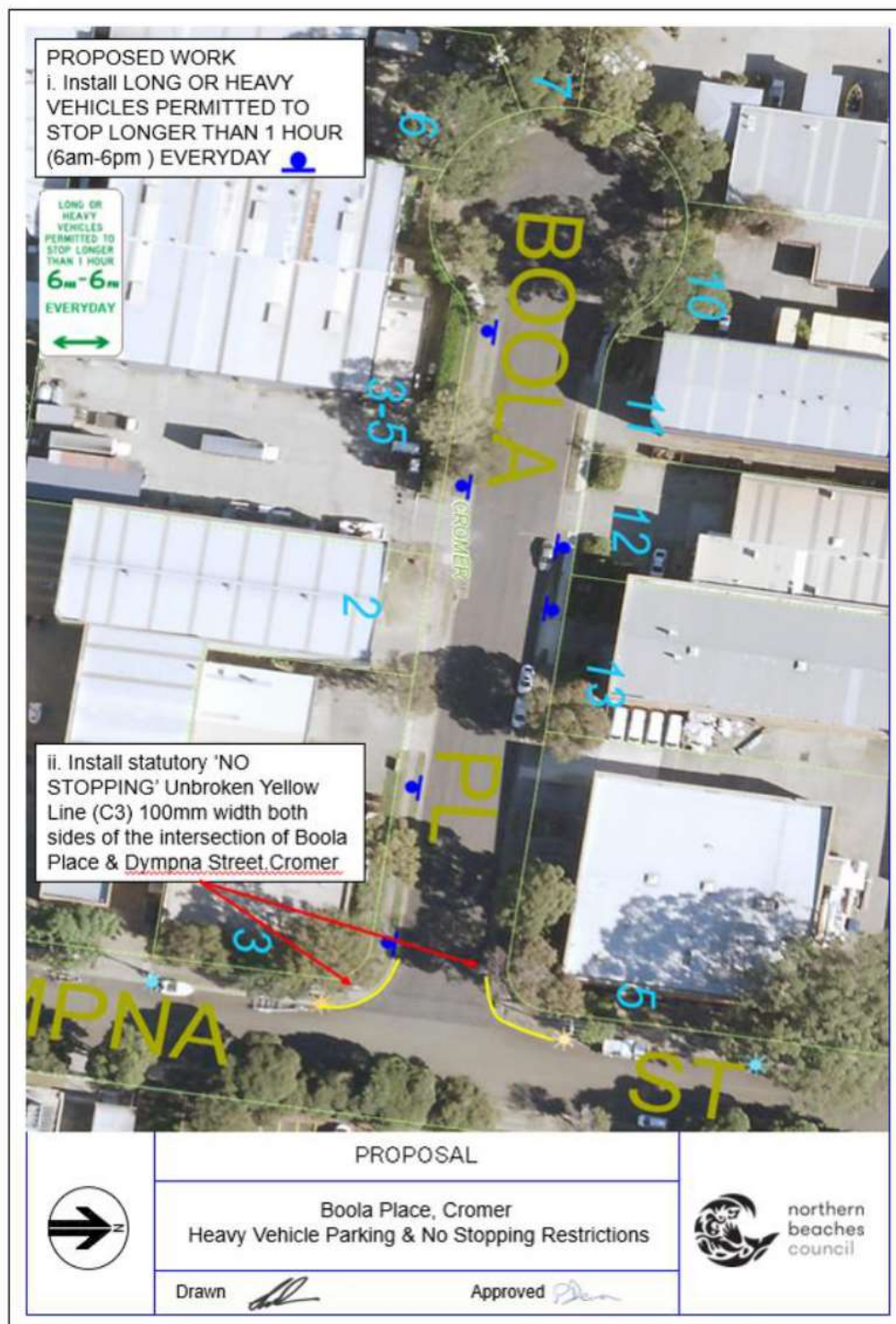
Consultation letters have been distributed to 150 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of long or heavy vehicle parking for longer than an hour between No.s 3-5 and No.s 11-13 Boola Place, Cromer.**
- B. Introduction of statutory No Stopping restrictions at the intersection of Boola Place and Dympna Street, Cromer**



### Table of Consultation

<b>Address</b>	<u>Boola Place, Cromer</u>
<b>Proposal</b>	<u>Heavy Vehicle Parking &amp; No Stopping Restrictions</u>

<b>Properties Consulted</b>	150
<b>Responses Received</b>	3
<b>Support</b>	2
<b>Do Not Support</b>	1

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Parking restriction	The lack of parking will also only be made worse under this proposal for the parking of heavy vehicles.	On-street parking in Boola Place caters to a variety of businesses. The introduction of proposed parking restrictions may provide improved parking turnover for a variety of businesses in Boola Place, Cromer.
Parking restriction	Perhaps Council's traffic Engineers can put their head together and work out how the traffic and parking can be accommodated for the businesses in this area.	There is a loss of parking, however, the safety issues of heavy/long vehicles regularly reversing on and out of driveways are considered more critical at this location.



<b>ITEM 4.10</b>	<b>DELMAR PARADE, DEE WHY - NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2020/216772</b>
<b>ATTACHMENTS</b>	<b>1 Delmar Parade, Dee Why - Plan</b> <b>2 Table Of Consultation</b>

**GEOCODES:** -33.756594, 151.286153

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents in regard to parked vehicles affecting traffic flow, visibility and restricting vehicle access on Delmar Parade, Dee Why.

### **LOCATION**

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

### **ISSUES**

- Illegal Parking across driveways
- Parked vehicles and boat trailers reducing road width and causing visibility issues, due to the topography of the street

### **PROPOSAL**

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

- **Install a No Stopping Unbroken Yellow Kerb Line of approximately 25m in length starting from the western side of the driveway at No.7 to the eastern side of the driveway at No.9 Delmar Parade, Dee Why**
- **Replace existing No Parking restrictions with a No Stopping Unbroken Yellow Kerb Line of approximately 68m in length starting from the eastern side of the driveway at No.32 to the western side of the driveway at No.16 Delmar Parade, Dee Why.**

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

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Stopping Unbroken Yellow Kerb Line of approximately 25m in length starting from the western side of the driveway at No.7 to the eastern side of the driveway at No.9 Delmar Parade, Dee Why**
- B. Replacement of existing No Parking restrictions with a No Stopping Unbroken Yellow Kerb Line of approximately 68m in length starting from the eastern side of the driveway at No.32 to the western side of the driveway at No.16 Delmar Parade, Dee Why.**



### Table of Consultation

<b>Address</b>	<u>Delmar Parade, Dee Why</u>
<b>Proposal</b>	<u>No Stopping Restrictions</u>

<b>Properties Consulted</b>	553
<b>Responses Received</b>	12
<b>Support</b>	6
<b>Do Not Support</b>	6

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Increase speed	Removal of parking will increase speeding.	Proposed parking restrictions will improve visibility and traffic flow. The topography of the road itself will reduce speed.
Loss of parking	Parking demand is high and additional parking restrictions further impact road users.	Council propose to restrict illegal parking and improve pedestrian and road safety.

Parking restrictions	Request to consider parking restrictions on the street.	Would not improve visibility or safety concerns.
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ITEM 4.11	RYAN PLACE, BEACON HILL - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/219656
ATTACHMENTS	1 Ryan Place, Beacon Hill - Plan 2 Table Of Consultation

**GEOCODES:** -33.759949, 151.265110

## REPORT

### BACKGROUND

Council has received concerns from local residents regarding parked vehicles affecting traffic flow, restricting vehicle access and waste collection in Ryan Place, Beacon Hill.

### LOCATION

- Ryan Place is a two-way local road between Beacon Hill Road and Elliot Street
- The road carriageway is narrow, approximately 7m with a curvilinear and undulating alignment. Horizontal and vertical alignment changes rapidly
- Ryan Place has existing No Parking restrictions between No.s 50 -54 and No Stopping restrictions at the intersection of Ryan Place and Beacon Hill Road, Beacon Hill.
- Speed limit of the street is 50 km/h

### ISSUES

- Illegal parking across driveways and on nature strips
- Waste collection has been missed due to parked vehicles
- Due to the topography of the street, parked cars, caravans and boat trailers reducing road width and causing visibility issues
- Vehicles often need to drive into oncoming traffic to manoeuvre around the parked vehicles.

### PROPOSAL

Council has undertaken a review of the location and proposes to **install No Stopping Unbroken Yellow Kerb Lines**. This restriction will deter illegal parking, allow unobstructed flow of traffic and improve road 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

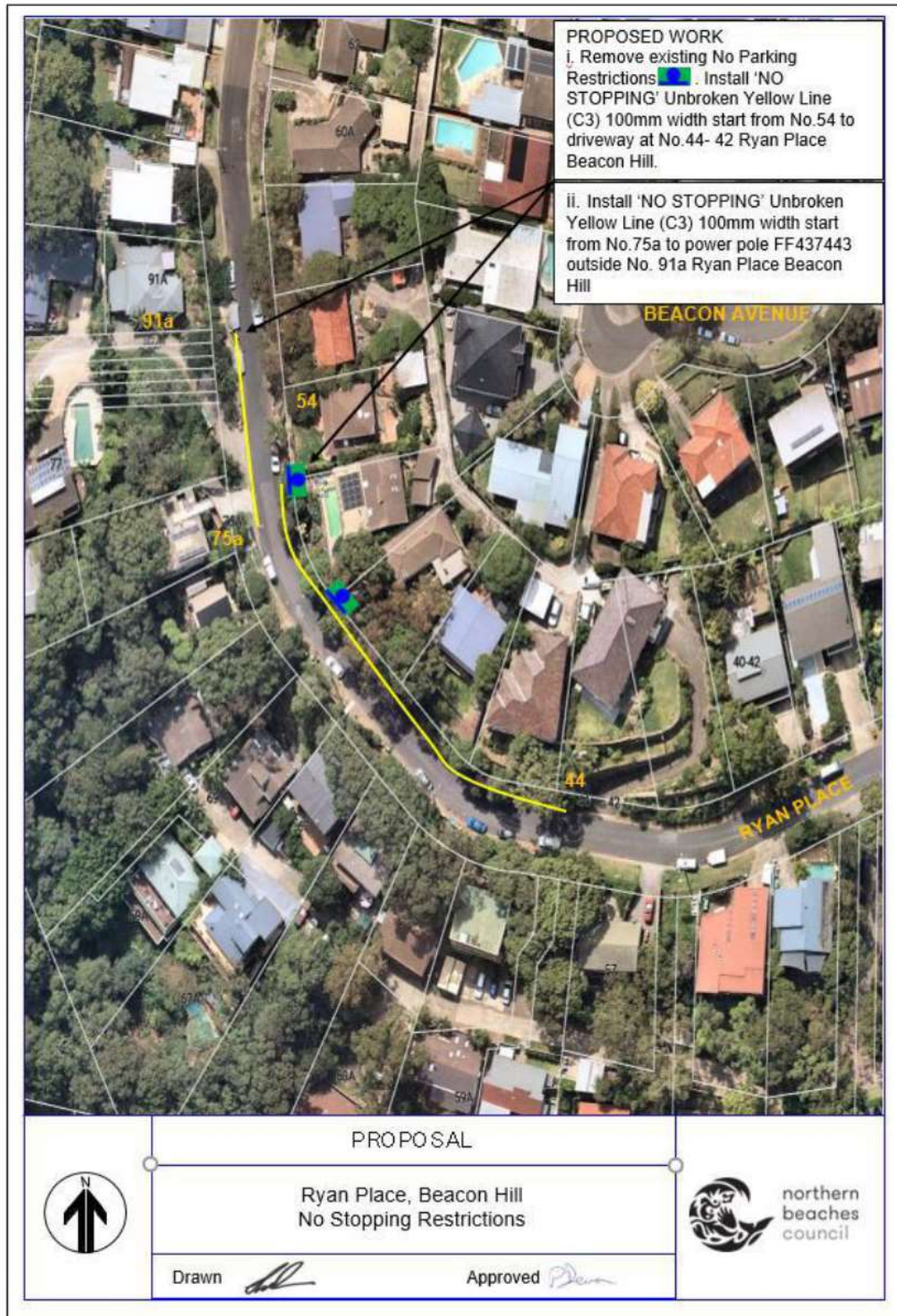
Consultation letters have been distributed to 72 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Removal of existing No Parking restrictions and installation of a No Stopping Unbroken Yellow Kerb Line from No.54 to No.s 42-44 Ryan Place, Beacon Hill.**
- B. Introduction of a No Stopping Unbroken Yellow Kerb Line from No.s 75a - 91a Ryan Place, Beacon Hill.**



