

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 2 JUNE 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 2 June 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 5 May 2020

2.2 Declaration of Pecuniary and Conflicts of Interest

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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 5 MAY 2020

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 5 May 2020, copies of which were previously circulated to all Members, be confirmed as a true and correct record of the proceedings of that meeting.

2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

Members should disclose any "**pecuniary**" or "**non-pecuniary**" conflicts of interests in matters included in the agenda. The [Northern Beaches Council Code of Conduct](#) (the Code) provides guidance on managing conflicts of interests.

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

A pecuniary interest is an interest that you have in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to you or a person referred to in clause 4.3.

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

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

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1 BUNGAN HEAD ROAD, NEWPORT - NO PARKING RESTRICTIONS

REPORTING OFFICER TRAFFIC OFFICER

TRIM FILE REF 2020/278924

ATTACHMENTS
1 Bungan Head Road, Newport - Plan
2 Table of Consultation

GEOCODES: -33.662733, 151.317663

REPORT

BACKGROUND

Council has received concerns from local residents regarding access to and from properties due to the narrow road width and vehicles parking opposite driveways. Local residents have advised this issue tends to occur on the weekends when there is a larger number of visitors to the area.

LOCATION

- Bungan Head Road is a local road with a varying road width of 5m to 4.3m and a speed limit of 50km/h
- The western section of Bungan Head Road is a No Through Road providing access to approximately 30 properties
- Bungan Head Road forms a 'Y' intersection with Karloo Parade on a crest. The intersection is controlled by a stop line and sign.
- No Parking restrictions have been installed of 7:00am – 5:00pm Mon-Fri on the northern side, from east of the driveway to No.26A Bungan Head Road, Newport, to the existing No Parking restrictions in the turning area.

ISSUES

Due to the road width in this particular location being 4.3m, access to and from properties are difficult due to vehicles parking opposite driveways, especially on weekends with the increased number of visitors to the area.

PROPOSAL

Council has undertaken a review of the location and issues and proposes **to install No Parking Saturday and Sunday restrictions on new stems from the western side of the driveway of No.s 7 and 9 to 8m east of the driveway.**

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the **installation of No Parking Saturday and Sunday restrictions on new stems from the western side of the driveway at No.s 7 and 9 Bungan Head Road, Newport, to 8m east of the driveway.**



PROPOSAL

Bungan Head Road, Newport
No Parking Restrictions

Drawn KT

Approved




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Table of Consultation

Address	Bungan Head Road, Newport
Proposal	No Parking Restrictions

Properties Consulted	27
Responses Received	3
Support	3
Do Not Support	0

Issue	Resident Comment	Council Response
Parking	One whole side including the entrance to be clear at all times, 24/7 and 7 days a week	TrP2020/00489 raised for Council to further investigate
Parking	Would also support permanent No Parking in the area	Comments have been noted. Council is aware of demand for on-street parking and as similar request above is investigating proposal for No Parking
Lose of on-street parking	Regrettable to loose parking in our narrow street	Resident supports neighbours needs but saddened to loose on-street parking. Council is aware for demand of on-street parking. In this case, only 1 spot will be lost on Saturdays & Sundays

ITEM 4.2	BANGALLA PLACE, FORESTVILLE - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/285568
ATTACHMENTS	1 Bangalla Place, Forestville - Plan 2 Table of Consultation

GEOCODES: -33.762630, 151.207986

REPORT

BACKGROUND

Council has received concerns from the Waste Services Team regarding the difficulty of turning at the end of Bangalla Place, Forestville, due to parked cars.

LOCATION

- Bangalla Place is a local road with speed limit of 50km/h.
- The pavement width of the street is approximately 7m with unrestricted parking restriction.
- It is a cul-de-sac and forms a T-intersection with Warringah Road on the other end.

ISSUES

- Parked vehicles along the cul-de-sac reduces the turnaround area for the Waste Vehicles.
- Impacts the waste collection from properties in the street
- Waste Service vehicles often have to spend more time collecting the waste, which impacts their schedule.
- It will improve parking turnover by removing prolonged period parking of cars and trailers.

PROPOSAL

Council has undertaken a review of the location and issues and proposes **to install No Parking from 8:00am – 4:00pm Thursday, Waste Vehicles Excepted restrictions**. The proposed parking restriction will facilitate waste collection and safe turn around area for waste vehicles.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

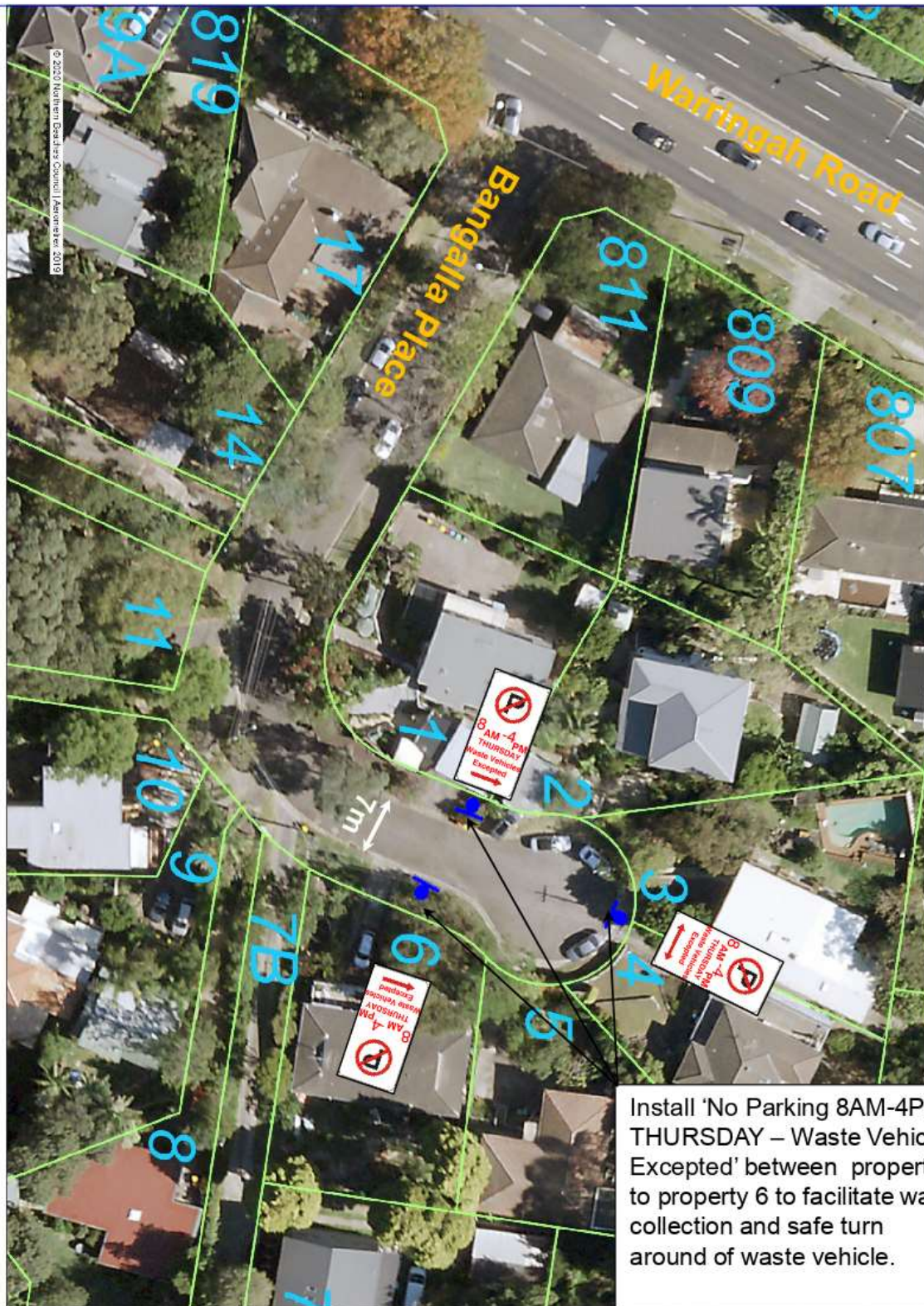
- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect pedestrian facilities or impacts on walking paths

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.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports **the installation of No Parking from 8:00am – 4:00pm Thursday, Waste Vehicles Excepted** restrictions on Bangalla Place, Forestville.



PROPOSAL

Bangalla Place, Forestville
No Parking Restriction

Drawn AS

Approved



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Table of Consultation

Address	Bangalla Place, Forestville
Proposal	No Parking 8AM-4PM THURSDAY – Waste Vehicles Excepted

Properties Consulted	21
Responses Received	6
Support	4
Do Not Support	2

Issue	Resident Comment	Council Response
Relocate the issue	Concerns that the parking restriction will relocate the problem on other section of the street and might affect vehicle access. Request to install parking restriction on side of the street or the curved section of the street.	According to the Australian Road Rules, the driver must position the vehicle so the vehicle does not unreasonably obstruct the path of other vehicles or pedestrians. Council will monitor the street and take further steps if necessary in the future.
Self regulate	Residents want to regulate the parking themselves by not parking on the waste collection day.	This arrangement would be ineffective as residents outside the street may park there, even on waste collection day.
Time	Suggest to modify the parking restriction time to allow overnight parking and driven to work prior to rubbish collection.	The parking restriction time has been ammended and the new restriction is from 8AM-4PM (Thursday). Waste needs to get three or four trucks into the street and all arrive at different times. There can be delays from breakdown, traffic, hold us at the tip, roadworks, etc.

ITEM 4.3	BENNABRA PLACE, FRENCHS FOREST - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/285596
ATTACHMENTS	1 Bennabra Place, Frenchs Forest - Plan 2 Table of Consultation

GEOCODES: -33.745459, 151.209712

REPORT

BACKGROUND

Council has received concerns from Council's Waste Collection Team regarding difficulty getting into the one-way section of Bennabra Place, Frenchs Forest, due to parked cars.

LOCATION

- Bennabra Place is a local street with one-way traffic flow at the subject location.
- The pavement width is approximately 5.5m and allows unrestricted parking.
- It is a no through road and forms a T-intersection with Prahara Avenue.

ISSUES

- Parked vehicles along the narrow one-way section of the street, especially around the curved section of the street, reduces the carriageway width for the traffic. Access of Waste Vehicles are impacted and sometimes waste cannot be collected due restricted access.
- Waste Service vehicles often have to spend more time collecting waste, which impacts their schedule.
- It will improve parking turnover by removing prolonged period parking of cars and trailers.

PROPOSAL

Council has undertaken a review of the above location and proposes **to install No Parking 8:00am – 4:00pm Thursday, Waste Vehicles Excepted restrictions between No.s 6 - 11**. The proposed parking restriction will facilitate waste collection and uninterrupted passage for waste vehicles. Council will also **install a No Stopping Unbroken Yellow Kerb Line along the reserve to prevent parking**. The parking restriction time has been amended to allow overnight parking of the residents who drive to work prior to waste collection.

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

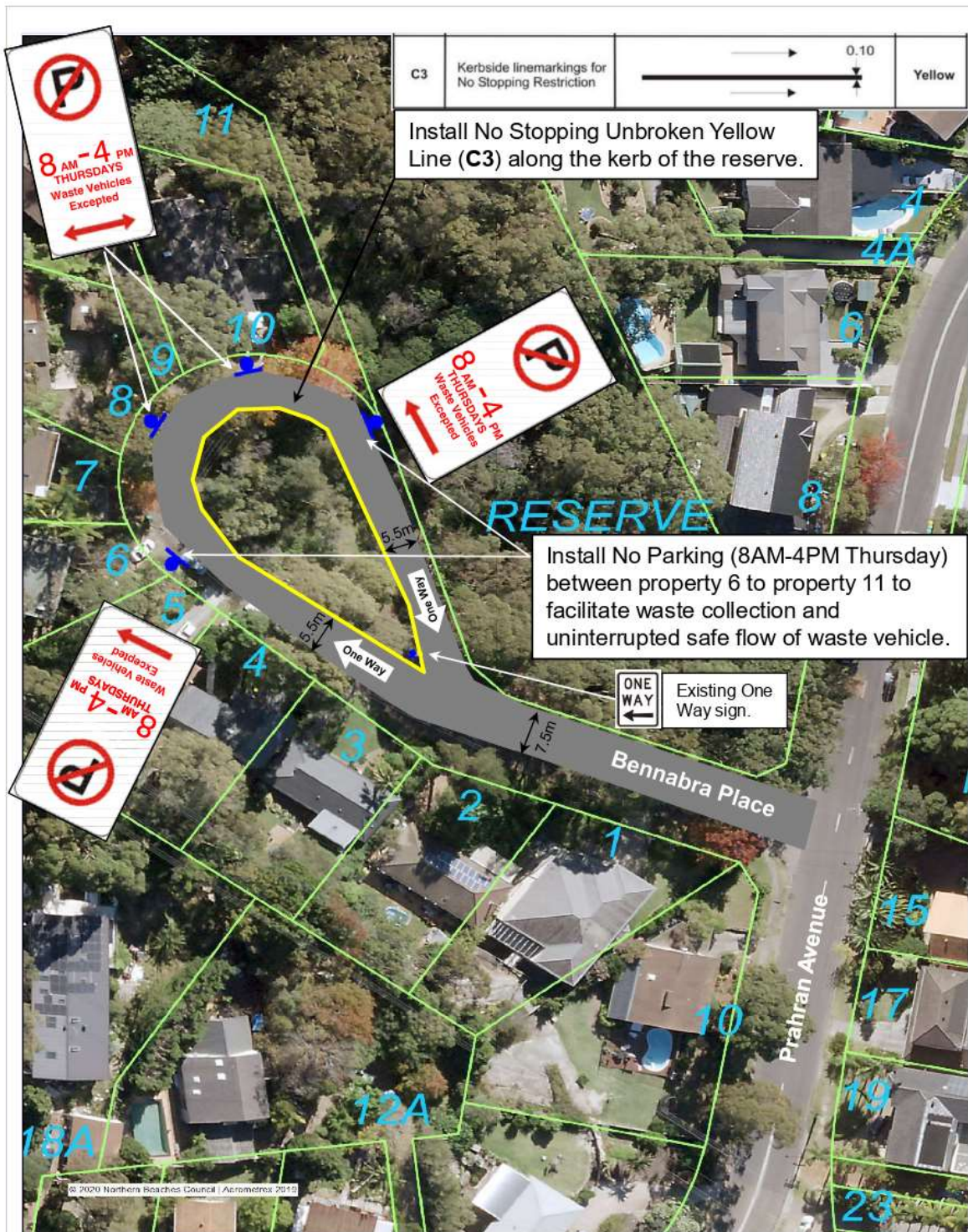
CONSULTATION

Consultation letters have been distributed to 11 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of:

- A. **No Parking (8:00am-4:00pm Thursdays) Waste Vehicles Excepted restrictions between No.s 6 – 8 Bennabra Place, Frenchs Forest.**
- B. **A No Stopping Unbroken Yellow Kerb Line along the kerb of the reserve of Bennabra Place, Frenchs Forest.**



PROPOSAL

Bennabra Place, French Forest
No Stopping and No Parking Restriction

Drawn AS

Approved

P. Devan

Table of Consultation

Address	Bennabra Place, Frenchs Forest
Proposal	Parking Restriction

Properties Consulted	11
Responses Received	1
Support	1
Do Not Support	0

Issue	Resident Comment	Council Response
Parking	Do not support the No Stopping restriction along the kerb of the reserve.	The one-way section of the street can allow parking on one side of the street at a time. The no stopping restriction is proposed along the kerb of the reserve to maximise parking numbers and to allow uninterrupted flow of traffic.