## Table of Consultation

<b>Address</b>	<u>Ryan Place, Beacon Hill</u>
<b>Proposal</b>	<u>No Stopping Restrictions</u>

<b>Properties Consulted</b>	72
<b>Responses Received</b>	25
<b>Support</b>	14
<b>Do Not Support</b>	11

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Increase speed	Removal of parking will increase speeding.	Parking restrictions improve the visibility and motorists safely and easily negotiate around corners. Topography of the road itself should reduce the speed of the road environment.
Loss of Parking	Parking demand is high and additional parking restrictions further impacts road	Council proposes to restrict illegal parking, improve pedestrian and road safety
Pedestrian Safety	Request to consider new footpath	Council is investigating this request.
Dangerous Driving	Concerns raised in relation to speeding and dangerous driving, in particular between 4pm-6pm weekdays.	Council has sent requests to NSW Police, Northern Beaches LAC for regular patrols of Ryan Place in regard to resident concerns. Council is investigating Traffic Lights at intersection of Beacon Hill and Warringah Road.
Illegal Parking & Boat Trailer and Caravan Parking	Illegal Parking on nature strips, across driveways and ongoing parking of Boat Trailers, trailers and caravans.	Requests sent to Rangers to investigate in accordance with relevant legislation. Resident suggested to contact Local Member in relation to amendments to Boat Trailer, Trailer and Caravan parking legislation.

<b>ITEM 4.12</b>	<b>TERRY STREET, AVALON - NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2020/216502</b>
<b>ATTACHMENTS</b>	<b>1 Therry Street, Avalon - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.625242, 151.323047

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding visibility and pedestrian safety in Therry Street, Avalon Beach.

### **LOCATION**

- Therry Street is a local road with an average width of 7.2m and a speed limit of 50km/h.
- Therry Street is a 'No Through Road'. There is access to Therry Street off Queens Avenue, Patrick Street and George Street, Avalon Beach.

### **ISSUES**

Vehicles park on both sides of the bend in roadway, obstructing vision of oncoming traffic.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to **install a No Stopping Unbroken Yellow Kerb Line from the southern side of the driveway at No. 34 Therry Street to the top of crest and from eastern side of driveway No.28 Therry Street to property boundary at No.26 Therry Street, Avalon.**

### **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- As there is no footpath on this street, pedestrians and people cycling will need to travel on the road. Installing the No Stopping restrictions will provide extra space and improve sight lines for vehicles, pedestrians and people cycling.

### **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.

Following consultation, the plan was amended to include the No Stopping restrictions outside No.28 Therry Street.

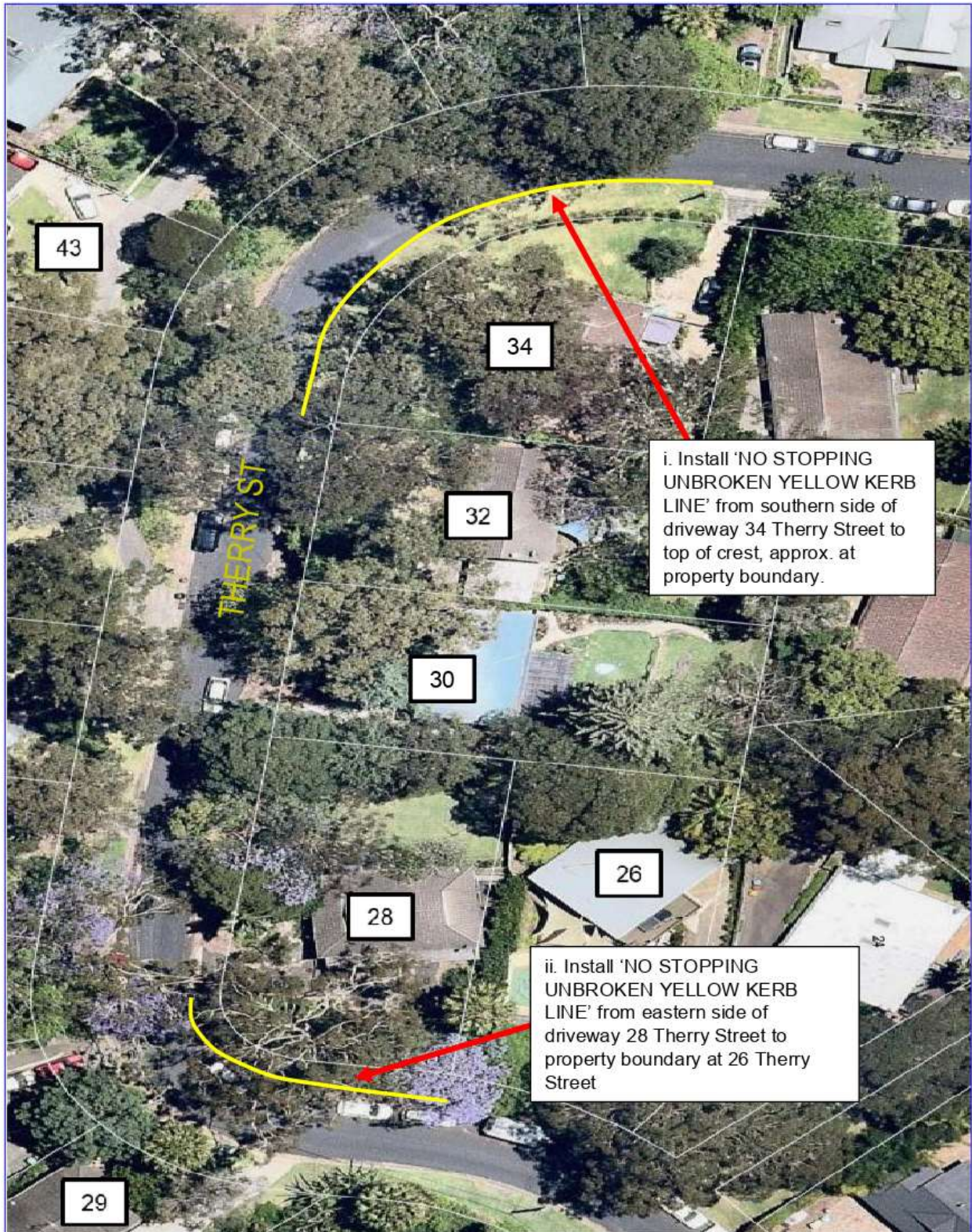


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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Stopping Unbroken Yellow Kerb Line from the southern side of driveway at No. 34 Therry Street, Avalon, to the top of the crest, approximately at the property boundary.**
- B. Install No Stopping Unbroken Yellow Kerb Line from the eastern side of driveway at No. 28 Therry Street to the property boundary at No. 26 Therry Street, Avalon.**



## PROPOSAL

Therry Street, Avalon Beach  
No Stopping Restrictions

Drawn KT

Approved 



northern  
beaches  
council

### Table of Consultation

<b>Address</b>	Therry Street, Avalon Beach
<b>Proposal</b>	No Stopping Restrictions

<b>Properties Consulted</b>	17
<b>Responses Received</b>	3
<b>Support</b>	2
<b>Do Not Support</b>	1

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Additional 'No Stopping Line'	Suggest to install 'No Stopping Line' on the road outside 26 & 28 Therry St	Council has investigated and supports the installation of additional 'No Stopping Unbroken Yellow Kerb Line' outside 28 Therry Street. Plan has been updated to reflect addition



**ITEM 4.13 PRINCE ALFRED PARADE, NEWPORT - NO STOPPING RESTRICTIONS****REPORTING OFFICER TRAFFIC OFFICER****TRIM FILE REF 2020/211814****ATTACHMENTS**  
**1 Prince Alfred Parade, Newport - Plan**  
**2 Table of Consultation****GEOCODES:** -33.644485, 151.306527**REPORT****BACKGROUND**

Council has received concerns from local residents regarding road visibility and garbage collection issues.

**LOCATION**

- Prince Alfred Parade is a local road with an approximate width of 7.5m
- This section is a No Through Road, with access off Prince Alfred Parade, near the Loombah Street intersection.

**ISSUES**

- Garbage collection has been missed due to cars “parking in” waste bins.
- Visibility concerns have been raised regarding this corner of roadway due to parked cars and topography of the road.

**PROPOSAL**

Council has undertaken a review of the location and issues and proposes to **install a No Stopping Unbroken Yellow Kerb Line of approximately 14m, located 6m from the driveways of No.s 181 – 193 Prince Alfred Parade, to 10m past the bend on eastern side of Prince Alfred Parade, Newport.**

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- As there is no footpath on this street, pedestrians and people cycling will need to travel on the road. Installing the No Stopping restrictions will provide extra space and improve sight lines for vehicles, pedestrians and people cycling.