Support the No Parking but does not support the No Stopping restriction along the reserve.

ITEM 4.4	WABASH AVENUE, CROMER - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/285604
ATTACHMENTS	1 Wabash Avenue, Cromer - Plan 2 Table of Consultation

GEOCODES: -33.732522, 151.269958; -33.733539, 151.276401

REPORT

BACKGROUND

Council has received concerns from Council's Waste Team regarding the difficulty of turning at the end of Wabash Avenue, Cromer, due to parked cars.

LOCATION

- Wabash Avenue is a local road running west to east with a posted speed limit of 50km/h
- The pavement width of the street is 6.5m with unrestricted parking facilities.
- The street is one of a kind, forms two cul-de-sacs at both of its ends and a four-way intersection with Carrington Road in the middle.

ISSUES

- Parked vehicles along the cul-de-sac reduces the turnaround area for the Waste Vehicles.
- It also impacts the waste collection from the properties.
- Waste Service vehicles often have to spend more time collecting the waste, which impacts their schedule.
- It will improve parking turnover by removing prolonged period parking of cars and trailers.

PROPOSAL

Council has undertaken a review of the above location and proposes **to install No Parking from 8:00am –5:00pm Wednesdays, Waste Vehicles Excepted restrictions**. The proposed parking restriction will facilitate waste collection and safe turn around area for waste vehicles. The No Parking restrictions will be installed from the No. 5 to the Reserve at the east cul-de-sac of Wabash Avenue; and from No. 46 - 57 at the west cul-de-sac of Wabash Avenue. The parking restriction time has been amended to allow overnight parking of the residents who drive to work prior to waste collection. The extended hours will ensure that waste collection service is completed.

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of:

- A. No Parking 8:00am-4:00pm Wednesdays Waste Vehicles Excepted restrictions between No.s 48-57 Wabash Avenue, Cromer.**
- B. No Parking 8:00am-4:00pm Wednesdays Waste Vehicles Excepted restrictions between No. 5 and the Reserve on Wabash Avenue, Cromer.**



PROPOSAL

Wabash Avenue, Cromer
No Parking Restriction

Drawn AS

Approved *P. Deon*



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PROPOSAL

Wabash Avenue, Cromer
No Parking Restriction

Drawn AS

Approved *P. Deon*



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Table of Consultation

Address	Wabash Avenue, Cromer
Proposal	Parking Restriction

Properties Consulted	51
Responses Received	5
Support	4
Do Not Support	1

Issue	Resident Comment	Council Response
Loss of Parking	Some of the properties have multiple cars. Some residents do not have access to parking.	Majority of the properties have access to off-street parking. Allowing parking on the cul-de-sac reduces the turnaround area for waste collection vehicles. The proposed No Parking is only for Wednesdays (8AM-4PM). There is unrestricted parking outside these hours and full time unrestricted parking on the rest of the street as well.
Parking	Should be allowed to park on the grass.	As per the Australian Road Rules, vehicles are not allowed to park on footpaths or nature strips. Wabash Avenue does not have any footpaths and pedestrians are expected to use naturestrips (the area between the road and the property) as a footway. Therefore, parking on naturestrips or driveways cannot be allowed.
Full time Parking Restriction	The turning circle should be made a full time No Parking Zone	It is a local no-through street. Therefore, traffic of large vehicles are very occasional. Council will monitor the street and take steps to convert it to a full time restriction in the future if needed.
Alter time	Waste vehicles sometimes come after 2pm.	The parking restriction time has been amended to 8AM-4PM. This will allow overnight parking for the residents who drive to work prior to waste collection. Multiple waste vehicles have to service the properties and all arrive at different times. There can be delays for a number of reasons including breakdown, traffic, hold ups at the tip, roadworks, etc. The hours has been modified to make sure the waste collection service is completed.

ITEM 4.5	NARABANG WAY, BELROSE - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/302125
ATTACHMENTS	1 Narabang Way, Belrose - Plan

GEOCODES: -33.705526, 151.209443

REPORT

BACKGROUND

No.8 Narabang Way, Belrose, has received approval from Council to construct a mixed use building to accommodate self-storage uses and small industrial/warehouse units.

LOCATION

- Narabang Way is a local road with a 50km/h speed limit
- Narabang Way is generally a two-lane two-way divided road that connects with Mona Vale Road interchange to the northwest of the Austlink Corporate Park and extends through the park to the south with connections to Forest Way.
- At the site, Narabang Way is a divided two way road with both the westbound and eastbound directions having a sealed road width of approximately 6-7m.
- Narabang Way is a bus route for the services 141,193,196, 197, 270 and 271 that run approximately every two minutes in each direction in peak hour.

ISSUES

The eastern driveway have a layback width of approximately 9.3m. The driveway is located 3m west of the adjacent driveway, and a car parked between the two driveways would create access issues for trucks and vehicles exiting the site.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to **install a No Parking Zone commencing 3m west of the eastern driveway and ending 0.5m east of the adjacent single driveway of No.10 Narabang Way., Belrose.**

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

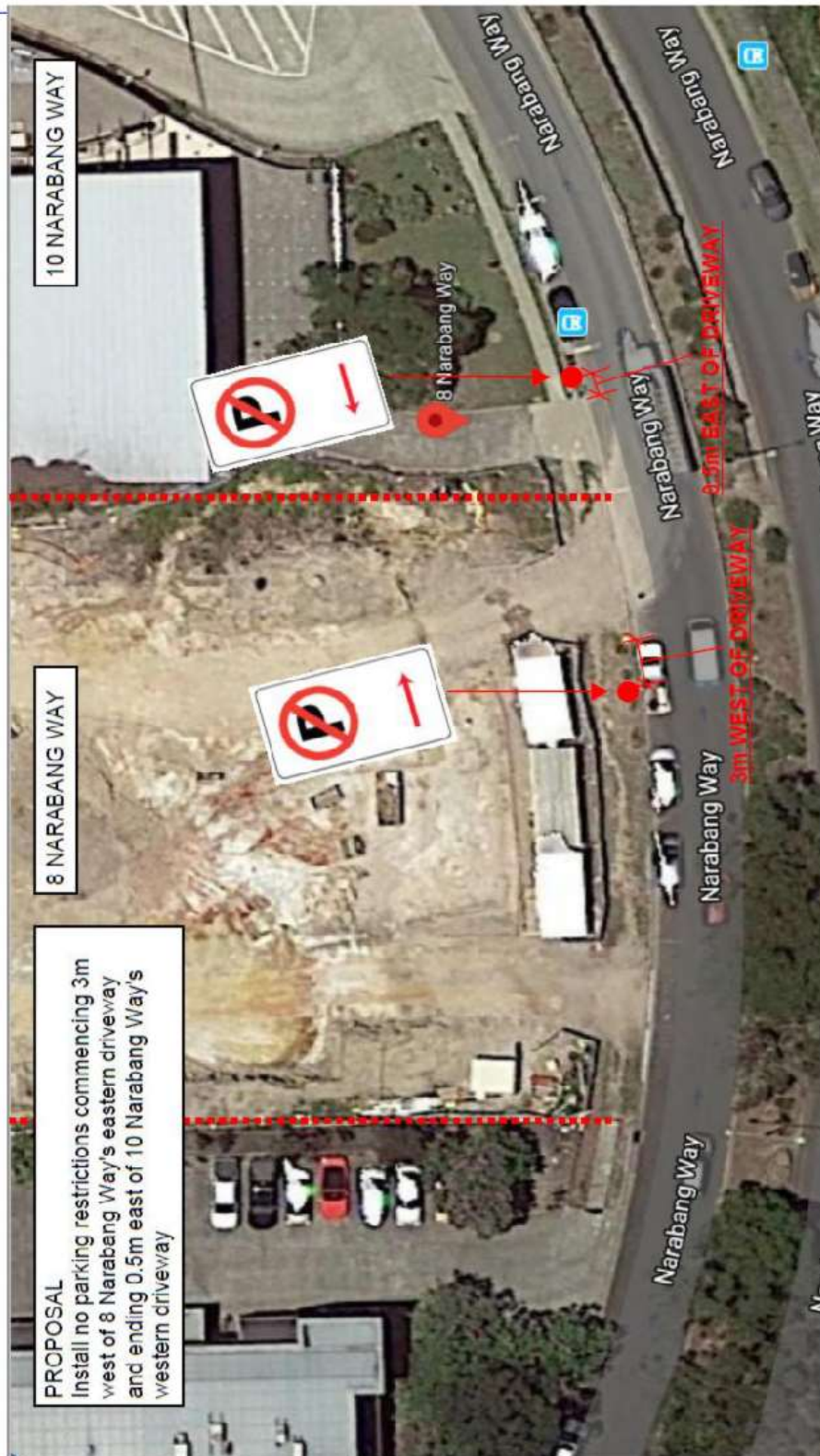
- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation of the proposal has been done as part of the Development Proposal to the adjoining property owners and residents. A notification letter will be sent prior to the installation of the signs to the impacted properties.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the **installation of a No Parking Zone at No.8 Narabang Way, Belrose, commencing 3m west of the eastern driveway and ending 0.5m east of the adjacent single driveway of No.10 Narabang Way (All signage work is to be installed after consent from the Traffic Committee and at no cost to Council).**



PROPOSAL
Install no parking restrictions commencing 3m west of 8 Narabang Way's eastern driveway and ending 0.5m east of 10 Narabang Way's western driveway



PROPOSAL

Narabang Way, Belrose
No Parking Restriction

Drawn AS

Approved



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ITEM 4.6	FAIRLIGHT STREET, FAIRLIGHT - NO PARKING MOTOR VEHICLES EXCEPTED
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.
- Council originally proposed an 8P restriction applying Mon-Fri but received concerns about the impact this would have on residents ability to park on street. A No Parking Motor Vehicles Excepted restriction was preferred.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to **install a No Parking Motor Vehicles Excepted restriction**. This would ensure boats and trailers and caravans cannot park but would still allow residents and visitors to park on an unrestricted basis.

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 people cycling 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.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. **Introduction of No Parking Motor Vehicles Excepted 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 with Fairlight Street and Fairlight Street with Hilltop Crescent, Fairlight.**
-



PROPOSAL

Fairlight Street, Fairlight
8P Parking

Drawn JB

Approved 



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Table of Consultation

Address	Fairlight Street, Fairlight
Proposal	No Parking Motor Vehicles Excepted

Properties Consulted	20
Responses Received	7
Support	6 7
Do Not Support	0

Issue	Resident Comment	Council Response
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.
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 originally proposed 8P restriction has now been replaced by No Parking Motor Vehicles Excepted
Resident permits	If 8P is to be introduced residents should have permits exempting them from restrictions	as No Parking Motor Vehicles Excepted is now proposed there is no impact upon residents ability to park cars on-street

ITEM 4.7	WEST STREET, BALGOWLAH - NO STOPPING RESTRICTIONS (OPPOSITE NO.10)
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/269343
ATTACHMENTS	1 West Street (opposite No.10), Balgowlah - Plan 2 Table of Consultation

GEOCODES: -33.799961, 151.259265

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles parking concurrently on both the east and west sides of West Street, Balgowlah, near No.s 10 and 12 and blocking flow for through traffic. There have been several instances where garbage trucks or other larger vehicles have been unable to proceed along the street.

LOCATION

West Street is a local road carrying low volumes of two way traffic. At its southern end, near New Street West, the road is split into an upper and lower level; however, two way traffic flow is permissible on both the upper and lower levels. The lower level is 6m in width with parking permitted on the eastern side. In the vicinity of No.10 the road widens slightly to around 7m with parking permitted on both sides.

ISSUES

- Directly opposite No.10 West Street the road bends and the existing No Stopping zone terminates. If a vehicle is parked at the end point of the No Stopping zone and not parked very close to the kerb access for larger vehicles such as garbage trucks can be impeded, particularly if another vehicle is parked nearby on the eastern side of the road.
- Vehicles parked opposite the driveway to No. 10 can impede egress from that driveway

PROPOSAL

Council has undertaken a review of the location and issues and proposes **to extend the No Stopping restriction on the west of West Street by approximately 10m to prevent parking and ensure through traffic is not blocked.**

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 impact on walking paths

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports **the extension of the existing No Stopping zone on the western side of West Street (opposite No.10), Balgowlah, by a distance of approximately 10m in the northerly direction.**


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PROPOSAL

West Street, Balgowlah
No Stopping

Drawn JB

Approved 



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council

Table of Consultation

Address	West Street, Balgowlah
Proposal	Extension of No Stopping

Properties Consulted	22
Responses Received	5
Support	5
Do Not Support	0

Issue	Resident Comment	Council Response
length of No Stopping	the No Stopping zone needs to be extended by more than 6m as parked vehicles impede ingress/egress to driveways opposite	it is now proposed to extend the No Stopping by 10m
ban trailers	trailers should also be banned from parking in the street to maximise parking for residents and visitors	there are few trailers parked in this section of West Street and trailer parking restrictions are considered unwarranted at this time

ITEM 4.8	WEST STREET, BALGOWLAH - NO STOPPING RESTRICTIONS (NEAR NO.94)
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/269395
ATTACHMENTS	1 West Street (near No.94), Balgowlah - Plan 2 Table of Consultation

GEOCODES: -33.790499, 151.261255

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles parking too close to the traffic island on West Street, near Kitchener Street, Balgowlah, and:

- a) blocking through traffic
- b) impeding pedestrian access to the pram ramp on the east side of the road.