**CONSULTATION**

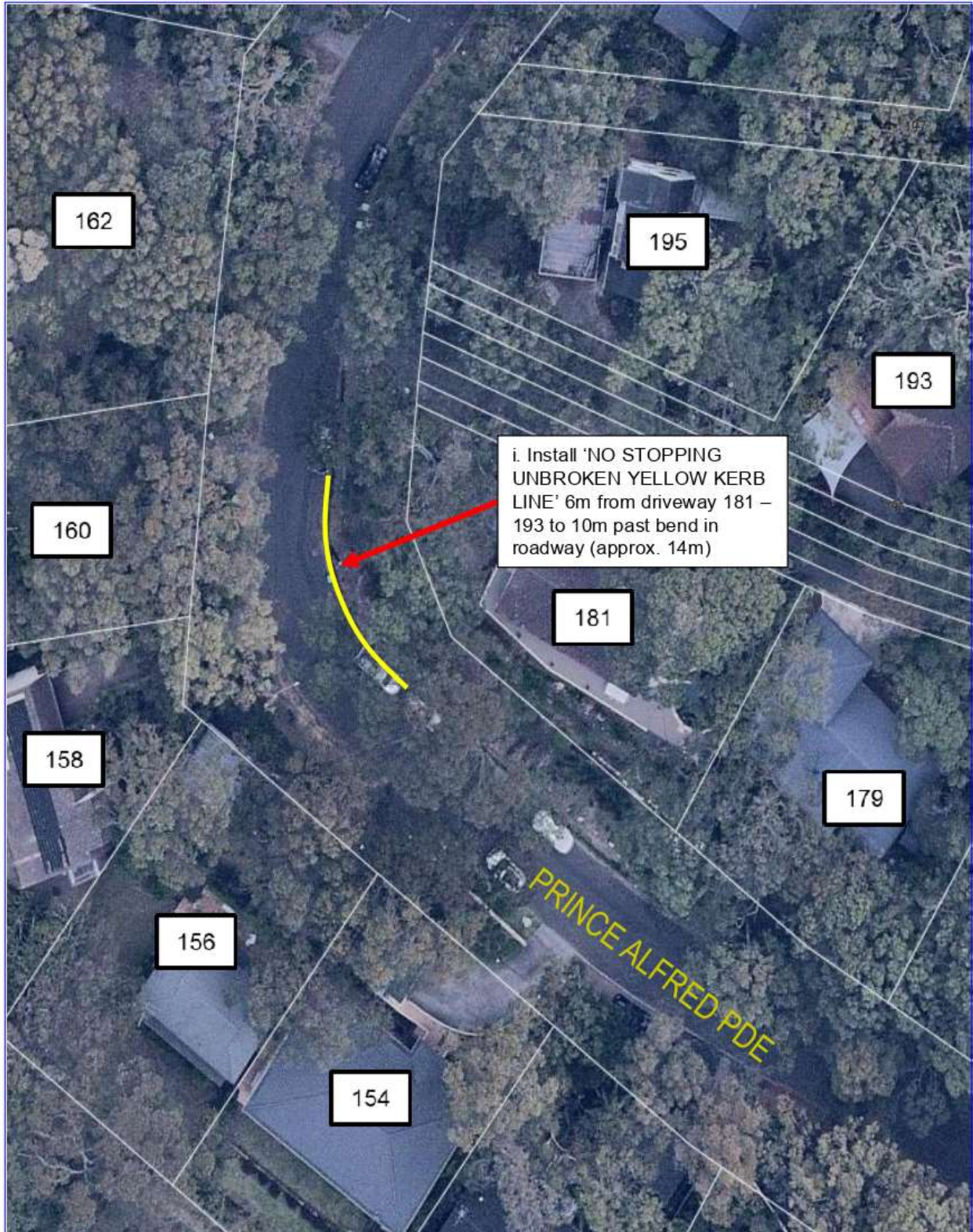
Consultation letters have been distributed to 22 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

**That the Traffic Committee supports the installation of a No Stopping Unbroken Yellow Kerb Line of approximately 14m, located 6m from the driveways of No.s 181 – 193 Prince Alfred Parade, to 10m past the bend on eastern side of Prince Alfred Parade, Newport.**





# PROPOSAL

Prince Alfred Parade, Newport  
No Stopping Restrictions

Drawn KT

Approved 



northern  
beaches  
council

### Table of Consultation

<b>Address</b>	Prince Alfred Parade, Newport
<b>Proposal</b>	No Stopping Restrictions

<b>Properties Consulted</b>	22
<b>Responses Received</b>	4
<b>Support</b>	3
<b>Do Not Support</b>	1

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Limited Parking in street	Limited parking at this end of street. This would encourage residents to leave their bins on the street full time	Council has been advised numerous bins get parked in and missed. 'No Stopping Unbroken Yellow Kerb Line' will assist with waste collection and visibility on corner in roadway
Extend 'No Stopping Line'	Suggest extending the 'No Stopping Line' to driveway or to make at least 20m long	Council is aware of demand for on-street parking and deem this length of 'No Stopping Unbroken Yellow Kerb Line' sufficient for the area

<b>ITEM 4.14</b>	<b>CRANE LODGE PLACE, PALM BEACH - NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2020/211698</b>
<b>ATTACHMENTS</b>	<b>1 Crane Lodge Place, Palm Beach - Plan</b>

**GEOCODES:** -33.618055, 151.330120

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding visibility and access issues in Crane Lodge Place, Palm Beach.

### **LOCATION**

- Crane Lodge Place is a local road with an average width of 6.5m and a speed limit of 50km/h
- Crane Lodge Place is a No Through Road, with access off Barrenjoey Road, Palm Beach

### **ISSUES**

Vehicles parking close to driveways causing visibility issues, due to the topography of the roadway.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to **install a No Stopping Unbroken Yellow Kerb Line from the northern side of the driveway at No.15 Crane Lodge Place to the southern side of driveway at No.15A Crane Lodge Place, Palm Beach.**

### **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- Sight lines to cyclists and pedestrians will be improved by the removal of parked vehicles

### **CONSULTATION**

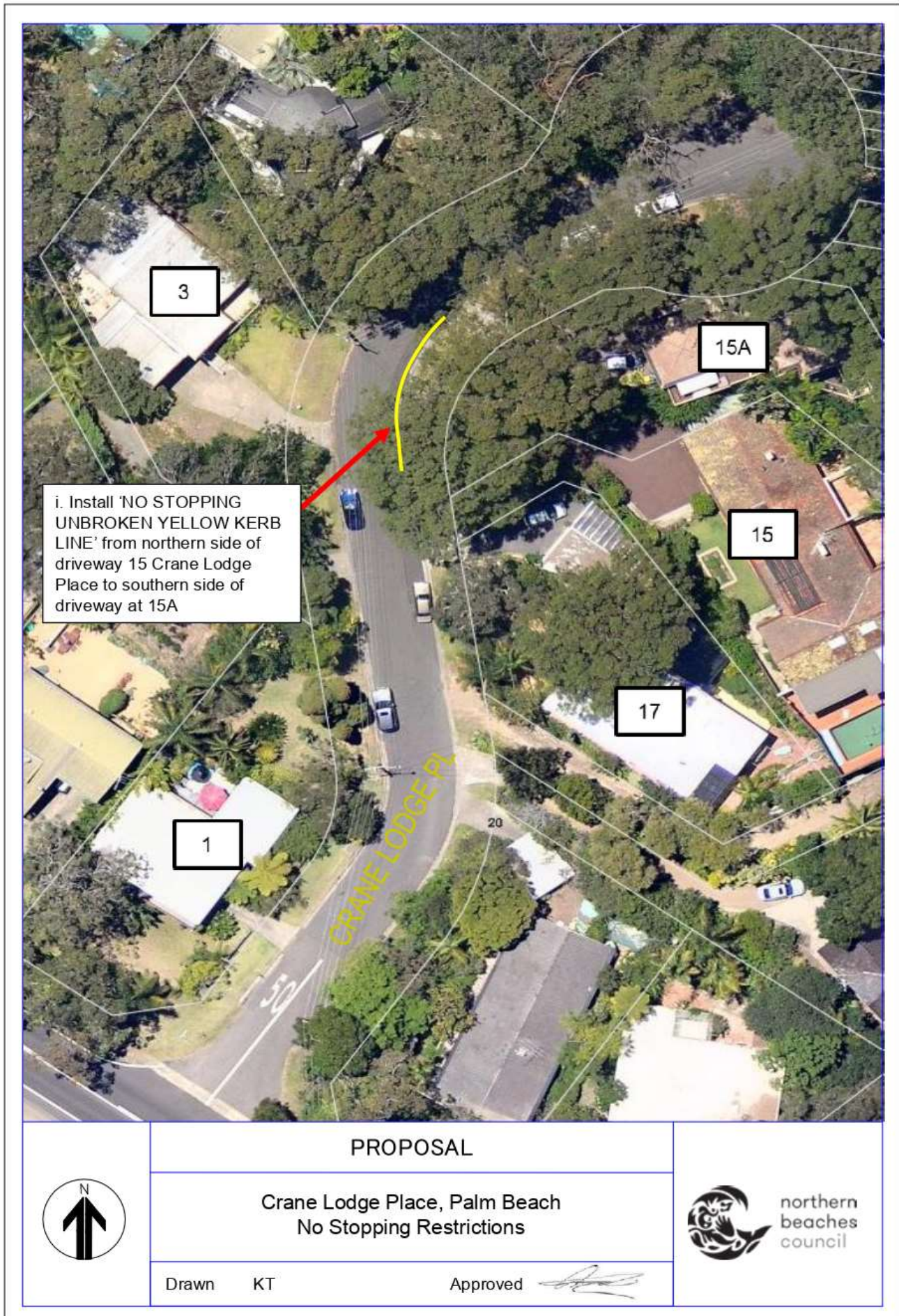
Consultation letters have been distributed to 28 properties within the immediate vicinity of the location providing notification of the proposed changes. No submissions were received at the time of reporting.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

**That the Traffic Committee supports the installation of a No Stopping Unbroken Yellow Kerb Line from the northern side of driveway No.15 Crane Lodge Place to the southern side of driveway at 15A, Crane Lodge Place, Palm Beach.**







<b>ITEM 4.15</b>	<b>PACIFIC ROAD, PALM BEACH - NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2020/216768</b>
<b>ATTACHMENTS</b>	<b>1 Pacific Road, Palm Beach - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.598559, 151.320649

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding parked vehicles affecting traffic flow and sight distances on Pacific Road, Palm Beach.