LOCATION

West Street is a local road carrying two way traffic. At its northern end (near Kitchener Street) it is 9.5m in width. Lodge Street, which intersects with West Street, is closed to vehicular traffic at its western end. A footpath runs along the southern side of Lodge Street that meets West Street and passes beside Aggy's Corner Cafe, sited on the east side of West Street.

ISSUES

- The footpath on the south side of Lodge Street and the presence of Aggy's Corner Cafe generate pedestrian traffic and some of these cross West Street at its northern end utilising a pram ramp on its eastern side
- Vehicles park on the eastern side of West Street within close proximity to Aggy's Corner Cafe and often park across the pram ramp impeding pedestrian access
- When parked across the pram ramp the parked vehicles are also parked close to a median island where they can obstruct access into West Street from Kitchener Road.

PROPOSAL

Council has undertaken a review of the location and issues and proposes **to install a No Stopping restriction to reinforce statutory No Stopping restrictions near the intersection and also to prevent parking across the pram ramp.**

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will improve pedestrian safety and amenity by ensuring access to and sightlines from the pram ramp on the eastern side of West Street are clear
- No appreciable impact on cycling safety or amenity

CONSULTATION

Consultation letters have been distributed to 7 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the **installation of a No Stopping zone of approximately 19m in length on the eastern side of West Street, Balgowlah, terminating 6m south of the end of the median island at its Kitchener Road intersection.**





	PROPOSAL	
	West Street, Balgowlah No Stopping	
	Drawn JB	Approved 

Table of Consultation

Address	West Street, Balgowlah
Proposal	No Stopping

Properties Consulted	7
Responses Received	3
Support	3
Do Not Support	0

Issue	Resident Comment	Council Response
length of No Stopping	the No Stopping zone could be extended by more than 6m	Extending by more than 6m will impact on parking for adjacent business and residential premises and is considered excessive
through access impeded	parked vehicles impede through access in both directions	the proposed No Stopping will improve this problem.

ITEM 4.9	BRIGHTON STREET, BALGOWLAH - EXTEND NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/269495
ATTACHMENTS	1 Brighton Street, Balgowlah - Plan 2 Table of Consultation

GEOCODES: -33.792082, 151.259533

REPORT

BACKGROUND

Council has received concerns from local residents regarding safety for traffic at the intersection of Brighton Street and Rickard Street, Balgowlah.

LOCATION

Brighton Street is a local road carrying moderate volumes of two way traffic in an east west direction with the majority of that traffic using it to pass between Kitchener Road and Wanganella Street. Rickard Street is a local road intersecting with Brighton Street and carries moderate volumes of two way traffic in a north south direction between Sydney Road and Kitchener Street.

Brighton Street is 7.3m in width with parking permitted on both sides over most of its length

ISSUES

- There is a strong east west movement along Brighton Street in peak periods as traffic use it to pass to and from Wanganella Street (which is signalised at Sydney Road) to avoid congestion on Sydney Road and Condamine Street. With parking on both sides of Brighton Street there is insufficient width for two way traffic flow if vehicles are parked opposite each other.
- Parked vehicles help to reduce traffic speeds on Brighton Street; however, vehicles sometime take chances to beat an opposing vehicle to a gap between parked vehicles
- The northern and southern legs of Rickard Street are slightly offset and of differing widths which means movements to and from Rickard Street are sometimes conflicting.
- Sightlines to the west from Rickard Street south of Brighton Street are limited and partially obscured by a dense hedge on the corner property. There has been a history of cross traffic crashes associated with northbound traffic being hit by westbound traffic which suggests sight distance and the necessary cross traffic “weave” are an issue.
- Although there is no supporting crash history, residents advise that parked vehicles also impede sight lines to the east when exiting Rickard Street from the north.

PROPOSAL

Council has undertaken a review of the location and issues and proposes **to extend the length of the existing No Stopping zone on the south side of Brighton Street by approximately 8m.** This will improve sight lines for northbound traffic. It is also proposed to extend the limits of the No Stopping Unbroken Yellow Kerb Line on the north east corner of the intersection.

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 impact on walking paths

CONSULTATION

Consultation letters have been distributed to 28 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Extension of the existing No Stopping zone on the south side of Brighton Street, Balgowlah, by a distance of 8m so that it terminates 18m west of Rickard Street, Balgowlah.**
 - B. Extension of the existing No Stopping Unbroken Yellow Kerb Line on the northern eastern corner of the intersection by 2m and 4m respectively; and at the northern and eastern ends of the existing No Stopping Unbroken Yellow Kerb Line.**
-



PROPOSAL

Brighton Street
No Stopping

Drawn JB

Approved 

Table of Consultation

Address	Brighton Street, Balgowlah
Proposal	Extension of No Stopping

Properties Consulted	28
Responses Received	4
Support	3
Do Not Support	1

Issue	Resident Comment	Council Response
reduce proposed extension of No Stopping	No Stopping should only be extended by 7m to prevent vehicles parking too close to driveway to No.3 Brighton St	No Stopping will be extended by 8m which will comfortably allow for 1 car near the driveway but not 2.
extend yellow no Stopping on opposite corner	the yellow No Stopping line on the north east corner needs to be extended to improve sight lines to the east for southbound traffic on Rickard St	the yellow No Stopping will be extended by 4m on the north side of Brighton St
crest signs	crest signs on Brighton Street might also be useful to slow the speed of traffic where sight lines are restricted	these will also be installed
STOP restriction	the existing Give Way should be changed to STOP	if the extension of the No Stopping is unsuccessful this will be considered

ITEM 4.10	COOTAMUNDRA DRIVE, ALLAMBIE HEIGHTS - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/284263
ATTACHMENTS	1 Cootamundra Drive, Allambie Heights - Plan 2 Table of Consultation

GEOCODES: -33.769347, 151.253797

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles and boat trailers affecting traffic flow and restricting visibility in Cootamundra Drive, Allambie Heights.

LOCATION

- Cootamundra Drive is a local road with a 50km/h speed limit and a road width of 8m between kerbs.
- Forbes Place is a no through road that intersects Cootamundra Drive as the stem of a 'T' intersection. Existing Give Way controls apply at the intersection.
- The statutory No Stopping restrictions apply within 10m of the Cootamundra Drive/Forbes Place intersection.
- Dividing Barrier Lines run along the centre of Cootamundra Drive; however, end approximately 40m south of the intersection with Forbes Place, where parking is unrestricted on both sides of the road.
- There are no constructed footpaths on either side of Cootamundra Drive.

ISSUES

- Vehicles parked on both sides of the road narrow the overall road width for through traffic.
- Parking is restricted within 3m of the continuous dividing lines due to the narrow road.
- Parked vehicles near the Cootamundra Drive/Forbes Place intersection affect traffic sight distances for vehicles entering and exiting on to Cootamundra Drive.

PROPOSAL

Council has undertaken a review of the above location and issues and proposes **to install No Stopping Unbroken Yellow Kerb Lines to reinforce the Road Rules and to highlight where parking is safe and permissible.**

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 Cootamundra Drive, by providing a wider road width when travelling through the intersection with Forbes Place.
- The proposal does not affect pedestrian facilities or impacts on walking paths.

CONSULTATION

- Consultation letters have been distributed to 12 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.
- A total of four submissions were received with three supporting and one objection. The main objection was in relation to loss of on-street parking.
- Council has noted some of the concerns and further reviewed the issues and recommends that the proposed length of the No Stopping Unbroken Yellow Kerb Line on the western side of Cootamundra Drive be reduced by 6m to retain one car park space outside No.5. An amended plan of the proposal is shown in Attachment 1 - Cootamundra Drive, Allambie Heights - Plan.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Stopping Unbroken Yellow Kerb Line from south of the Dividing Barrier Lines at the Cootamundra Drive/Forbes Place, Allambie Heights, intersection to 6m north of driveway No.5 Cootamundra Drive.**
- B. Installation of No Stopping Unbroken Yellow Kerb Lines, to reinforce the statutory 10m No Stopping restrictions from the intersection of Cootamundra Drive and Forbes Place, Allambie Heights.**



PROPOSED WORK

- i. Install 'NO STOPPING' Unbroken Yellow Line (C3)100mm width on the intersection of Forbes Place & Cootamundra Drive, Allambie Heights
- ii. Install 'NO STOPPING' Unbroken Yellow Line (C3)100mm width begin on the northern side of No.5 Cootamundra Drive approximately 35m in length to the intersection of Forbes Place & Cootamundra Drive, Allambie Heights



PROPOSAL

Cootamundra Drive, Allambie Heights
No Stopping Restrictions

Drawn

Approved



northern
beaches
council

Table of Consultation

Address	Cootamundra Drive, Allambie Heights
Proposal	No Stopping restrictions

Properties Consulted	12
Responses Received	4
Support	3
Do Not Support	1

Issue	Resident Comment	Council Response
No Stopping restrictions	<p>- I support the proposal for No Stopping in Cootamundra Drive, Allambie Heights. To enhance safety for road users and pedestrians parking should only be allowed on one side of the street due to the narrowness.</p> <p>- The area designated for no stopping in your letter is variously used for the parking of cars from my family, the family of my neighbours to the north and of those opposite together with visiting family members and various service and delivery vehicles.</p>	<p>- Parking restrictions are required in the kerbside lane to maintain traffic flow through the intersection and to improve traffic sight distances.</p> <p>- Council has further reviewed the proposal and reduced the length of the 'No Stopping' line to retain 1 car park space (6m) outside No.5, which still allows sufficient room to pass vehicles.</p>
Suggestions	<p>- Can Council also consider placing the No Stopping Unbroken Yellow Curb Lines at both sides of the intersection of Monserra Road and Cootamundra Drive in a similar manner to what is proposed at the northern intersection point of Forbes Place and Cootamundra Drive?</p>	<p>- Council will further investigate the possibility of installing 'No Stopping' unbroken yellow kerb lines at Cootamundra Drive/Monserra Road intersection, prior to consideration as a future Traffic Committee item.</p>

ITEM 4.11	OLD BARRENJOEY ROAD, AVALON BEACH - EXTENSION OF SCHOOL DROP OFF AND PICKUP AREA
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/282850
ATTACHMENTS	1 Old Barrenjoey Road, Avalon Beach - Plan 2 Table of Consultation

GEOCODES: -33.640453, 151.326730

REPORT

BACKGROUND

Council has received a request from Avalon Public School to extend the School Drop Off and Pickup Area in Old Barrenjoey Road, Avalon Beach.

LOCATION

- Old Barrenjoey Road is a collector road with a 50km/h speed limit. A designated School Zone, with a reduced 40km/h speed limit applies along the frontage of Avalon Public School between 8:00am-9:30am and 2:30pm-4:00pm on School days.
- The School is situated between Old Barrenjoey Road, Sanders Lane, and Bellevue Avenue; with the Netball Courts located on the eastern side of Barrenjoey Road.
- The existing School drop off and pickup areas are signposted P2 MINUTE DROP OFF AND PICKUP AREA 8:00AM-9:30AM and 2:30PM-4:00PM SCHOOL DAYS, and the main sections are located near access gates at the southern end of the school along Old Barrenjoey Road and Bellevue Avenue. The northern half of Old Barrenjoey Road is restricted by Bus Zones and No Stopping areas except for a small section for School drop off and pickup between The Crescent and the marked pedestrian crossing, on the eastern side of the road.
- The section of Old Barrenjoey Road under consideration has a width of 12.5m between kerbs, with footpaths on both sides of the road. A mid-block pedestrian crossing is located outside the main entrance to the school, with flat top road humps installed as part of the traffic calming measures in the School Zone.
- The 191 and 192 bus route operates along Old Barrenjoey Road, as well as a number of School Bus services.

ISSUES

- Council has received concerns from Avalon Public School regarding difficulties during the morning and afternoon School drop off/pick up periods, resulting in congestion and safety concerns outside the school.
- The parking of vehicles near the school frontage prevents parents and carers from using the area for School drop off/pickups.
- Residents in Old Barrenjoey Road have also reported instances of parents parking over driveways and congestion in front of their properties.
- The School drop off and pickup area in Bellevue Avenue is approximately 100m in length and extends to the southern boundary of the school. The corresponding drop off and pickup area in Old Barrenjoey Road is less than 50m in length, and the extension to the school boundary would provide an additional eight car park spaces during the peak periods of demand.
- Council's Road Safety Officer's work with School Principals and the P&C to improve safety around schools and has developed an Active Travel Guide for Avalon Public School. The

school has embraced and promoted the safety initiatives around the school as well as travelling to and from school. Parents and carers have also been receptive with results from a Student Travel Questionnaire indicating that over 35% use alternative transport to travel to school in the morning and 50% in the afternoon. This includes walking, cycling, scooter and buses. The majority of parents and carers who do choose to drive to and from school also carry more than one child, or practice car-pooling.

- The parking study undertaken as part of the Avalon Beach Parking Strategy identified significant congestion issues during the afternoon pickup period in Old Barrenjoey Road. The assessment on parking demand also revealed that the most popular area for drop off/pickup was along Old Barrenjoey Road, and recommended that changes be made to the unrestricted parking spaces to encourage higher turnover of spaces during school pickup.