### **LOCATION**

- Pacific Road is a local road, where the road width varies from 6m on the approach to 7.5m at the intersection with Palm Beach Road. Pacific Road intersects Palm Beach Road to form the southern arm of a 'Y' intersection.
- Pacific Road has a 40km/h speed limit approved under a previous RMS Local Traffic Scheme

### **ISSUES**

Vehicles parking on sections of roadway affecting traffic flow and sight distances.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to **install a No Stopping Unbroken Yellow Kerb Line of approximately 20m on the bend outside 163 Pacific Road and on the bend between driveways No.s 121 - 123 Pacific Road, Palm Beach.**

### **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- Improves safety for people cycling along Pacific Road by providing a wider road width and improved sightlines for through traffic at both bends in roadway.

### **CONSULTATION**

Consultation letters have been distributed to 50 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation a No Stopping Unbroken Yellow Kerb Line of approximately 20m on the bend outside 163 Pacific Road, Palm Beach.**
- B. Installation of a No Stopping Unbroken Yellow Kerb Line on the bend between driveways No.s 121 - 123 Pacific Road, Palm Beach.**



### PROPOSAL

Pacific Road, Palm Beach  
No Stopping Restrictions

Drawn KT

Approved 



northern  
beaches  
council



### **Table of Consultation**

<b>Address</b>	<b>Pacific Road, Palm Beach</b>
<b>Proposal</b>	<b>No Stopping Restrictions</b>

<b>Properties Consulted</b>	50
<b>Responses Received</b>	8
<b>Support</b>	8
<b>Do Not Support</b>	0

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Extend 'No Stopping Line'	Suggest to extend 'No Stopping' line from 163 through to 145 Pacific Road	Council will investigate extension of 'No Stopping Unbroken Yellow Kerb Line'
Extend 'No Stopping Line'	Not extensive enough. It should continue all the way up Palm Beach Road and further along Pacific Road	Council will investigate extension of 'No Stopping Unbroken Yellow Kerb Line'
Additional 'No Stopping Line'	Additional 10m 'No Stopping' installed on other side of road on the downhill (north) side starting from driveway of 132A	Council will investigate request for additional 'No Stopping Unbroken Yellow Kerb Line'
Centre road markings	Double centre line all the way around both bends	Council will monitor once 'No Stopping Unbroken Yellow Kerb Lines' are installed and will appropriately action if required
Canara Place and Pacific Road intersection treatments	Parking too close to corners of Canara Pl and Pacific Rd, would benefit having kerb lines and centre lines	Request has been raised for the Rangers to inspect / monitor vehicles parking within 10m of an intersection (PE2020/02300). Council will investigate request for 'No Stopping Yellow Kerb Lines' and centre lines

<b>ITEM 4.16</b>	<b>ILUKA ROAD, PALM BEACH - NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2020/220339</b>
<b>ATTACHMENTS</b>	<b>1 Iluka Road, Palm Beach - Plan</b> <b>2 Table Of Consultation</b>

**GEOCODES:** -33.601702, 151.316731

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding the obstructed line of sight when vehicles park at the bend on Iluka Road, Palm Beach, adjacent to Woorak and Iluka Reserve.

### **LOCATION**

- The section of the road lies between the intersections with Nabilla Road and Woorak Road, Palm Beach.
- This section of Iluka Road is a local road with a speed limit of 40km/h.
- The bend has a measured road width of 6m and caters for two-way traffic with unrestricted parking on either side.
- There is no footpath and kerb and guttering along Iluka Road.
- Adjacent land uses consist of primarily low-density housing and Iluka Park and Woorak Road Reserves Snappermans Beach and Sandy Beach Reserves.
- Adjacent to Iluka Road, Sandy Point Lane has been a facility for pedestrian access and beach launching of small watercraft.
- There are no bus routes that service the section of road.
- It is observed that vehicles are generally parked partially or wholly along the nature strips in the area.

### **ISSUES**

- The boat ramp is a local launching facility within a residential neighbourhood context, not a regional facility.
- There is a high visitor and residential parking demand in Iluka Road
- Boat ramp usage and demand for parking is increasing and random uncontrolled parking in the area is seen particularly during summer periods.
- When vehicles are parked on the one side or both sides of the road, it restricts the free movement of vehicles (especially emergency and service vehicles) along that road.

### **PROPOSAL**

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

- **Install 45m No Stopping Restrictions on the inner bend radius on Iluka Road, Palm Beach.**
- **Install 28m No Stopping Restrictions along the constructed kerb and gutter at the intersection of Iluka Road and Nabilla Road.**

The proposal will provide a better line of sight for approaching traffic and aid vehicles to keep left when travelling through this section of road. Parking on the outer bend radius will not be affected by the proposal.



The existing residential streetscape amenity is highly regarded by the residents and development and infrastructure that imposes on the natural environment needs to be minimal, hence No Stopping Unbroken Yellow Kerb Lines are proposed.

### **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- Iluka Road is not part of the Road Cycling Network
- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect pedestrian facilities or impacts on walking paths.

### **CONSULTATION**

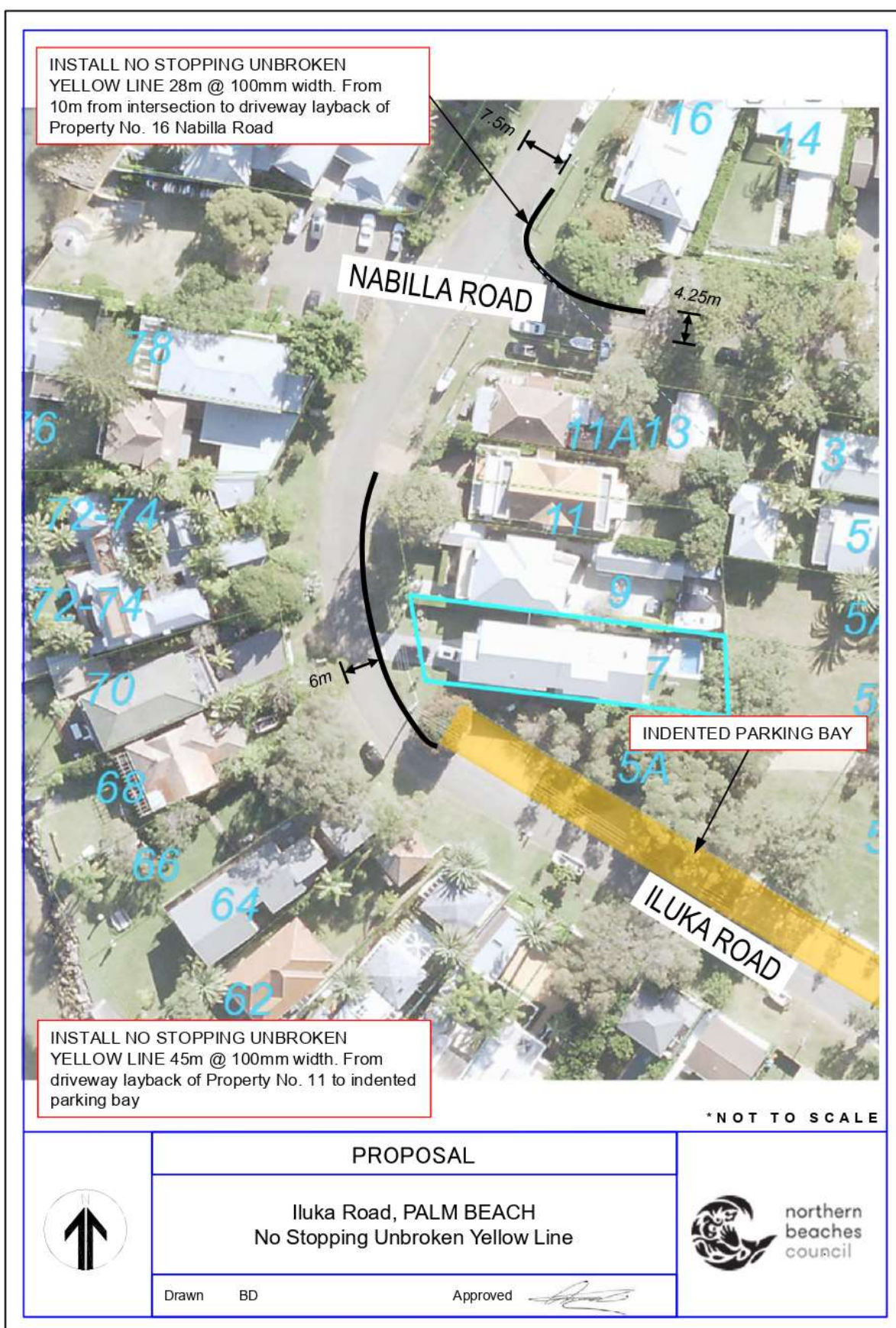
Consultation letters have been distributed to 30 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Installation of a 45m of No Stopping Unbroken Yellow Line along the inner bend radius on Iluka Road, Palm Beach, between indented parking bay and Property No. 11.**
- B. Installation of a 28m No Stopping Unbroken Yellow Kerb Line at the intersection of Iluka Road and Nabilla Road, Palm Beach; 10m from the tangent of the intersection to property No. 16.**



## Table of Consultation

<b>Address</b>	<b>Iluka Road, Palm Beach</b>
<b>Proposal</b>	<b>No Stopping Restrictions</b>

<b>Properties Consulted</b>	30
<b>Responses Received</b>	5
<b>Support</b>	4
<b>Do Not Support</b>	1

Issue	Resident Comment	Council Response
Limited Parking	'..limited parking in that area, and removing more will not help safety or local and public interest. It will spread that problem to other residents at the benefit of one.'	The proposed No Stopping Restrictions is required along the kerbside lane to maintain traffic flow through the bend and improve overall road safety.
Property Encroachment	'In prior years there was sufficient space for safe "verge" parking and line of sight until it was "claimed" by residents with the erection of metal garden stakes, barricades, planted trees, rocks, warning notes...'	Council understands the resident's concern regarding to encroachments in the area. CRM (RF2020/0423) forwarded to ROADS AND FOOTPATH to investigate encroachment issues in the area.
Vegetation	'The parking lots next to 11 Iluka was designed with pedestrian access away from the road and line of sight abilities, this too has been claimed with encroaching gardens and trees and should probably be reclaimed or thinned..'	CRM (RF2020/2868) forwarded to RESERVES to maintain vegetation along the pathway and vegetation at the bend to assist pedestrian and vehicles.
Additional No Stopping Restrictions	<i>[Resident has requested to extend]</i> '..NO STOPPING, cnr of Nabilla and Iluka Roads, Palm Beach'	Council has investigated and Council will be extending the No Stopping Restrictions at the intersection of Nabilla and Iluka Roads
Kerb and Guttering	'..will you be kerb and guttering where you are thinking of putting the No Stopping Restrictions'  'During wet weather, the road in front of our place and No. 11 floods with water nearly reaching the other side of road'	The existing streetscape amenity is highly regarded by the residents in the area and development and infrastructure that imposes on the natural environment needs to be minimal. Council does not have future plans of installing kerb and gutter along Iluka Road.  CRM (DF2020/1027) forwarded to Stormwater, Floodplain Engineering to investigate flooding issues.