PROPOSAL

Council has undertaken a review of the above location and consulted on a proposal **to extend the existing P2 MINUTE DROP OFF AND PICKUP AREA 8:00AM-9:30AM and 2:30PM-4:00PM SCHOOL DAYS restrictions on the western side of Old Barrenjoey Road, to the southern school boundary.**

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

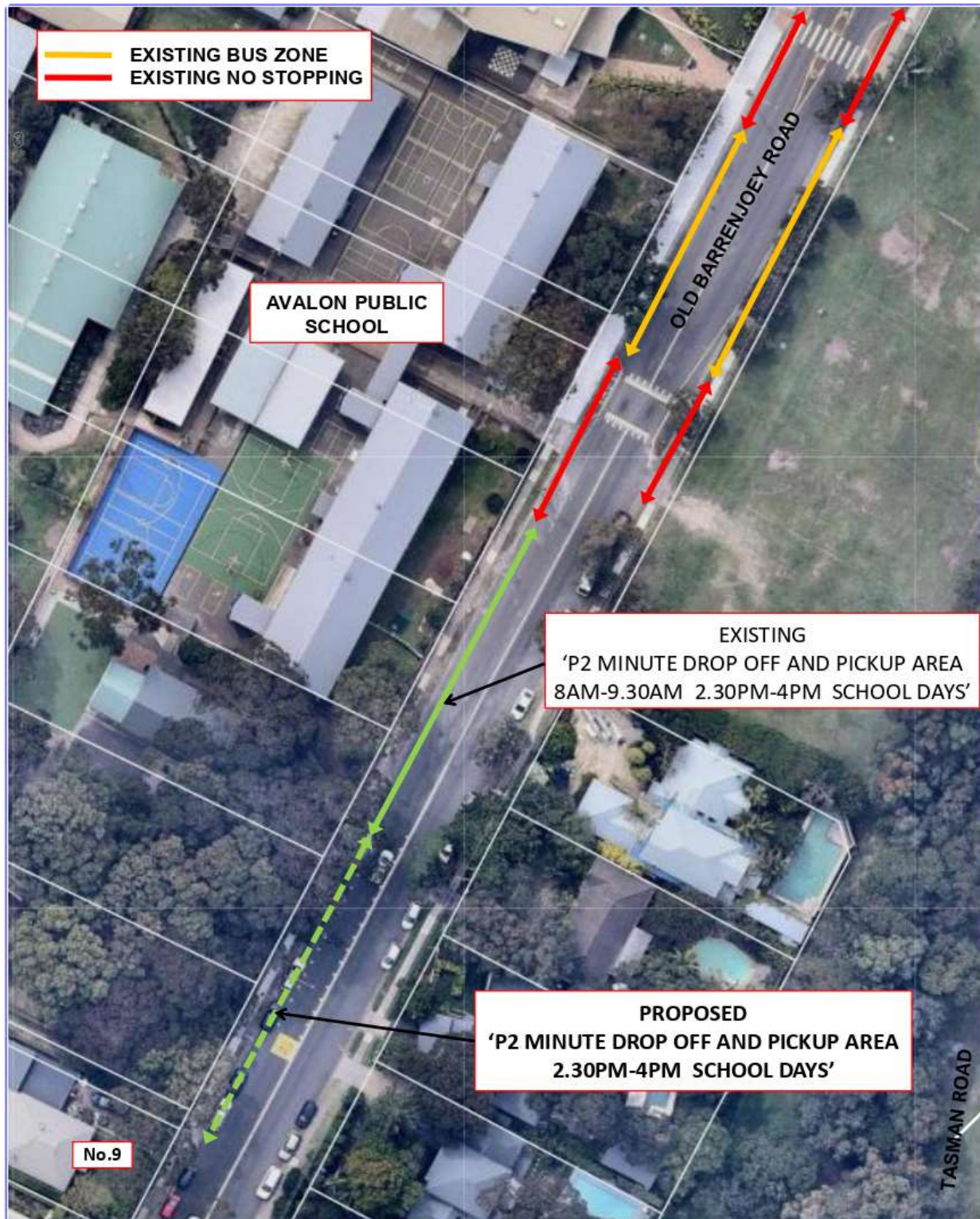
- Old Barrenjoey Road is part of the existing Road Cycling Network. The proposal will improve safety for people cycling along Old Barrenjoey Road, by reducing congestion from vehicles queuing to access the School drop off/pick up areas.
- The proposal will improve pedestrian amenity and safety by enabling parents and carers to conveniently drop off/pick up students on the School frontage near existing access gates.

CONSULTATION

- Consultation letters have been distributed to 12 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of four submissions were received with all responses objecting to the proposal. The main concerns were in relation to loss of on-street parking for residents, blocking of driveways and congestion.
- Council has noted some of the comments and further reviewed the issues and recommends that the proposal be modified so that the parking restrictions only apply during the afternoon peak period where congestion and parking demand is greatest. An amended plan of the proposal is shown in Attachment 1 - Old Barrenjoey Road, Avalon Beach - Plan.
- The proposal will improve safety by providing additional parking for pickups along the school frontage while still allow parking for residents outside these hours.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the **installation of P2 MINUTE DROP OFF AND PICKUP AREA 2:30PM-4:00PM SCHOOL DAYS** restrictions on the western side of Old Barrenjoey Road, Avalon Beach, from south of the existing School drop off and pickup area to the southern school boundary.



PROPOSAL

OLD BARRENJOEY ROAD, AVALON BEACH
EXTENSION OF SCHOOL DROP OFF AND PICKUP AREA

Drawn RK

Approved *P. Deane*



northern
beaches
council

Table of Consultation

Address	Old Barrenjoey Road, Avalon Beach
Proposal	Extension of School Drop Off and Pickup Area

Properties Consulted	12
Responses Received	4
Support	0
Do Not Support	4

Issue	Resident Comment	Council Response
Parking restrictions and blocking of driveways	<p>- There are currently too few all-day parking spaces in the area for residents, employees and volunteers of the Avalon Public School. This proposal effectively removes 7 or 8 x all-day spots. If the employees, school volunteers, and residents cannot park in these spots, it will put added pressure on the already heavily used parking spaces up the whole of Old Barrenjoey Road & surrounding streets.</p> <p>- In addition, our driveways, (opposite the proposed extended area) are blocked or partially blocked EVERY SINGLE day by cars of parents illegally parking outside our property.</p> <p>- This will increase the already congested parking in front of our residence. We already have problems with existing parking, presumably teachers and others who in many instances presently park in such a way over and near our driveway entrance. It is sometimes impossible and dangerous entering and particularly exiting our driveway space with often very restricted eyesight of oncoming traffic.</p> <p>- My neighbours and I battle weekly with parents' and staff cars being parked right on or over our shared driveway. Parents dropping off their children from the beginning of the Dress Circle Rd intersection, leaving them to run down the hill. Driving out of our driveway during this School Zone period morning and afternoon is hazardous, due to poor to no visibility.</p> <p>- We had intended to request of Council some NON-PARKING strips either side of our driveway to protect the students and allow us safe access to our properties at 7A & 7 Old Barrenjoey Rd Av Beach.</p>	<p>- The proposed changes occur only on the frontage of Avalon Public School during School Zone hours, and provides easy and convenient access to existing gates and the Avalon OOSH (Out Of School Hours care). Council will however amend the proposal so that the new parking restrictions only apply during the afternoon pickup where congestion and parking demand is greatest.</p> <p>- There are no parking restrictions in front of residential properties and the proposal still allows for overnight parking for residents. The existing unrestricted parking remains on the eastern side of Old Barrenjoey Road which extends north to the Netball Courts.</p> <p>- Instances of parents/carers parking blocking driveways can be addressed with the extension of the School Drop Off and Pickup Area, as the provision of additional parking during the peak demand periods would reduce the need to search for parking elsewhere. Concerns regarding inappropriate parking from School staff will be passed on to the School Principal.</p> <p>- The current unrestricted parking south of the existing School Drop Off and Pickup Area on the western side of Old Barrenjoey Road forces parents/carers to park further away and in front of residential properties. Providing an extended School Drop Off and Pickup Area will reduce the likelihood of these problems.</p> <p>- Residents are able to apply for the installation of Driveway Delineation Lines, which may assist with driveway access, and improve driver awareness when parking close to the driveway. Online application forms are available on Council's website.</p>

Issue	Resident Comment	Council Response
Alternative locations	- Perhaps a safer alternative would be Bellevue Ave for rerouting the Drop Off and Pickup Zone, or an extension past the school and in front of the Telstra Exchange building.	- The main access gates for School Drop Off and Pickup are located at the southern end of the School. The parking study indicated that most parents/carers use Old Barrenjoey Road for drop off/pickup, which is also preferable as the road is wider and more accessible than Bellevue Avenue. The area outside the Telstra Exchange is not suitable due to proximity near the intersections with Sanders Lane and The Crescent.
Active Travel	- There should be far more emphasis on school children catching the efficient government bus service that runs almost everywhere across the area that services Avalon Public, or walking or riding their bikes. There is NO NEED for these parents to be driving the great majority of these kids to school each day and requiring these drop off car spaces.	- Results from a Student Travel Questionnaire indicated that over 35% use alternative transport to travel to School in the morning and 50% in the afternoon. This includes walking, cycling, scooter and buses. The majority of parents/carers who do choose drive to and from School carry more than one child, or car pool.
School Zone	- We have also raised the subject of the present placement of the School 40 Zone sign. In our opinion to have the sign positioned WITHIN the School Zone, on the southern side school boundary, does not make any sense at all. If the 40 School Zone sign was positioned further up the hill south towards the roundabout, at least that would give motorists a chance to begin to slow down approaching the School precincts.	- Transport for NSW (TfNSW) is the responsible authority for installing 40km/h School Zones, as well as the maintenance of all 40km/h School Zone signage and patches. Requests to extend the School Zone will be forwarded to TfNSW for their consideration.

ITEM 4.12	MONA STREET, MONA VALE - SPEED CUSHIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/283158
ATTACHMENTS	1 Mona Street, Mona Vale - Plan 2 Table of Consultation

GEOCODES: -33.667016, 151.306789, -33.668096, 151.305134

REPORT

BACKGROUND

Council has received concerns from local residents regarding the inappropriate speed of vehicles travelling along Mona Street, Mona Vale.

LOCATION

- Mona Street is a collector road with a 50km/h speed limit. The section of road under consideration is located between Waterview Street and Bassett Street, and is north-east of the designated School Zone.
- Mona Street has a width of 11.5m between kerbs, with a footpath along the full length of the north-western side of the road. The footpath on the south-eastern side extends south from the intersection with Bangalow Avenue to Pittwater Road.
- Winnererremy Bay Reserve has facilities including a car park, picnic and barbeque areas, cafe, playground, and public toilets; and is located south-west of Eric Green Drive. Pittwater High School is located further south along Mona Street, between Winnererremy Bay and Pittwater Road.
- Timed Parking 6P 6:00AM-6:00PM SAT, SUN & PUBLIC HOLIDAYS restrictions have been installed along the frontages of Winnererremy Bay Reserve in Mona Street and Eric Green Drive.
- The remaining parking in Mona Street is generally unrestricted except for existing No Stopping restrictions installed near the intersections.
- A number of school bus services operate along Mona Street.

ISSUES

- Mona Street and Waterview Street are classified as collector roads, and carry higher traffic volumes, as their function is to distribute traffic to and from local streets to arterial roads.
- The section of Mona Street, between Waterview Street and Bassett Street, is relatively wide and does not contain any traffic devices, and local residents have raised concerns with traffic speeds due to these contributing factors.
- Increased safety concerns along Mona Street occur due to its proximity to Pittwater High School and Winnererremy Bay Reserve where there are higher pedestrian volumes and visitors to the area especially during School drop off and pickup and on weekends.
- Council arranged for traffic counts to be undertaken on both sides of the road outside No. 29 and 45 Mona Street, where traffic volumes and traffic speed data were recorded over a one week period. The combined weekly 85th percentile speed was measured as 55km/h outside No. 29 Mona Street and 59km/h outside No. 45 Mona Street.

PROPOSAL

Council has undertaken a review of the above location and consulted on a proposal **to install speed cushions outside No.14 and 45 Mona Street, and outside No.29 and the opposite side of Winnererremy Bay Reserve. A traffic island is to be installed between the speed cushions to separate the opposing traffic flows, and Dividing Barrier Lines provided to improve delineation on the approach to the new traffic devices.**

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Mona Street is part of the existing Road Cycling Network. The proposal will improve safety for people cycling along Mona Street by reducing vehicle speeds along the road. Sufficient gaps have been provided either side of the speed cushions to enable people cycling on the road to travel through the area without travelling over the devices.
- The proposal does not affect future pedestrian facilities or impacts on walking paths.

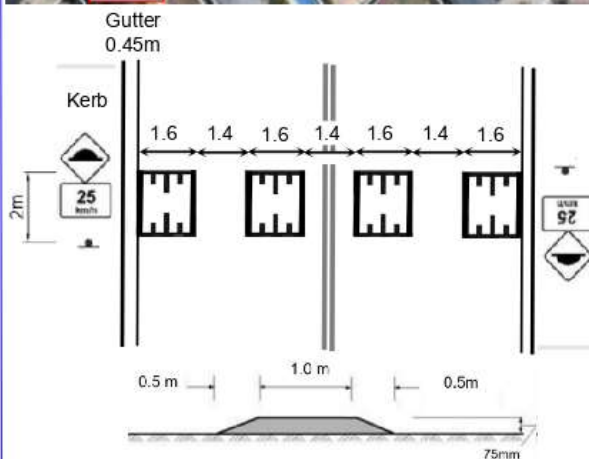
CONSULTATION

- Consultation letters have been distributed to 28 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 15 submissions were received with 9 supporting and 6 objections. The main objections were in relation to loss of parking, noise impacts, and consideration of alternative traffic calming measures.
- Council notes the receipt of a separate petition of 16 signatures from households in Eric Green Drive, Maybanke Court, and Lucinda Place; which prefer a roundabout at the intersection of Mona Street and Eric Green Drive instead of the proposal. Council has a concept design for a roundabout at the Mona Street/Eric Green Drive intersection which has been included on a future Traffic Facilities Program. Construction of the roundabout is subject to future funding and is to be considered based on its priority compared to all other projects.
- Council has noted some of the comments and further reviewed the issues at each location. It is recommended that the proposed treatment outside No.29 and Winnererremy Bay Reserve be changed by removing the proposed traffic island and providing a total of four speed cushions. The new traffic calming measures will consist of two devices 1.6m wide in each direction separated by Dividing Barrier Lines. The narrower speed cushions have reduced traffic calming effects but will enable all on-street parking to be retained near the area. The proposed treatment outside No.s 14 and 45 Mona Street remains unchanged due to the need for more effective traffic calming measures at this location. However, additional Speed Hump Ahead (symbolic) signs are proposed on each approach to provide advanced warning of the traffic devices. An amended plan of the proposal is shown in Attachment 1 - Mona Street, Mona Vale - Plan.
- The revised proposal will provide specific traffic calming treatments to address the various degrees of speeding at each location where most required.

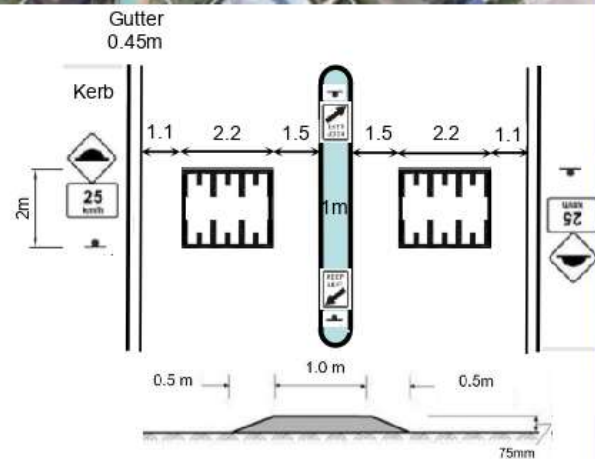
RECOMMENDATION TO TRAFFIC COMMITTEE

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

- A. Installation of two speed cushions 1.6m wide in each direction separated by Dividing Barrier Lines outside No.14 and 45 Mona Street (total four devices).**
- B. Installation of a speed cushion 2.2m wide in each direction separated by a 1m wide traffic island and Dividing Barrier Lines outside No.29 Mona Street and the opposite side of Winnererremy Bay Reserve (total two devices).**
- C. Installation of Speed Hump Ahead (symbolic) warning signs outside No.12 and 49 Mona Street.**



Traffic devices outside Winnererremy
Bay Reserve & No.29 Monna Street



Traffic devices outside
No. 14 & 45 Monna Street



PROPOSAL

MONA STREET, MONA VALE
SPEED CUSHIONS

Drawn RK

Approved *P. Devan*



northern
beaches
council

Table of Consultation

Address	Mona Street, Mona Vale
Proposal	Speed Cushions

Properties Consulted	28
Responses Received	15
Support	9
Do Not Support	6

*A separate petition of 16 signatures from households in Eric Green Drive, Maybanke Court, and Lucinda Place was received; which prefer a roundabout at the intersection of Mona Street and Eric Green Drive instead of the proposal.

Issue	Resident Comment	Council Response
Speed cushions	<p>- We strongly Support this initiative by NBC. We are residents of Mona Street and have often reported excessive speeding of motor vehicles, motor bikes, trucks and multi-axle trucks. Given Mona Street services a very popular park, Pittwater High School and consequently, has a high volume of pedestrians, managing speed will significantly improve safety and the quality of life for residents.</p> <p>- I believe that other options should be considered ie. roundabouts or even just speed humps. I strongly oppose the installation of traffic islands, no stopping zones, dividing barriers etc. This impacts my home from parking my car in front of my house to backing my trailer into my yard etc. My family has 5 cars and trailer used for business and recreational use. The construction will take out 4 to 6 car spaces.</p> <p>- Our response is <u>Non-Support</u>. We would seek clarification for more details of the investigation undertaken, that lead to the proposing of speed cushions. Was noise taken into account? Speed cushions would make reversing trailer virtually impossible. Why was the proposed roundabout at Eric Green Drive considered a worse option?</p>	<p>- The proposed traffic calming measures will provide specific traffic calming treatments to address the various degrees of speeding at each location where most required, and will improve safety near the School and Winnereremy Bay Reserve.</p> <p>- Council has further reviewed the treatment outside No.29 and will remove the proposed traffic island and provide 2 traffic cushions 1.6m wide in each direction separated by dividing barrier lines instead. The amended proposal will retain existing on-street parking at this location which is available for use by all members of the public.</p> <p>- Traffic counts undertaken outside No.14 and 45 Mona Street, recorded a combined weekly 85th percentile speed of 59km/h. The proposed treatment with 2.2m wide speed cushions in each direction separated by a 1m wide traffic island is required and narrower speed cushions can not be considered due to reduced traffic calming effects. The proposed traffic island will not affect trailers reversing, as the 'No Stopping' restrictions would provide additional width for manoeuvring. The installation of road humps can have resultant noise impacts, however it is considered necessary to address the excessive speeds at this location.</p>

Issue	Resident Comment	Council Response
Roundabout at Mona Street/Eric Green Drive	- Why does Council not consider installing a small roundabout at the intersection of Mona Street and Eric Green Drive. This would have the effect of reducing the speed of vehicles in Mona Street in the same section you are proposing to install speed cushions.	Council has a concept design for a roundabout at the Mona Street/Eric Green Drive intersection which has been included on a Future Traffic Facilities Program. Construction of the roundabout is subject to future funding and to be considered based on its priority compared to all other projects. The road between Waterview Street and Eric Green Drive is over 200m and a roundabout will not be sufficient to reduce traffic speeds along this section which includes a downward slope.
Other suggestions	<p>- Why does Council not address the previous concerns raised on the volume of traffic on Mona Street and install a "No Right Turn" into Waterview Street from Barrenjoey Road during AM Peak Hours which would drastically reduce the volume of traffic.</p> <p>- Suggest speed camera in Mona St and Bassett St and speed humps to Bassett St.</p>	<p>- The function of Mona Street and Waterview Street as collector roads is to distribute traffic to and from local streets to arterial roads and carry higher traffic volumes. Any proposal for a "No Right Turn" from Barrenjoey Road needs to be considered by TfNSW and the impacts on the overall road network.</p> <p>- TfNSW is the responsible authority for setting speed limits on all roads in NSW, including the management of speed camera programs.</p>

ITEM 4.13	BEACH STREET, CURL CURL - TRAFFIC ISLAND
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/269312
ATTACHMENTS	1 Beach Street, Curl Curl - Plan 2 Table of Consultation

GEOCODES: -33.775065, 151.293092

REPORT

BACKGROUND

Council has received concerns from local residents regarding safety for pedestrians when crossing Beach Street, Curl Curl, and also with regard to vehicles performing U-turns in Beach Street where it meets Carrington Parade.

LOCATION

Beach Street is a local road of approximately 10.8m in width carrying low volumes of traffic. At its eastern end it intersects with Carrington Parade. Curl Curl beach is nearby and the Curl Curl rock pool and Curl Curl to Queenscliff coastal walk are directly across the road, which generates a significant volume of pedestrian and vehicular traffic along Carrington Parade.

ISSUES

- Vehicles perform U-Turns at the mouth of Beach Street where it meets Carrington Parade to double back searching for parking space along the Curl Curl beach front. There is a roundabout at the next intersection to the south (The Drive) to cater for traffic needing to circulate.
- There are obstructed sight lines from Beach Street to the south but no right turn crash history for traffic exiting Beach Street
- Several residents have expressed a preference for a roundabout at the intersection of beach Street and Carrington Parade as opposed to the proposed traffic island. The limited sight lines to the south and the presence of an indented Bus Stop on the east side of Carrington Street opposite Beach Street make siting a roundabout at Beach Street difficult to safely achieve. A roundabout would also offer a reduced level of pedestrian safety improvement as motorists using a roundabout tend to be preoccupied with watching for traffic rather than pedestrians.
- There is a footpath which runs along the western side of Carrington Parade, at the point where it crosses Beach Street the length between kerbs is 21m. This exposes pedestrians to turning traffic for a considerable distance and less mobile pedestrians may feel insecure crossing the road. A traffic island/pedestrian refuge would allow pedestrians to stage their crossing and reducing the length of exposed roadway.

PROPOSAL

Council has undertaken a review of the location and issues and proposes **to install a traffic island to allow pedestrians to stage their crossing of Beach Street and also to prevent and discourage vehicles from undertaking U-Turns.** Vehicles needing to double back can safely perform a U-Turn at the roundabouts at The Drive or at Gardere Avenue.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

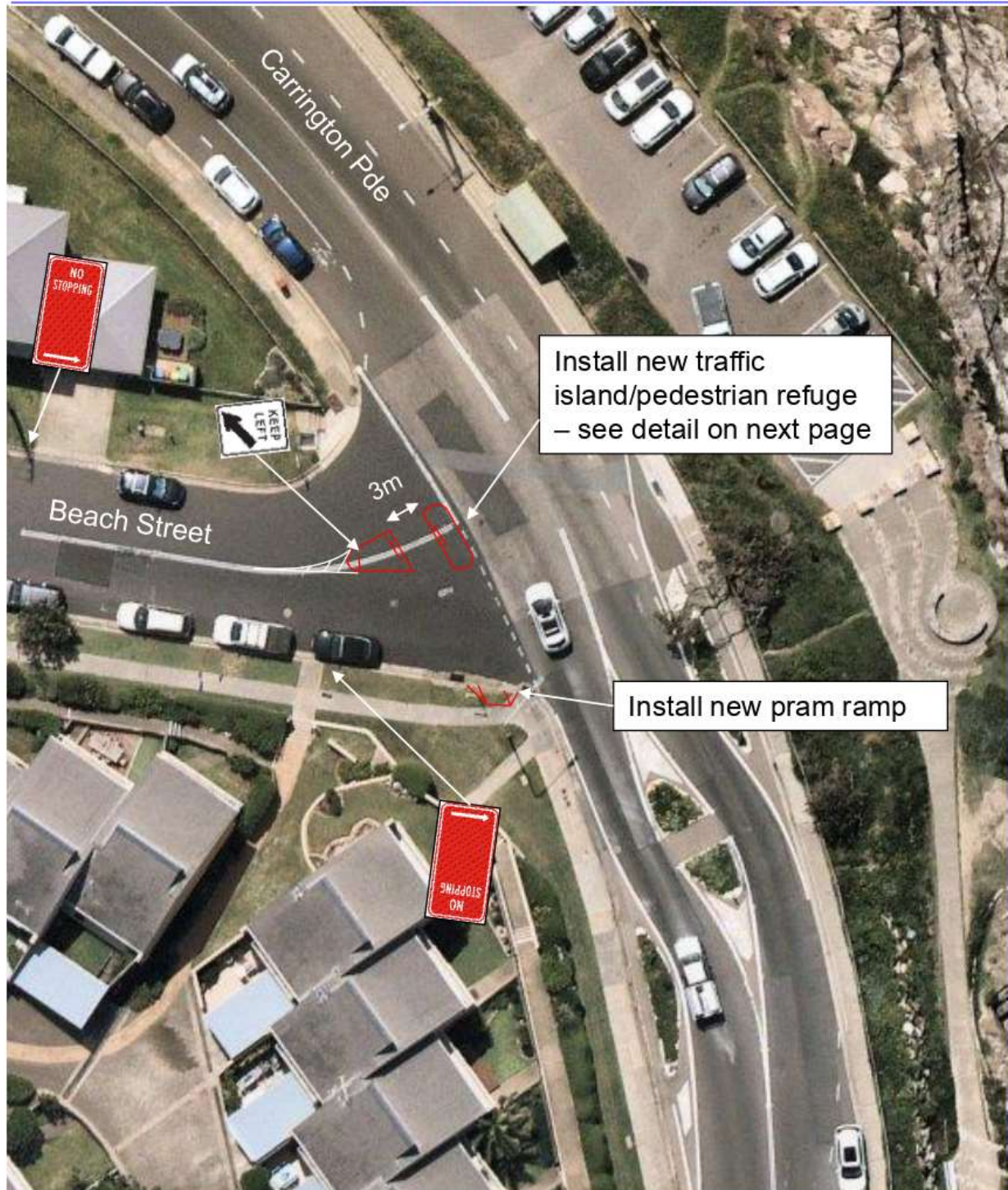
- The proposal will improve pedestrian safety and amenity as they cross Beach Street.
- By preventing U-Turns at the Beach Street intersection, safety for cyclists proceeding north on Carrington Parade will be improved as the U-Turn manoeuvre would, on occasion, be directly across the path of cyclists.



CONSULTATION

Consultation letters have been distributed to 44 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the **installation of a traffic island on Beach Street, Curl Curl, at its intersection with Carrington Parade; and noting that a detailed design plan will be referred to TfNSW for comment prior to construction.**



	PROPOSAL		 northern beaches council
	Beach Street, Curl Curl Traffic Island		
	Drawn JB	Approved 	