<b>ITEM 4.17</b>	<b>PALMGROVE ROAD, AVALON - NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2020/217777</b>
<b>ATTACHMENTS</b>	<b>1 Palmgrove Road, Avalon - Plan</b> <b>2 Table Of Consultation</b>

**GEOCODES:** -33.641778, 151.324136

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding continuous illegal parking on Palmgrove Road, Avalon. The width of Palmgrove Road ranges from 4m - 4.5m. Vehicles must leave 3m of road for safe passing of traffic. This is not achieved in this area of Palmgrove Road. Furthermore, vehicles cannot park over a nature strip as this acts as a walkway for pedestrians. The site is located near the intersection of Palmgrove Road and Plateau Road, vehicles illegally parked there will pose as a danger for the intersection.

### **LOCATION**

- Palmgrove Road is a local road with a 50km/h speed limit
- Palmgrove Road has low density housing
- Palmgrove Road meets at a Y-intersection with Plateau Road

### **ISSUES**

- The road is too narrow to allow parking
- 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 **install No Stopping Unbroken Yellow kerb Lines to reinforce existing road rules where:**

- **Vehicles cannot park over a footpath/nature strip**
- **Vehicles must allow at least 3m of road for safe clearance for traffic to pass**

### **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**

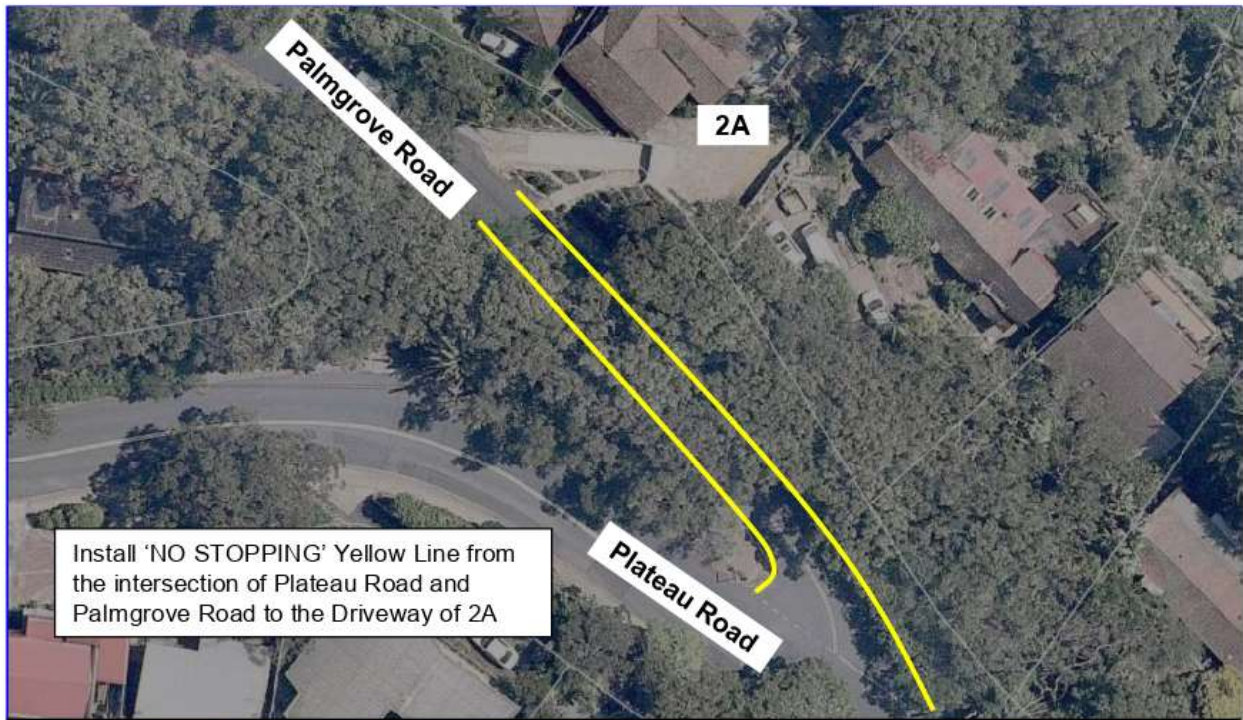
Consultation letters have been distributed to 5 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

**That the Traffic Committee supports the installation of No Stopping restrictions 50m from the intersection of Palmgrove Road and Plateau Road, Avalon.**





	PROPOSAL		 northern beaches council
	Palmgrove Road, Avalon No Stopping Restrictions		
	Drawn     JO	Approved 	

### Table of Consultation

<b>Address</b>	<u>Palmgrove Road, Avalon</u>
<b>Proposal</b>	<u>No Stopping Restrictions</u>

<b>Properties Consulted</b>	5
<b>Responses Received</b>	2
<b>Support</b>	1
<b>Do Not Support</b>	1

Issue	Resident Comment	Council Response
Lack of Available Parking	<i>"there is very little safe street parking on Plateau Road between The Circuit and the roundabout on Barrenjoey Road. This leaves Palmgrove Road as the closest option for parking for many residents in that vicinity of Plateau Rd"</i>	<p>Parking in this section of Palmgrove Road is not legal. The road width (being 4.0-4.5m) doesn't permit vehicles to park here. The proposed restriction is reinforcing Australian road rules;</p> <ul style="list-style-type: none"> <li>- Vehicles cannot park over a nature strip (as it is a walkway for pedestrians)</li> <li>- Vehicles must allow 3.0m of road to allow for safe passing of traffic</li> </ul>

**ITEM 4.18 FISHER ROAD NORTH, CROMER - NO STOPPING RESTRICTIONS**

<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2020/220700</b>
<b>ATTACHMENTS</b>	<b>1 Fisher Road North, Cromer - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.740639, 151.281732

**REPORT****BACKGROUND**

Council has received concerns from local residents regarding safety and traffic flow along Fisher Road North, due to vehicle parking opposite the intersection with Carawa Road in Cromer.

**LOCATION**

- Fisher Road North is a local road with a 50km/h speed limit.
- The section of Fisher Road North under consideration is approximately 12m wide between kerbs and is located south-east of Cromer Park.
- Carawa Road forms a 'Y' intersection with Fisher Road North. The existing Give Way controls apply at the intersection with signs and holding lines installed.
- A pedestrian refuge is located approximately 30m north of the intersection with Carawa Road.
- The statutory No Stopping restrictions apply for the pedestrian refuge, and within 10m from the intersection with Carawa Road, on the western side of Fisher Road North.
- Parking is unrestricted on the eastern side of the road south of the intersection; however, Timed Parking 8P 8:00am – 6:00pm Everyday restrictions have been installed on the western side of Fisher Road North, in front of James Morgan Reserve and Cromer Community Centre.
- There are footpaths on both sides of Fisher Road North; however a footpath is only provided on the southern side of Carawa Road.
- The 146, 179X and E79 bus services operate along Fisher Road North and Carawa Road.

**ISSUES**

- Vehicles parked on both sides of the road narrow the overall road width for through traffic.
- Traffic queues can occur in Fisher Road North when a vehicle stops at the intersection waiting to turn right into Carawa Road, as there is no opportunity to pass when vehicles are parked in the kerbside lane.
- Parked vehicles on the eastern side of Fisher Road North, reduce sight distances for people cycling between the off-road and on-road cycle route, by obstructing the sightlines of oncoming traffic.

**PROPOSAL**

Council has undertaken a review of the above location and issues and proposes to **install a No Stopping Unbroken Yellow Kerb Line on the eastern side of Fisher Road North, opposite the intersection with Carawa Road.**

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Fisher Road North and Carawa Road are part of the existing Road Cycling Network.
- Fisher Road North also connects with shared paths in the Dee Why Valley Reserve and the existing Safe Cycling Network.
- The proposal will improve safety for people cycling along Fisher Road North, by providing a clear traffic lane for through traffic when vehicles wait at intersection to turn right into Carawa Road. Sightlines for people cycling across Fisher Road North at the end of the shared path, are also improved by preventing obstructions and vehicles parking at the intersection.