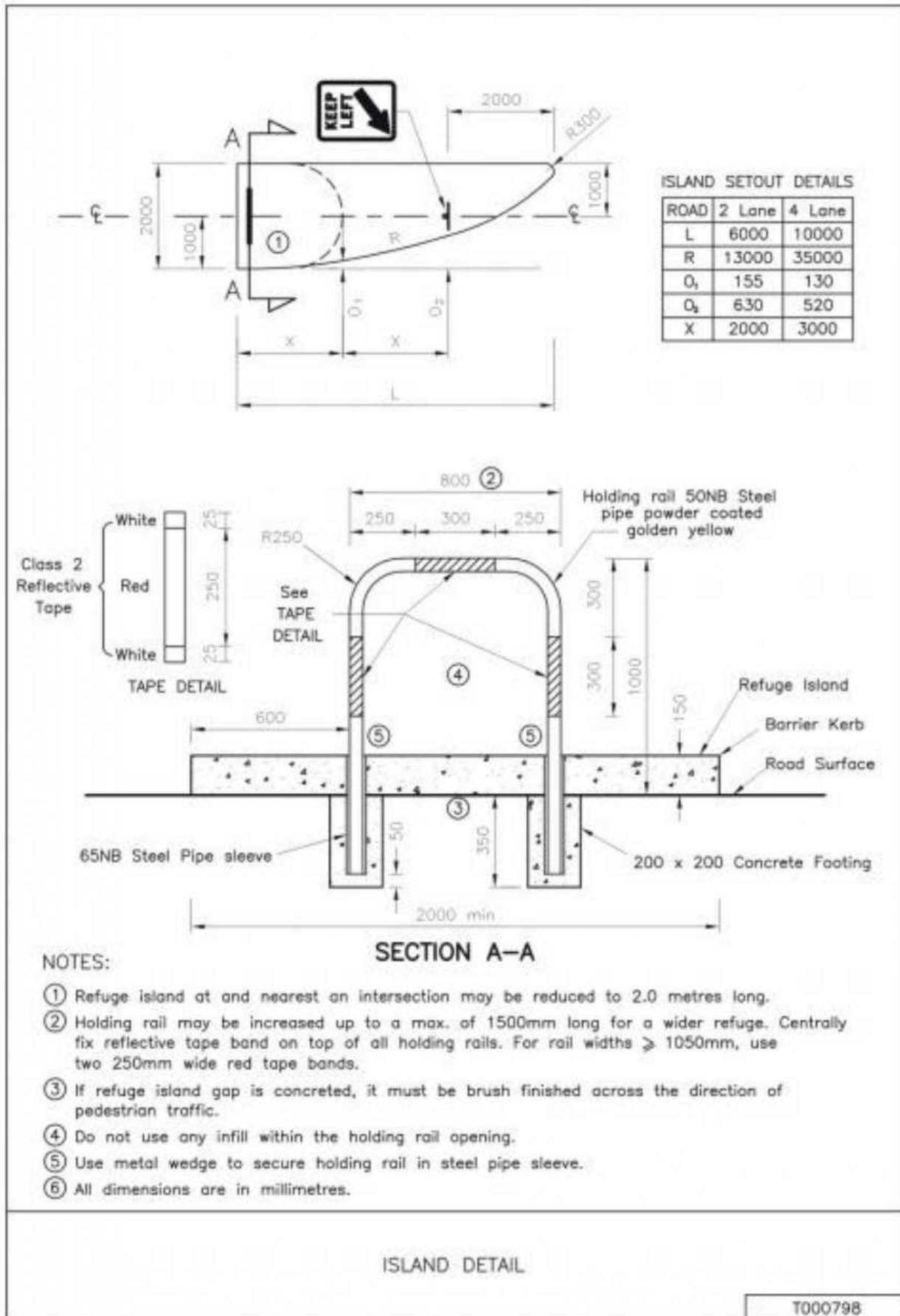


Table of Consultation

Address	Beach Street, Curl Curl
Proposal	traffic island

Properties Consulted	44
Responses Received	10
Support	5
Do Not Support	5

Issue	Resident Comment	Council Response
wayfinding sign	need a wayfinding sign at the intersection of Carrington Pde & Adams Street to direct southbound traffic onto Adams Street to get to Manly	noted. This will be actioned separately
roundabout	A roundabout would be a better solution to provide for U-Turns at the intersection of Carrington Pde and Beach St and improve safety for right turns out of Beach Street	A roundabout is not appropriate given proximity to Bus Stop, limited approach sight distance and its limited improvement to pedestrian safety/amenity. There is no right turn crash history out of Beach St
loss of parking	a traffic island will result in some lost parking in Beach Street	There will be two legal parking spaces lost however this is the trade off for the improvements in safety for pedestrians and motorists
traffic island is unnecessary	a traffic island is unnecessary as vehicles U-turning are doing so illegally across double lines	the traffic island physically prevents this dangerous practice but also improves pedestrian safety by allowing pedestrians to stage their crossing
marked pedestrian crossing	a better option in terms of pedestrian safety and amenity would be to upgrade the pedestrian refuge on Carrington Pde to a marked pedestrian crossing	The Carrington Pde pedestrian refuge cannot be upgraded as it does not meet the required warrant. Upgrading that facility would also not address the current issues on Beach Street.

ITEM 4.14 **BAREENA DRIVE/VISTA AVENUE, BALGOWLAH HEIGHTS -
ROUNDAABOUT****REPORTING OFFICER** **TRAFFIC ENGINEER****TRIM FILE REF** **2020/269273****ATTACHMENTS** **1 Bareena Drive, Balgowlah Heights - Plan**
2 Table of Consultation**GEOCODES:** -33.807628, 151.262055**REPORT****BACKGROUND**

Council has received concerns from local residents regarding speeding issues on Bareena Drive, Balgowlah Heights, and also regarding vehicles failing to observe the compulsory STOP restriction on Vista Avenue, Balgowlah Heights.

LOCATION

Bareena Drive and Vista Avenue are local roads. The roads intersect at 90° at a four way cross traffic junction. Bareena Drive has priority with Vista Avenue subject to compulsory STOP restrictions on both the north and southbound approaches to the intersection. Bareena Drive is the access road to Tania Park and the Dobroyd Head lookout and is well used by tour groups, sporting groups and cyclists. Traffic counts undertaken on Bareena Drive east of Vista Ave in March 2019 reveal an 85th percentile speed of 49km/h and an average daily traffic volume of 1159 vehicles per day. Although a count has not been undertaken on Vista Avenue, it carries a similar volume of traffic to Bareena Drive.

ISSUES

- Residents report speeding on Bareena Drive as motorists travel to and from Tania Park. Although traffic count data reveals some evidence of speeding, 85th percentile speeds are within acceptable limits.
- There are multiple reports of vehicles failing to STOP on Vista Avenue where it meets Bareena Drive. This seems to be the case particularly for southbound traffic. A supplementary set of STOP signs was installed on each approach to the intersection to improve visibility of the restriction but the problem persists. Reported crash history at the intersection reveals two crashes since 2010. Both were cross traffic crashes involving south bound vehicles failing to STOP.
- A high rock shelf on the southwest corner of the intersection obscures sight lines for traffic proceeding north or west from Vista Avenue at Bareena Drive.
- The loop around Tania Park is a popular route for cyclists and some have reported problems at the intersection with Vista Avenue associated with vehicles failing to adhere to the STOP restriction and/or cutting the corner.
- Children walk to and from Balgowlah Heights public school along Bareena Drive using the footpath on the southern side of Bareena Drive.

PROPOSAL

Council has undertaken a review of the location and issues and proposes **to install a roundabout at the intersection of Bareena Drive and Vista Avenue, Balgowlah Heights, to address both the reported speeding and failure to stop issues.** Given the relatively narrow width of the roads and the need to accommodate some larger vehicles (tour buses, garbage trucks, removalist vans) the roundabout needs to be mountable.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

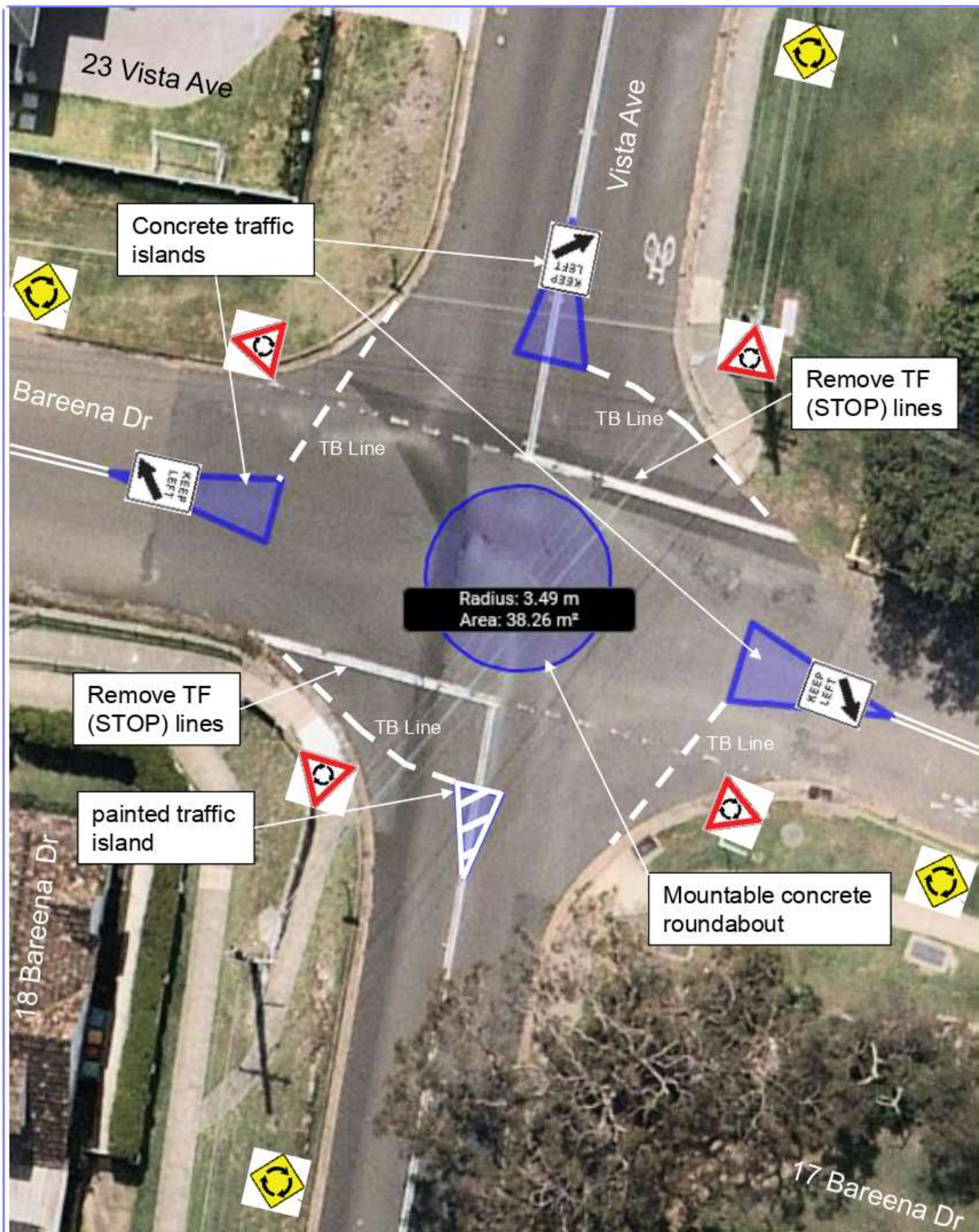
- Will improve safety for cyclists as it will force traffic to slow through the intersection and prevent corner cutting
- Pedestrian safety will also be enhanced by the reduced traffic speeds through the intersection.

CONSULTATION

Consultation letters have been distributed to 35 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE


That the Traffic Committee supports **the installation of a mountable concrete roundabout at the intersection of Bareena Drive and Vista Avenue, Balgowlah Heights. Noting that a detailed design will be prepared and forwarded to the TfNSW representative for comment prior to construction.**



PROPOSAL

Bareena Dr/Vista Ave, Balgowlah Heights
Roundabout

Drawn JB

Approved 



northern
beaches
council

Table of Consultation

Address	Bareena Drive/Vista Ave, Balgowlah Heights
Proposal	Roundabout

Properties Consulted	35
Responses Received	48
Support	47
Do Not Support	1

Issue	Resident Comment	Council Response
speed	Vehicles travel too fast to and from Tania Park along Bareena Drive	85th percentile speed east of Vista Ave measured in March 2019 was 49km/h. The proposed roundabout will assist in reducing speeds
adherence with STOP restriction	Many vehicles do not stop at the compulsory STOP restriction on Vista Drive particularly travelling south on Vista Ave	There have been many reports of near misses and crashes as a result of vehicles not adhering to the STOP restriction. Supplementary STOP signs and advance warning were installed approx 12 months ago but have not addressed the issue
sight lines	sight lines to the west for traffic travelling north on approach to Bareena Drive are obscured by an elevated footpath	the elevated footpath is constructed on top of a sandstone outcrop, removal of which, would be at a very high cost. The roundabout will require all approaching traffic to Give Way hence improving safety at the intersection
pedestrians	many pedestrians including children cross at the intersection	the roundabout will include traffic islands on 3 legs which will be constructed, if possible, as refuge islands
corner cutting	Many cars cut the corner turning into Vista Drive south of Bareena Drive	The roundabout traffic islands will ensure turning traffic does not cut the corner.
noise	the roundabout will increase noise on all four approaches to the intersection, would prefer speed humps on Bareena Drive instead	Speed humps are unlikely to result in less noise than a roundabout and would not address the failure to STOP issue on Vista Ave at Bareena Drive

ITEM 4.15 FRENCHS FOREST - REVIEW 3 TONNE LOAD LIMIT RESTRICTION**REPORTING OFFICER TRAFFIC ENGINEER****TRIM FILE REF 2020/284289****ATTACHMENTS 1 Plan**
2 Aerial View
3 Detour Plan
4 Traffic Management Plan
5 Table of Consultation**GEOCODES:** -33.752120, 151.252966; -33.751002, 151.242222**REPORT****BACKGROUND**

Council has received concerns from local residents regarding heavy vehicle usage on Oxford Falls Road, Frenchs Forest. Currently, there is a restriction for heavy vehicles on Oxford Falls Road and Ellis Road; however, heavy traffic heading towards Meatworks Avenue are exempted.

LOCATION

Frenchs Forest Road East is a collector road with two lanes in each direction to the west of Patanga Road. It carries medium volumes of traffic and connects Forest Way to Warringah Road/Allambie Road. The speed limit of the road is 50km/h. There are footpaths on the northern side and a shared path on the southern section of Frenchs Forest Road East. This section is also the Bus Route for services 136,169,169X, 193 and 280 running approximately every two minutes in peak hour. This section of Allambie Road and Frenchs Forest Road has been upgraded as part of the Northern Beaches Hospital Connectivity and Network Enhancement Project. There are Business Parks on the south of Frenchs Forest Road East, and Skyline Shops and residential properties on the north.

Ellis Road and Oxford Falls Road are local roads with a posted speed limit of 50km/h. These streets are predominantly residential streets. The pavement width varies between 7.5m to 11m on these streets. Some sections have footpaths only at one side and Oxford Falls Road does not have any at all. Oxford Falls Road is the Bus Route for service 136, with buses every five minutes at peak hour.

ISSUES

There is an existing entry restriction for 3 Tonne Load Limit on Ellis Road and Oxford Falls Road. However, heavy traffic heading towards Meatworks Avenue are exempted from this restriction. Due to lack of policing, other heavy vehicles are reported using these streets by the residents. The use of heavy traffic reduces the safety of the street for both vehicles and for the pedestrians (due to a lack of footpaths). Several near misses has been reported by the residents to Council. Large vehicles often have to drive on the opposite side of the road to negotiate the turns along this route, especially on Oxford Falls Road.

Allambie Road and Frenchs Forest Road East has been upgraded to four lane traffic flow with some signalised control intersections. There are also shared paths and wider footpaths.