## CONSULTATION

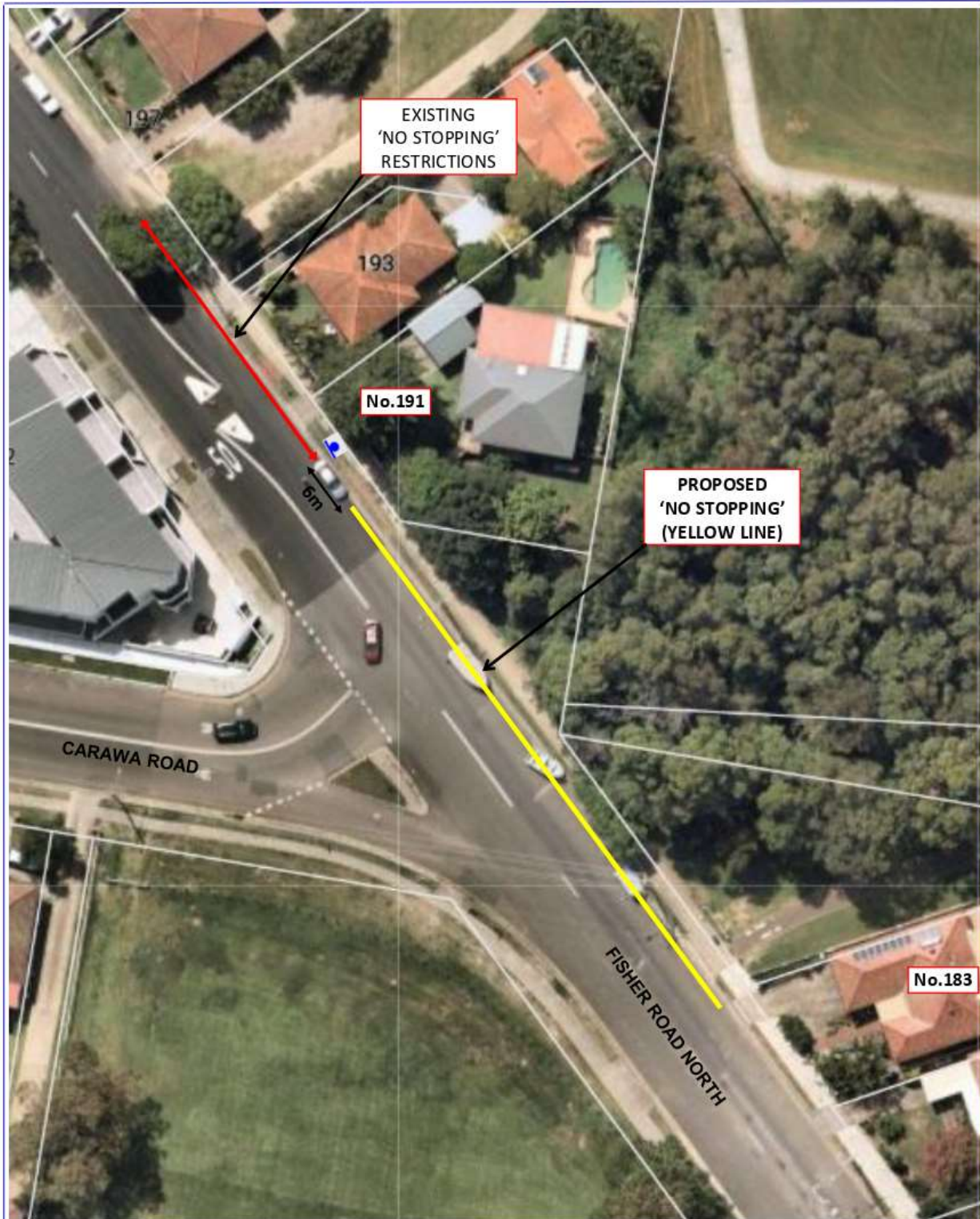
- Consultation letters have been distributed to 14 properties within the immediate vicinity of the location providing notification of the proposed changes. A summary of the responses is noted in Attachment 2 – Table of Consultation.
- One submission was received objecting to the proposal. Concerns were raised regarding the removal of parking, and suggesting that timed parking or vehicles only be permitted.
- Council has noted some of the comments and further reviewed the issues and recommends that the proposal be amended to provide a No Stopping Unbroken Yellow Kerb Line from north of driveway No.183 Fisher Road North to 6m south of the existing 'No Stopping sign outside No.191.
- The amended proposal will retain one car park space (6m) outside No.191, and still allow sufficient room to pass vehicles waiting to turn right into Carawa Road.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

**That the Traffic Committee supports the installation of a No Stopping Unbroken Yellow Kerb Line from north of driveway No.183 Fisher Road North, Cromer, to 6m south of the existing No Stopping sign outside No.191.**





## PROPOSAL

FISHER ROAD NORTH, CROMER  
'NO STOPPING' RESTRICTIONS

Drawn RK

Approved

*P. Deon*



northern  
beaches  
council



### **Table of Consultation**

<b>Address</b>	Fisher Road North, Cromer
<b>Proposal</b>	No Stopping restrictions

<b>Properties Consulted</b>	14
<b>Responses Received</b>	1
<b>Support</b>	0
<b>Do Not Support</b>	1

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
No Stopping restrictions	- The proposed No Stopping restrictions will give me nowhere to temporarily park any of my cars, or for when we have visitors.	- Parking restrictions are required in the kerbside lane to maintain traffic flow through the intersection and to improve traffic sight distances. Council has amended the proposal and reduced the length of the 'No Stopping' line to retain 1 car park space (6m) outside No.191, which still allows sufficient room to pass vehicles waiting to turn right into Carawa Road.
Suggestions	- The issue is the permanent parking of boats etc. I suggest vehicles only parking or an 8 hour limit.	- The suggestions to allow other vehicle parking opposite the intersection does not maintain sufficient space for through traffic, which could lead to congestion and potential queuing.

**ITEM 4.19**                      **ALTONA AVENUE, FORESTVILLE - NO STOPPING RESTRICTIONS****REPORTING OFFICER**            **TRAFFIC ENGINEER****TRIM FILE REF**                **2020/221116****ATTACHMENTS**                **1 Altona Avenue, Forestville - Plan**  
   **2 Table of Consultation****GEOCODES:** -33.755199, 151.219946**REPORT****BACKGROUND**

Council has received concerns from local residents regarding the parking of vehicles on the southern side of Altona Avenue, Forestville affecting traffic flow and sight distances entering and exiting Altona Avenue from Deakin Street.

**LOCATION**

- Altona Avenue is a local road with a posted speed limit of 40 Km/h.
- Altona Avenue is two-lane road with a variable pavement width between 8.5m to 9.5m.
- This section of Altona Avenue is between the T-intersections of Deakin Street and Grace Avenue.
- Altona Avenue is predominantly a residential street with a boarding house at the corner of Warringah Road and Altona Avenue. There is an existing footpath on the south-west side of Altona Avenue.

**ISSUES**

Cars parked on the southern side of Altona Avenue between the eastern side of the driveway of property No. 1 Deakin Street to the western side of the driveway at No. 4 Altona Avenue reduces the line of sight for cars turning right into Altona Avenue from Deakin Street. Vehicles waiting to turn right have difficulty due reduced sight lines for parked cars. Both Deakin Street and Grace Avenue intersect with Altona Avenue with close proximity. The clear line of sight by the proposed parking restriction would make the right turn egress safer.

**PROPOSAL**

Council has undertaken a review of the location and issues and proposes to **extend the existing No Stopping Unbroken Yellow Kerb Line by approximately 27m in length on the southern side of Altona Avenue from the eastern side of the driveway at No.1 Deakin Street to the western side of the driveway at No.4 Altona Avenue, Forestville.**

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- There is no impact on people cycling along Altona Avenue.
- The proposal does not affect pedestrian facilities or impacts on walking.

## CONSULTATION

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

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## RECOMMENDATION TO TRAFFIC COMMITTEE

**That the Traffic Committee supports the installation of a No Stopping Unbroken Yellow Kerb Line for a length of approximately 27m on the southern side of Altona Avenue from the eastern side of the driveway at No.1 Deakin to the western side of the driveway at No.4 Altona Avenue, Forestville.**

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TrP2019/01619



### **Table of Consultation**

<b>Address</b>	<b>Altona Avenue, Forestville</b>
<b>Proposal</b>	<b>No Stopping Restriction</b>

<b>Properties Consulted</b>	16
<b>Responses Received</b>	2
<b>Support</b>	1
<b>Do Not Support</b>	1

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Loss of parking	The 27m length is excessive. Should be shortened. The problem is the volume of traffic which is being diverted from on going roadworks on Warringah Road to avoid congestion.	Shortening the length will not eliminate the issue. This location is between two close T-intersections. It is not safe to retain parking on both sides of the street and maintain two-way traffic.

<b>ITEM 4.20</b>	<b>NIELD AVENUE, BALGOWLAH - 90 DEGREE ANGLE PARKING</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2020/205751</b>
<b>ATTACHMENTS</b>	<b>1 Nield Avenue, Balgowlah - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.797317, 151.260773

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding the legality of the current practice whereby residents park at 90° to the kerb at the southern end of Nield Avenue, Balgowlah, in front of No.s 4 and 6. Residents have been parking in this fashion for many years and wish the practice to continue; however, parking officers have recently issued warning notices to residents regarding the practice.

### **LOCATION**

Nield Avenue is a local road of 7.3m in width and approximately 240m in length and terminating in a road closure at its southern end. It carries low volumes of traffic. Parking is permitted on either side of the road and in front of No.s 4 and 6 Nield Avenue where the road widens to over 15m and vehicles park at 90° to the kerb on the eastern side of the road.

### **ISSUES**

- Under the NSW Road Rules, unless parking is signposted for 90° parking, vehicles must park parallel to the kerb and vehicles parking at 90° angles could be issued with a parking infringement notice.
- The width of Nield Avenue in the vicinity of No.s 4 and 6 is such that vehicles can park at 90° to the kerb and still leave sufficient carriageway width for two-way traffic.
- Nield Avenue carries low volumes of traffic and parking at 90° angles does not create safety issues
- The marking and signposting of 90° parking spaces will address occasional issues with vehicles parking too close to driveways
- The signposting of 90° angle parking for vehicles under 6m only will prevent parking by longer vehicles which may impede through traffic flow.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to **formalise the 90° angle parking by introducing signposting to that effect for vehicles under 6m only and linemarking five angle parking bays.**

### **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- The proposal will formalise what has been occurring safely for many years and will therefore have no impact on pedestrians and cyclists

## CONSULTATION

Consultation letters have been distributed to 24 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of 90° angle parking front to kerb for vehicles under 6m only on the east side of Nield Avenue, Balgowlah, in front of No.s 4 and 6.**
  - B. Marking of the 90° degree angle parking bays of 5.4m x 2.5m each.**
-



### PROPOSAL

Nield Avenue, Balgowlah  
90 degree angle parking

Drawn JB

Approved 



northern  
beaches  
council



### **Table of Consultation**

<b>Address</b>	Nield Avenue, Balgowlah
<b>Proposal</b>	90 degree angle parking

<b>Properties Consulted</b>	24
<b>Responses Received</b>	8
<b>Support</b>	8
<b>Do Not Support</b>	0

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Size limitation on vehicles	Would like to see a limit on the size of vehicles as trucks and longer trailers sometimes park at 90 degrees	The restrictions will be for "90 degree angle parking vehicles under 6m only"
Parking too close to driveways	Vehicles sometimes park too close to the driveway or too close to the narrow part of the road	The marking of parking bays and introduction of signage will assist in keeping vehicles parked appropriately

ITEM 4.21	ABBOTT ROAD, NORTH CURL CURL - WATTS PROFILE SPEED HUMPS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/205404
ATTACHMENTS	1 Abbott Road, North Curl Curl - Plan 2 Table of Consultation

**GEOCODES:** -33.765101, 151.291892

## REPORT

### BACKGROUND

Council has received concerns from local residents regarding the speed of traffic on Abbott Road between Spring Road and Playfair Road, North Curl Curl.

### LOCATION

Abbott Road is a local road of approximately 11.3m in width carrying an average daily traffic volume of 2878 vehicles per day. The John Fisher playing fields and netball courts are located to the south of Abbott Road and the Curl Curl North Public School is located to its north. Parking is permitted on both sides of the road with parking on the southern side being at 90° to the kerb. A 40km/h high pedestrian activity zone has been created on Abbott Road between Pitt Road and Griffin Road with some traffic calming devices in place to physically reinforce the 40km/h speed limit.