Pedestrians can also cross the street using the signalised crossing at multiple locations. These roads has been designed to cater for the increase in traffic usage together with the Heavy Traffic of 3 Tonne and over. This road already services existing industrial complexes on the southern side. As there are residential properties on the northern side, the proposal is for lifting the restriction of heavy vehicles travelling on east to west only. The existing restriction for Heavy Traffic of 3 Tonne and over for west to east on Frenchs Forest Road East will remain. The redirected large vehicular traffic generation is considered to have minimal impact on the existing road network operation and is within acceptable range. The data from the traffic counts suggest that there will be approximately 6 large vehicles every hour using the road during peak hour (7am-7pm). Therefore, noise generation from the low volume of large vehicles in the low speed environment (50km/h) will be very negligible.

PROPOSAL

Council has undertaken a review of the above location and proposes **to restrict all heavy traffic through Ellis Road and Oxford Falls Road. Council is also proposing to lift the restriction for heavy traffic from Allambie Road to Frenchs Forest Road East in an east west direction only.** Allambie Road and Frenchs Forest Road East has been recently upgraded and designed to cater for the anticipated population and traffic volumes following the opening of the Northern Beaches Hospital. Heavy traffic heading towards Meatworks Avenue can turn right onto Allambie Road from Warringah Road, then left onto Frenchs Forest Road East with a right turn onto Wakehurst Parkway and right onto Dreadnought Road, then left onto Oxford Falls Road which becomes Meatworks Avenue.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will improve the safety of the pedestrians and cyclist movement on Ellis Road and Oxford Falls Road.
- The proposal will not affect the pedestrians and cyclist movement along Allambie Road and Frenchs Forest, as there are footpaths and shared path.

CONSULTATION

Consultation letters have been distributed to 208 properties within the immediate vicinity of the location providing notification of the proposed changes. The proposal was also included on Council's website under Have Your Say Page. Council also received one petition with 37 signatures objecting the proposal; however, the majority of the signatories were from outside the impacted area. The residents from Oxford Falls Road and Ellis Road supported the proposal and the residents from Frenchs Forest Road East opposed the proposal. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Restriction of Heavy Traffic (3 Tonne and above) through Ellis Road and Oxford Falls Road, including heavy traffic heading towards Meatworks Avenue, Oxford Falls.**
- B. Lifting the heavy vehicle restriction (3 Tonne and above) for Allambie Road (Between Warringah Road and Frenchs Forest Road East) and Frenchs Forest Road East (Between Allambie Road and Wakehurst Parkway), Frenchs Forest for east to west traffic only. The existing 3 Tonne Load limit restriction for west to east for Frenchs Forest Road East will remain.**



PROPOSAL

Frenchs Forest
Review '3 Tonnes Load Limit' Restriction

Drawn AS

Approved 



northern
beaches
council



PROPOSAL

Frenchs Forest
Review '3 Tonnes Load Limit' Restriction

Drawn AS

Approved 



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council



PROPOSAL

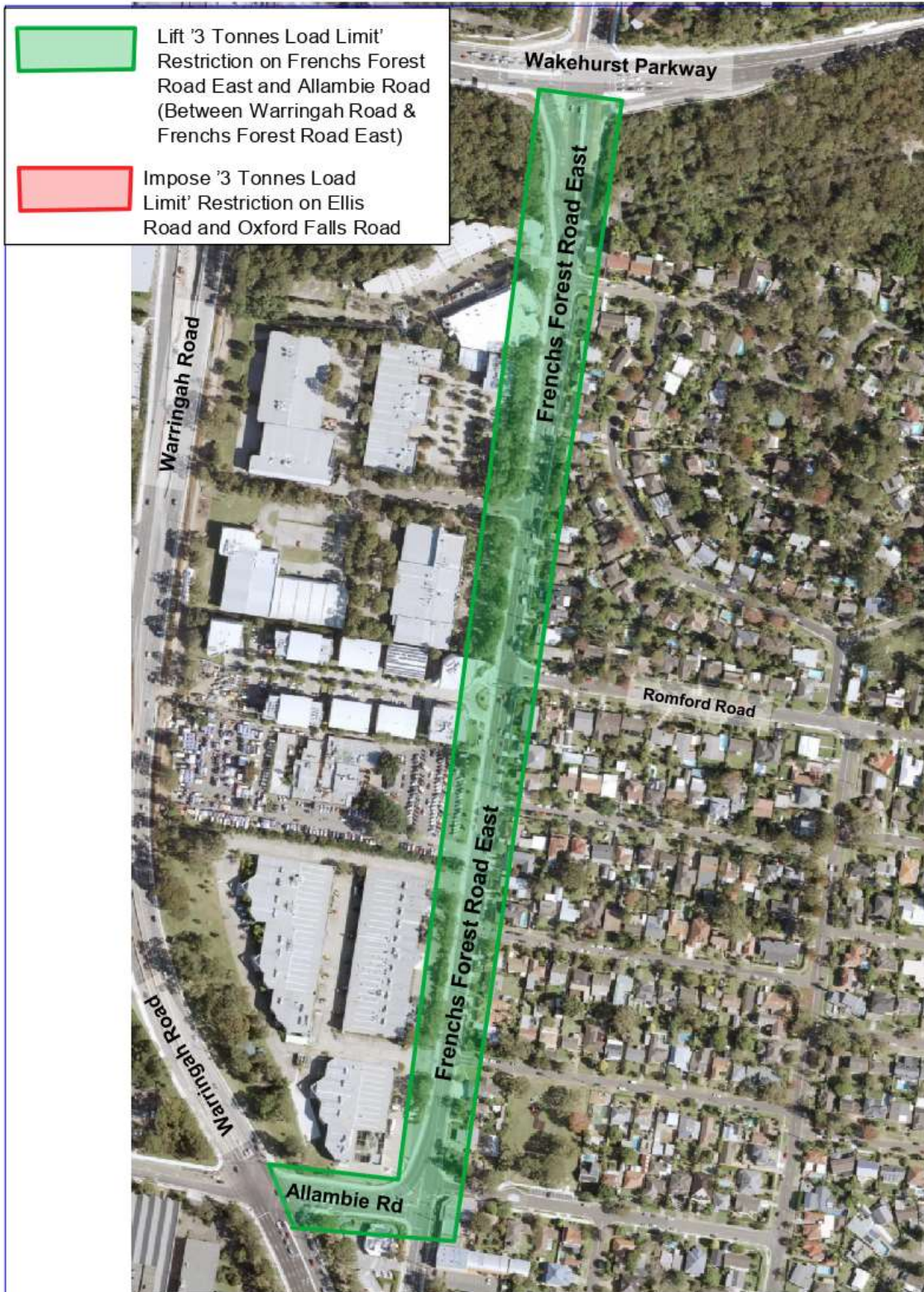
Frenchs Forest
Review '3 Tonnes Load Limit' Restriction

Drawn AS

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PROPOSAL

Frenchs Forest
Review '3 Tonnes Load Limit' Restriction

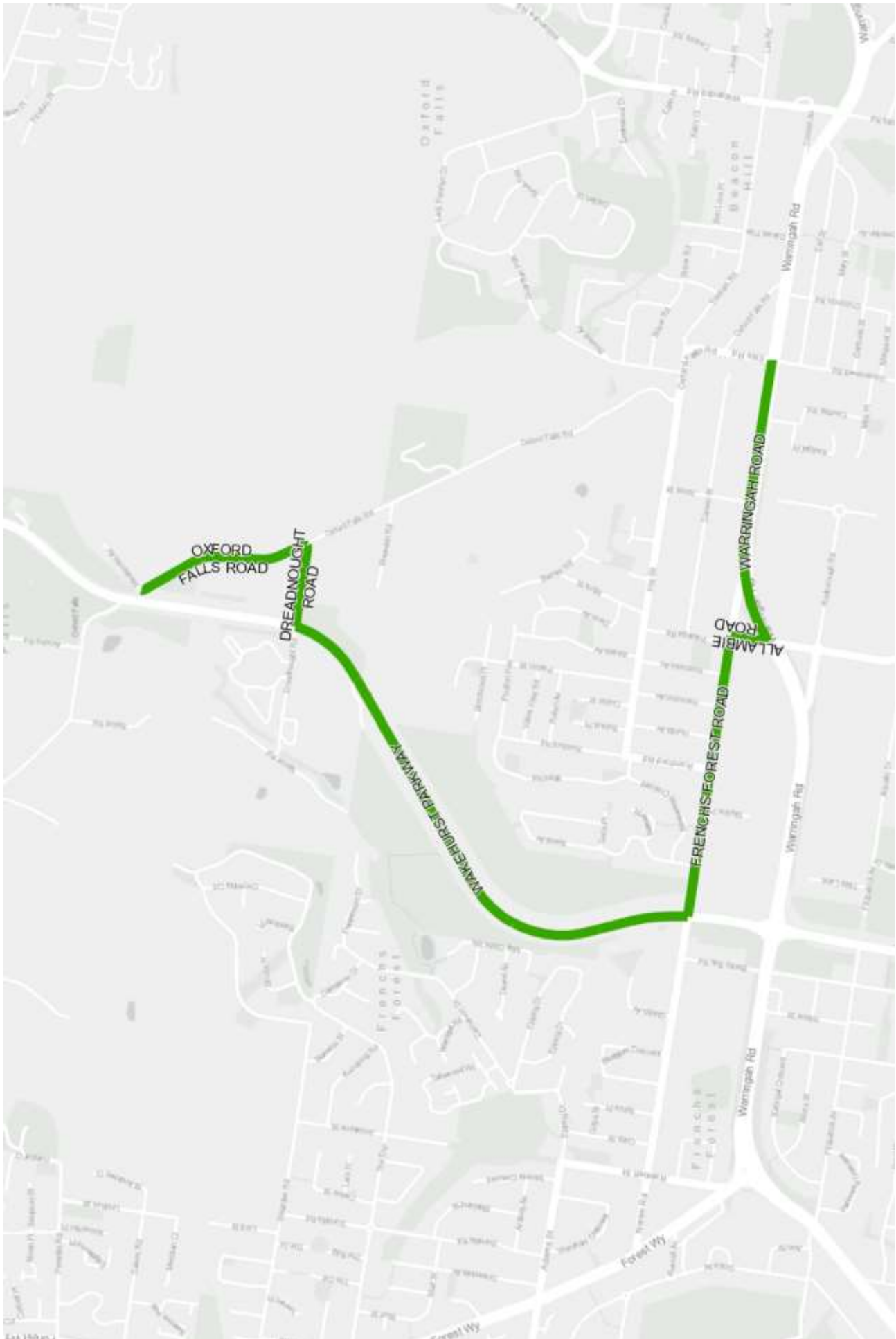
Drawn AS

Approved 



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**TRAFFIC MANAGEMENT PLAN – HEAVY VEHICLE RESTRICTION – ELLIS ROAD,
FRENCHS FOREST
19 MARCH 2020**

ITEM	TRAFFIC MANAGEMENT PLAN – Heavy Vehicle Restriction – ELLIS ROAD, FRENCHS FOREST
REPORTING OFFICER	TRAFFIC ENGINEERING COORDINATOR
PWZTMP NO.	0052158257
ATTACHMENTS	1 Location Plan 2 Detour Plan 3 Proposal

GEOCODES: -33.752148, 151.252932

REPORT

BACKGROUND

Council has received concerns from local residents regarding Heavy Vehicle usage on Oxford Falls Road, Frenchs Forest. Currently, there is a restriction for heavy vehicles on Oxford Falls Road and Ellis Street; however, heavy traffic heading Meatworks Avenue are exempted.

Accordingly Northern Beaches Council is reviewing the heavy vehicle usage on Ellis Road & Oxford Falls Road, Beacon Hill and Frenchs Forest Road East & Allambie Road, Frenchs Forest.

LOCATION

- Currently a '3 Tonne Gross and over' restriction is applicable on all these streets. However, traffic heading toward Meatworks Avenue is exempted from the restriction.
- Speed limit of these streets is generally 50 km/h.

ISSUES

- Frenchs Forest Road East and Allambie Road, Frenchs Forest have been upgraded with the opening of the hospital; these streets can cater for the redirected heavy vehicles.

ASSESSMENT

Council has undertaken a review of the above location and proposes to restrict all Heavy traffic through Ellis Road and Oxford Falls Road.

Council is also proposing to lift the restriction for Heavy Traffic from Allambie Road (between Warringah Road & Frenchs Forest Road East) and Frenchs Forest Road East.

Allambie Road and Frenchs Forest Road East have been recently upgraded to cater for the anticipated population and traffic volumes following the opening of the Hospital.

Heavy Traffic heading towards Meatworks Avenue can turn right onto Allambie Road from Warringah Road then left onto Frenchs Forest Road East then turn Right onto Wakehurst Parkway then right onto Dreadnought Road and left onto Oxford Falls Road which becomes Meatworks Avenue

Council is consulting with the affected residents in the vicinity. It will be also included on council's website under the 'Have Your Say' for interested residents to provide feedback. At the end of consultation and after reviewing feedback, it will be reported to the Traffic Committee.