### ISSUES

- Recent traffic count data has revealed an 85<sup>th</sup> percentile speed on Abbott Road between Spring Street and Playfair Street of 54km/h. This is high for a location within a 40km/h high pedestrian activity zone
- Recent traffic count data for Abbott Road between Lillie Street and Spring Street has found an 85<sup>th</sup> percentile speed of 44km/h. Although higher than the 40km/h speed limit this is not unacceptable.
- There is an absence of traffic calming devices on Abbott Road between the roundabout at Playfair Street and the kerb blisters and splitter island just west of No.60. This is a length of road on a straight alignment of some 300m.

### PROPOSAL

Council has undertaken a review of the location and issues and proposes to **install two watts profile speed humps on Abbott Road between Spring Road and Playfair Road at No.s 34 and 44**. This will reduce speeds and improve safety for the high volume of children utilising this area.

The speed humps are proposed to be installed at approximately 100m intervals in accordance with the Austroads Guide to traffic management recommended spacing to physically enforce a 40km/h speed limit. The speed humps will be located at points where 90° angle parking is not present to minimise the loss of parking.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- Will improve safety for pedestrians, particularly children moving to and from parked vehicles and crossing the road
- By reducing speeds it will make conditions safer for cycling along Abbott Road

**CONSULTATION**

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

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

**That the Traffic Committee supports the installation of two Watts profile speed humps on Abbott Road, North Curl Curl, at No.s 34 and 44.**



## PROPOSAL

Abbott Road, North Curl Curl  
Speed Management

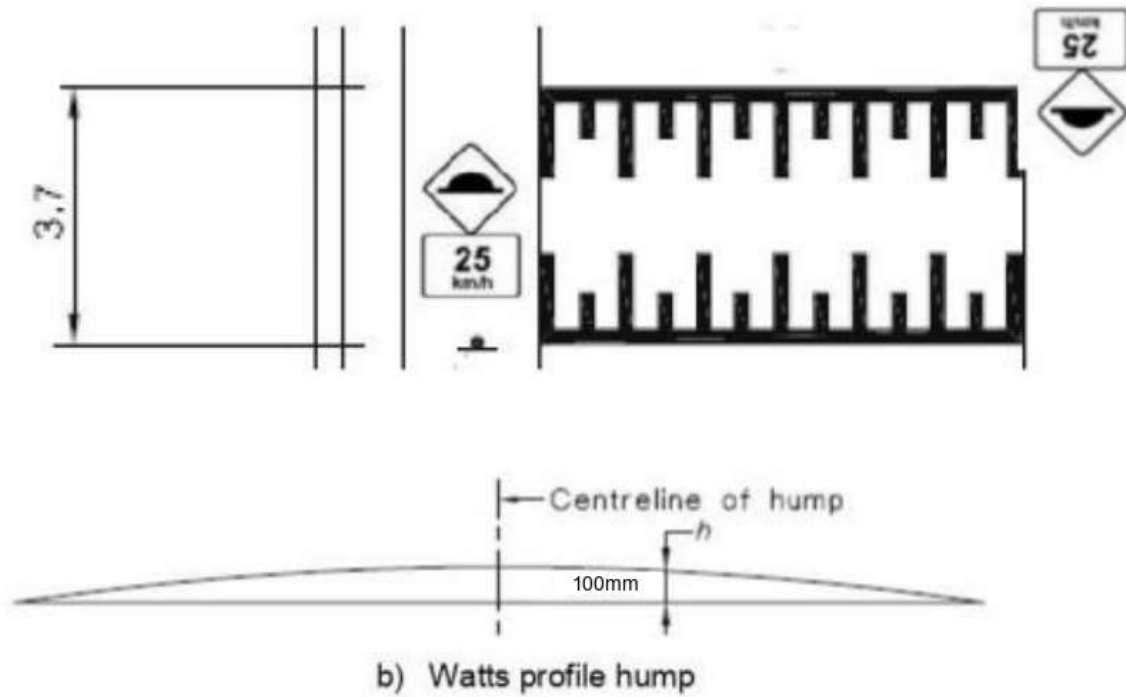
Drawn JB

Approved *P. Deon*



northern  
beaches  
council





## **Table of Consultation**

<b>Address</b>	Abbott Road, North Curl Curl
<b>Proposal</b>	Watts Profile Speed Humps

<b>Properties Consulted</b>	37
<b>Responses Received</b>	8
<b>Support</b>	6
<b>Do Not Support</b>	2

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Speeds	Speeds are far too high given the amount of pedestrians in the area particularly children	The proposed speed humps will significantly reduce speeds
Pedestrian crossings	Also need pedestrian crossings on the speed humps	There is an existing pedestrian crossing just east of Playfair Road catering for school children going to and from Curl Curl North Public School and netball related pedestrian activity. Volumes elsewhere would not meet the required warrant.
Signposting and marking of 40km/h speed zone	There is a lack of "40" speed zone markings in the area leading to a lack of awareness of the 40km/h zone	"40" markings which have faded or been lost following resheeting have been remarked
Speed camera	A speed camera would be the best deterrent to speed	Council has no authority to install a speed camera
Additional devices	Also need additional devices between Lillie Street and Pitt Road	Speed data does not suggest that speeds west of Playfair Street are excessive however an additional device west of Lillie Street could be considered as a second stage if the proposed work does not result in speeds in that location being around 40km/h.

<b>ITEM 4.22</b>	<b>HAY STREET, COLLAROY - CHANGE IN ROAD PRIORITY</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2020/217818</b>
<b>ATTACHMENTS</b>	<b>1 Hay Street, Collaroy - Plan</b> <b>2 Table Of Consultation</b>

**GEOCODES:** -33.741616, 151.302096

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding poor sight lines at an existing Stop Sign at the intersection of Bedford Crescent and Hay Street, Collaroy. Currently, vehicles that are stopped on Bedford Crescent have inadequate sight line of southbound traffic from Hay Street. This is due to the acute angle between the streets, the topography and the retaining wall. However, vehicles who stop on Hay Street have a much longer and adequate sightline of southbound vehicles from Bedford Crescent.

### **LOCATION**

- Bedford Crescent and Hay Street are local roads with a speed limit of 50km/h
- These streets have low density housing
- These streets meet at a Y-intersection

### **ISSUES**

- Residents are worried about vehicles speeding downhill should the Stop Sign relocate
- Currently road users have difficulty in safely entering the intersection

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to **relocate the Stop Sign restriction onto Hay Street, Collaroy, so vehicles stopped there have adequate sight of traffic. This will change the priority of the roads.**

### **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**

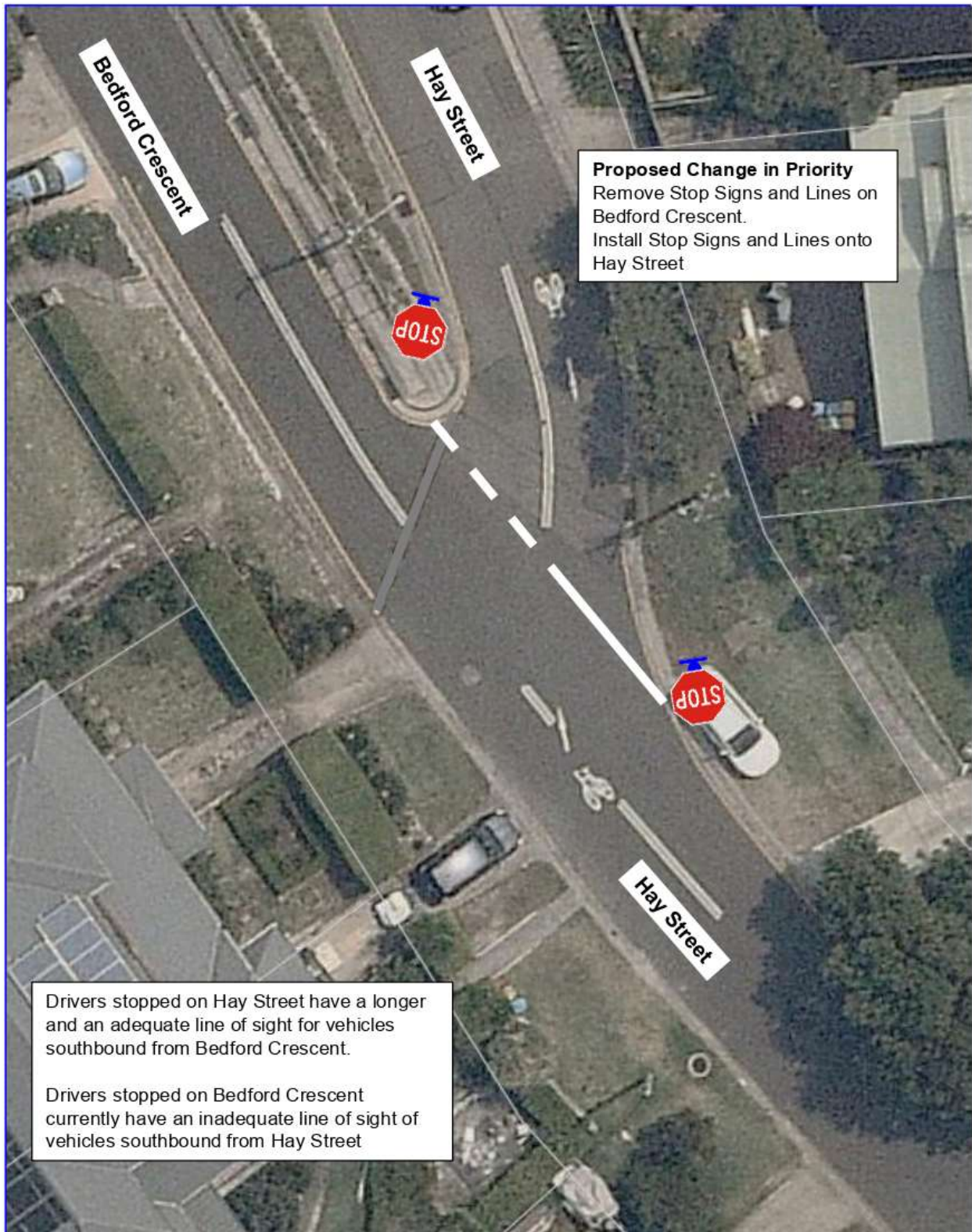
Consultation letters have been distributed to 165 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

**That the Traffic Committee supports the relocation of the Stop Sign from Bedford Crescent onto Hay Street, Collaroy.**





Drivers stopped on Hay Street have a longer and an adequate line of sight for vehicles southbound from Bedford Crescent.

Drivers stopped on Bedford Crescent currently have an inadequate line of sight of vehicles southbound from Hay Street



## PROPOSAL

Bedford Crescent & Hay Street Collaroy  
Change of Priority

Drawn JO

Approved 



northern  
beaches  
council

## Table of Consultation

<b>Address</b>	<b>Hay Street &amp; Bedford Crescent, Collaroy</b>
<b>Proposal</b>	<b>Change of Road Priority</b>

<b>Properties Consulted</b>	164
<b>Responses Received</b>	23
<b>Support</b>	16
<b>Do Not Support</b>	5
<b>Neither</b>	1

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Speeding	<p><i>"... cars travelling down Bedford Crescent , do not adhere to the stop sign anyway and speed in excess of 60km/ph"</i></p> <p><i>"main issue I see against moving the stop sign is the speed which people drive down Bedford"</i></p>	<p>The relocation of the Stop Restriction is proposed as vehicles stopped on Hay Street have adequate vision of the traffic travelling on Bedford Crescent. Contrastingly with the existing Stop Restriction on Bedford, drivers have inadequate vision of traffic coming from Hay Street.</p> <p>Drivers have the choice to break the law and speed, however they do not have the choice on the topography and landscape of the streets.</p> <p>Council will reinvestigate should critical speeding occur</p>
Difficulty in Exiting Driveways	<p><i>"...cars parked on both sides of the road it is very dangerous to reverse out of our driveway.."</i></p> <p><i>"many of our driveways are narrow and steep – with impeded vision due to overparking in the area – the chances of a major accident occurring would increase dramatically if you remove the stop sign"</i></p>	<p>Vehicles exiting a driveway have the lowest priority on any road. The driver must give way to all road users prior to exiting their driveway.</p> <p>Should vehicles block or obstruct Council recommends to immediately contact Rangers. Furthermore Driveway Delineation Lines are available to be applied for to deter vehicles from parking too close to driveways</p>
Request for Traffic Mirror	<p><i>"leave the stop sign where it is and install a mirror for greater vision"</i></p> <p><i>"please put up a mirror on Bedford Crescent, for those turning from Lancaster right onto Bedford"</i></p>	<p>RMS no longer approves the installation of Traffic Mirrors for intersections as it doesn't show an accurate representation of the road with distorted images.</p>

Request to Have Stop Restriction on Both Streets	<i>"I would like to express my support for the proposed change ....I also ask that consideration be given to also retaining the existing Stop sign on Bedford Cres"</i>	Having Stop Restrictions on both streets will only cause confusion as to who may enter first, therefore more dangerous
Illegal Parking	<p><i>"Our daughter was fined parking on the grass verge outside our house, yet we have cars parked their daily"</i></p> <p><i>"Council have recently placed parking restrictions in place on the said intersection. These restrictions have now resulted in severely limited vision and cars regularly blocking access to our driveway"</i></p>	<p>Rangers will be notified of this and will be requested to make periodic visits.</p> <p>Furthermore Driveway Delineation Lines are available to be applied for to deter vehicles from parking too close to driveways</p>

**ITEM 4.23 CORONATION STREET, MONA VALE - INTERSECTION TREATMENT****REPORTING OFFICER TRAFFIC OFFICER****TRIM FILE REF 2020/223310****ATTACHMENTS 1 Coronation Street, Mona Vale - Plan****GEOCODES:** -33.687415, 151.305596**REPORT****BACKGROUND**

Council has received advice for the proposed Ambulance Station (Paramedic Response Centre) in Mona Vale that is currently under construction regarding the Coronation Street and Melbourne Avenue intersection.

As part of the emergency response strategy for the Ambulance Station, an emergency vehicle phase will be introduced at the Pittwater Road / Coronation Street intersection. The phase would only activate during a call-out to allow any vehicle queuing on Coronation Street to clear to minimise delay along the path of the emergency vehicle.

**LOCATION**

The site for the ambulance station is located on the southwest corner of the Mona Vale Hospital precinct. Access to the ambulance station will be provided from the private hospital access road to the west of the site that forms a fourth leg to the Coronation Street / Melbourne Avenue intersection.

**ISSUES**

Traffic and queuing issues will most likely arise when an ambulance is required to exit the station under lights and sirens.

**PROPOSAL**

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

- **Install W3-204-2 Ambulance signs along Coronation Street to warn vehicles approaching the intersection when an ambulance has exited the ambulance station under siren.** This would be activated when the emergency vehicle phase is triggered by the ambulance station. The signs would be installed 30m from the Melbourne Avenue intersection as per AS1742.13-2009 to enable drivers to react appropriately before the intersection. Tree pruning and maintenance would be required to provide clear sight line to the sign for eastbound vehicles; the extent of pruning requiring confirmation on site.
- **Replace existing Give Way control with Stop control (signs and pavement markings) for the Melbourne Avenue leg of the intersection.** This would require all northbound traffic approaching the intersection to completely stop before entering, hence less likely to block an ambulance on call-out.
- **Install Keep Clear pavement markings at the Coronation Street / Melbourne Avenue intersection (westbound travel lane)** to provide a break in queuing along Coronation Street for ambulances to enter.



## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Improves safety and sight lines for people cycling along Coronation Street and Melbourne Avenue, Mona Vale.

## CONSULTATION

Public consultation is not necessary as the impact to residents is low and the proposal enhances safety.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of W3-204-2 Ambulance signs along Coronation Street, Mona Vale.**
- B. Replacement of existing Give Way control with Stop control (signs and pavement markings) for the Melbourne Avenue, Mona Vale, leg of the intersection.**
- C. Installation of Keep Clear pavement marking at the Coronation Street / Melbourne Avenue intersection (westbound travel lane), Mona Vale.**



<b>ITEM 4.24</b>	<b>CORONATION STREET, MONA VALE - PEDESTRIAN IMPROVEMENTS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2020/220547</b>
<b>ATTACHMENTS</b>	<b>1 Coronation Street, Mona Vale - Plan</b>

**GEOCODES:** -33.686341, 151.307541

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding safety and access to the bus stop in Coronation Street opposite Mona Vale Hospital.

### **LOCATION**

- Coronation Street is a collector road with a 50km/h speed limit.
- The road width is approximately 9.4m between kerbs and 15m wide where there is angled parking.
- Mona Vale Hospital is located on the northern side of Coronation Street with sections of 4P 6:00am – 6:00pm Everyday restrictions within the 90° angle parking area, and unrestricted parallel parking on the southern side.
- The existing section of 2P 8:30am – 6:00pm Everyday restrictions located west of the Hospital entrance was previously approved to be changed to accessible parking and motorcycle parking following the necessary maintenance works.
- Robert Dunn Reserve and the dog exercise area are located on the eastern side of Narrabeen Park Parade.
- There are no constructed footpaths on the southern side of Coronation Street between Melbourne Avenue and Narrabeen Park Parade; however, a concrete footpath is provided on the northern side along the entire frontage to Mona Vale Hospital.
- The 155 bus service operates along Coronation Street and Narrabeen Park Parade, with Bus Zone restrictions provided for the bus stops located on either side of the road outside the entrance to the Hospital.

### **ISSUES**

- Council has received concerns from pedestrians regarding difficulties crossing the road near the entrance to Mona Vale Hospital.
- Coronation Street is a collector road that provides access to the Mona Vale Hospital and recreational areas including Mona Vale Beach, dog exercise area, and walking trails located at the eastern end of the road.
- The elderly and people with mobility issues find it difficult to safely access the bus stop located on the opposite side of the road, due to the existing traffic, road width and lack of pedestrian facilities.
- A pedestrian refuge is not possible at this location without affecting access to adjacent driveways and/or removing a significant number of parking spaces.

- A marked pedestrian crossing cannot be considered as the pedestrian volumes do not meet the Transport for NSW (TfNSW) guidelines and warrant criteria for this facility. However, the provision of kerb extensions reduces the crossing point and improves sight distances for both pedestrians crossing the road and vehicles approaching the facility.

## PROPOSAL

Council has undertaken a review of the location and issues and proposes to **construct kerb extensions in Coronation Street, Mona Vale. Dividing Barrier Lines will also be provided to separate the opposing traffic flows. A footpath connecting the bus stop would also be constructed as part of the overall scheme.**

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Coronation Street is part of the existing Road Cycling Network. The proposal will improve the visibility of pedestrians and sight distances on the approach to the crossing point for all road users including people cycling.
- The kerb extensions and footpath links will also improve safety and facilities for pedestrians by reducing the road width and overall crossing point.

## CONSULTATION

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

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## RECOMMENDATION TO TRAFFIC COMMITTEE

**That the Traffic Committee supports the proposed kerb extensions and upgrades to improve access to the bus stop opposite the entrance to Mona Vale Hospital in Coronation Street, Mona Vale.**





	PROPOSAL		 northern beaches council
	CORONATION STREET, MONA VALE PEDESTRIAN IMPROVEMENTS		
	Drawn    RK	Approved 	

## 5.0 MATTERS FOR NOTATION

### ITEM 5.1 REQUEST FOR WORKS ZONE

REPORTING OFFICER TRAFFIC OFFICER

TRIM FILE REF 2020/213955

ATTACHMENTS NIL

**GEOCODES:** Various

### REPORT

Council has approved the following Works Zone under delegated authority from the Northern Beaches Council Local Traffic Committee to the Traffic Engineer. The Works Zone signs are installed by Council and the applicant is to advise Council of any extension of the Works Zone period prior to the expiry date. The extension is subject to approval by Council's Traffic Engineer.

Applicant	Location	Works Zone Length and Time	Requested Period
Your Style Designer Home Additions	173 Balgowlah Road BALGOWLAH NSW 2093	Length: 8 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	03 March 2020 - 14 April 2020
Rawson Homes Pty Ltd	33 Quirk Street DEE WHY NSW 2099	Length: 12 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	06 March 2020 - 08 June 2020
Julie-Anne Beatty	3 Arthur Street FAIRLIGHT NSW 2094	Length: 9 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	26 March 2020 – 04 June 2020
David Ferrari Constructions	50 Undercliff Road FRESHWATER NSW 2096	Length: 8 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	30 March 2020 – 06 July 2020
Pacific Property (NSW) Pty Ltd	163-165 Pacific Parade, DEE WHY	Length: 30 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	01 April 2020 - 30 October 2020
Maincom Pty Ltd	48-50 Darley Road MANLY NSW 2095	Length: 13 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	30 April 2020 – 23 July 2020

Dilcara Construction	161 Condamine Street BALGOWLAH NSW 2093	Length: 12.5 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	30 April 2020 – 17 September 2020
Nolan Constructions Pty Ltd	136 Anzac Avenue COLLARROY PLATEAU NSW 2097	Length: 20 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	4 May 2020 – 26 June 2020

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### RECOMMENDATION TO TRAFFIC COMMITTEE

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