**TRAFFIC MANAGEMENT PLAN – HEAVY VEHICLE RESTRICTION – ELLIS ROAD,
FRENCHS FOREST
19 MARCH 2020**

PROPOSAL

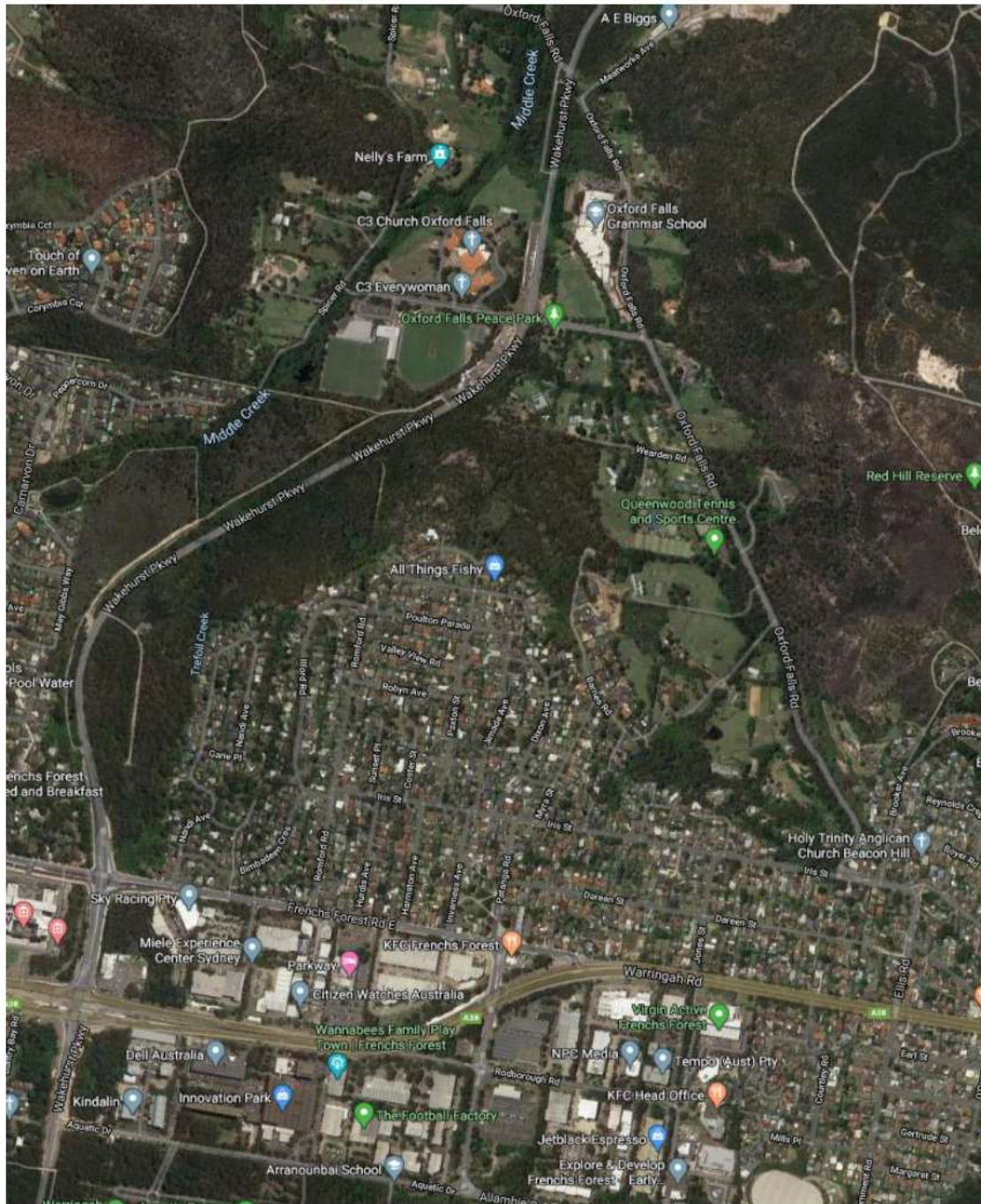
Council has undertaken a review of the above location and proposes the following:

- Install a '3T Load Limit' as per the attached plan in appendix 3.
- Trial the restriction for a period of 6 months.
- Undertake a review of the effectiveness of the restriction in conjunction with the assessment of the local area.

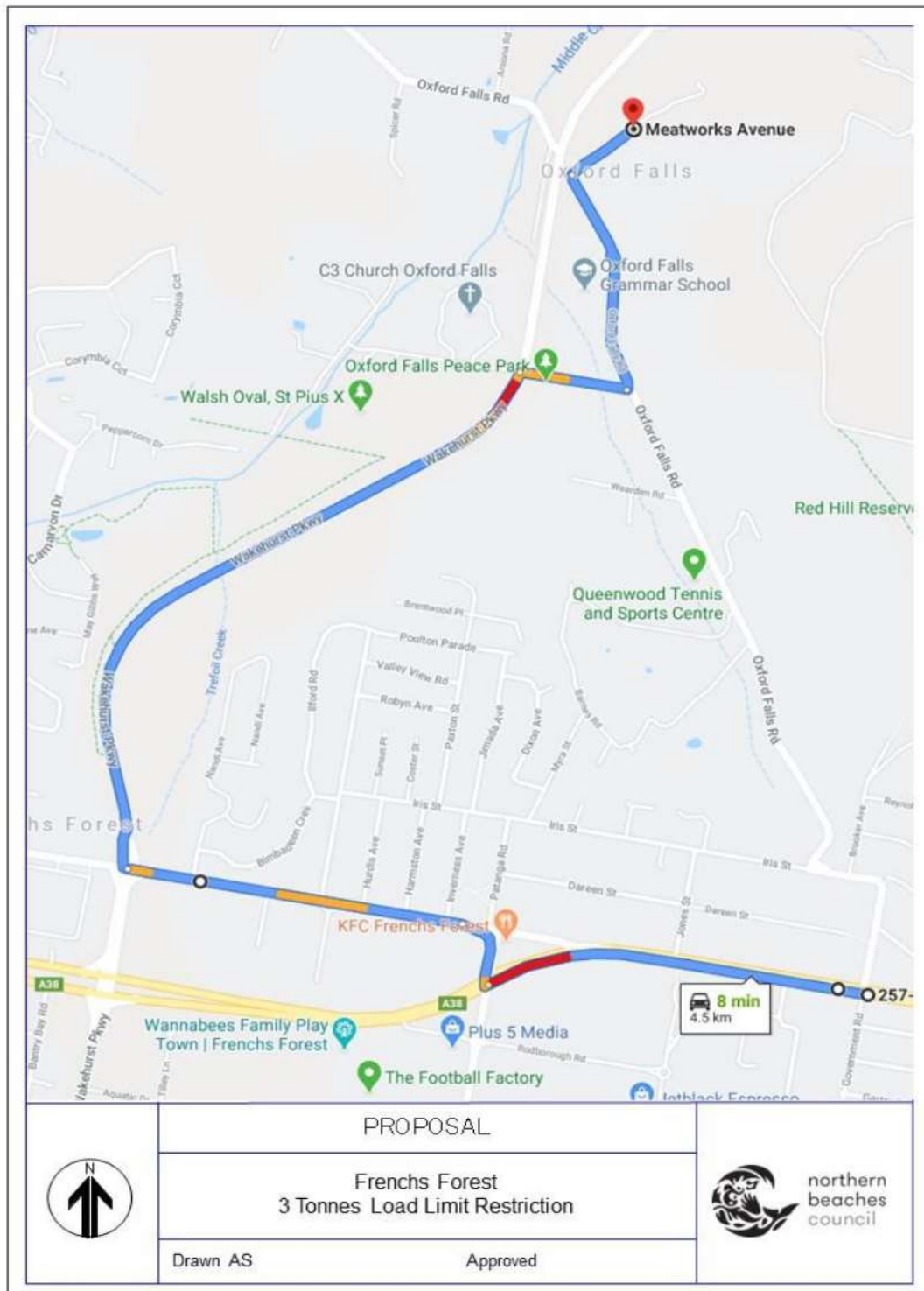
PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

Appendix 1: Location Plan



Appendix 2: Alternate Routes



Appendix 3: Proposal



Table of Consultation

Address	Frenchs Forest
Proposal	Review 3 Tonne Load Limit Restriction

Properties Consulted	208
Responses Received	30
Support	15
Do Not Support	11

From Have Your Say, Council received 3 responses. 1 support, 1 objection and 1 neutral.

Issue	Resident Comment	Council Response
Relocate the issue	Heavy Traffic should not be directed to local roads. Rerouting the Heavy Vehicle through Frenchs Forest Road East will relocate the issue.	Frenchs Forest Road East has been upgraded with signalised intersections. It performs the function of collector road and has been designed to allow for uninterrupted 4 trafficable lanes. It caters for the increase in traffic usage together with the Heavy Traffic of 3 Tonne and over. This road already services existing industrial complexes on the southern side.
Noise	Noise would be generated due to use of heavy traffic. Need to install noise treatment.	The use of Heavy traffic would not generate excessive noise given the low speed environment of 50km/h of Frenchs Forest Road East. Council does not recommend the installation of noise barriers on local roads. Sound Walls has to be continuous throughout the length of Frenchs Forest Road East to have a mitigating effect. If sound walls are considered, access to the property off Frenchs Forest Road East cannot be provided. Noise generation is not anticipated to be greater than the existing conditions.
Air pollution	There would be more air pollution for the use of heavy traffic.	All vehicles travelling on NSW road has to comply with the regulations under the Protection of the Environment Operations Act 1997 and the Protection of the Environment Operations (Clean Air) Regulation 2010. Any smoky vehicles (emitting visible smoke continuously for 10 seconds) can be reported to directly to Environmental Protection Authority or to TfNSW, local police and council. Council will continuously monitor the area for smoky vehicles and take necessary action.

Congestion	Allowing Heavy Vehicle would increase congestion on the road.	<p>We have conducted traffic counts at Oxford Falls Road near Iris Street, Beacon Hill (just before the slip lane) and Meatworks Avenue, Oxford Falls to capture the usage of traffic volume along this route. Based on the data, during peak hour (7am-7pm) 75 large vehicles use Ellis Street and Oxford Falls Road. Out of the 75 large vehicles, only 25 large vehicles are going to Meatworks Avenue. If these large vehicles are directed via Allambie Road and Frenchs Forest Road East, there will be approximately 6 trucks every hour using the road. The redirected large vehicular traffic generation is considered to have minimal impact on the road network operation and is within acceptable range. Noise generation from the low volume of large vehicles will be also very negligible.</p>
Safety	Large oversized trucks will make it very unsafe for pedestrians, cyclists and other vehicles. The proposal puts residents and community at risk.	<p>Frenchs Forest has been upgraded with signalised intersections. It has two lanes in each direction with marked delineation for traffic lanes.</p> <p>A shared path has been constructed on the south side along the entire length of Frenchs Forest Road East to keep cyclists separate from vehicular traffic. An additional wider footpath on the north has been constructed to serve the pedestrians. There are few signalised pelican crossing facilities for pedestrians to cross the road safely.</p> <p>The heavy vehicles will be allowed to move only in one direction from East to West along Frenchs Forest Road East and Allambie Road. This further enhances the safety at the residential side and reduces the risk of any misadventures</p>
Speeding	Vehicles often travel over the speed limit while going up and down the hill of Frenchs Forest Road East.	<p>The road environment of Frenchs Forest Road East has changed. It has been upgraded with few signalised intersections within close proximity. These reduces the opportunity for vehicles to gain speed. It should be noted that council does not have any power to regulate moving traffic. However, Council will continuously monitor the traffic flow and forward the speeding issue to Police for their attention and appropriate action.</p>

Modify Wakehurst Parkway & Warringah Road intersection.	Allow right turn movement at the intersection of Wakehurst Parkway & Warringah Road for westbound traffic	The intersection has site restraint and cannot accommodate the additional right turn manoeuvre into Wakehurst Parkway from west bound Warringah Road at the existing condition. TfNSW is the responsible authority for that intersection and a request to redesign the intersection will be forwarded to TfNSW for consideration.
Lower Speed	Reduce Speed Limit to 40 Km/h on Oxford Falls Road.	TfNSW has the responsibility to determine the speed of any road. A request to review the speed limit of the whole area would be forwarded to TfNSW.
Speed hump	Install speed hump along Oxford Falls Road	Speed humps in Bus Route is not desirable. Further, speed humps are the most complained about because of the noise generated by vehicles traversing it. Moreover, the vertical and horizontal alignment of Oxford Falls Road is not suitable for speed humps.
Exception for Heavy vehicle	Exception should be there for residents relocating, bringing construction materials, etc. on the restricted roads.	Under current Australian Road Rules, Heavy Vehicles are permitted to use the restricted streets if it is safe to do so and they have a destination within the vicinity. However, they have to take the most direct route to reach the destination.
Safety of intersection	Worried about the safety of the intersection of Oxford Falls Road and Dreadnought Road during school hours. Heavy vehicles should not be allowed to use this road at all due the school. Consideration should be given to the reopening of Meatworks Avenue opposite Oxford Falls Road West with traffic light at the intersection	There will be a condition in the new development for Heavy Vehicles to access outside school peak hour or have minimal access during school peak hour. This is the only safest route to access Meatworks Avenue, Oxford Falls. There are site constraints due to topography of the region. It cannot be achieved without significant infrastructure construction. However, council will work with TfNSW for a possible work on this section.
Policing	Need to be enforced and policed. Heavy vehicles also use Oxford Falls Road from Wakehurst Parkway to Forest Way ignoring the bridge load limit.	Council's enforcement officers will periodically monitor the illegal use of the road with their current level of resources. The concern will be forwarded to Police who also has the responsibility for the enforcement of these issues.

Roundabout and refuge island	Construct the proposed roundabout at the intersection of Oxford Falls Road & Iris Street and the Refuge Island at Oxford Falls Road near Brooker Avenue.	Council has completed the detailed design. The project is scheduled for 2019-20 financial year. The construction for the project has already commenced and is expected to be completed in the current financial year.
Petition	Council received a petition with 37 signatures on it.	It should be noted that most of the signatories were from outside the impacted Frenchs Forest Road East or Allambie Road or immediate properties along these streets. There were signs from outside the area of Northern Beaches Council Area. The residents from outside the area are not anticipated to be directly impacted by noise, air or congestion. Therefore the concerns raised by those directly affected have been given more priority in this review.

ITEM 4.16	IRIS STREET, FRENCHS FOREST - FORMALISE BUS ZONE, NO PARKING AND NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/283777
ATTACHMENTS	1 Iris Street, Frenchs Forest - Plans 2 Table Of Consultation

GEOCODES: -33.748890, 151.244490

REPORT

BACKGROUND

Transport for NSW (TfNSW) have requested that Council review the parking restrictions and traffic management facilities along the current route on Iris Street, Frenchs Forest, to provide improvements to travel time, free movement and safety improvements for the 136 Chatswood to Manly bus service following concerns from residents within our community.

LOCATION

- Iris Street is a two-way collector road between Romford Road, Frenchs Forest and Oxford Falls Road, Beacon Hill, carrying relatively high traffic volumes, in particular, during peak hours.
- The road carriageway varies in width from approximately 9.2 metres to 9.8 metres, including horizontal and vertical alignment changes.
- The street consists of low density residential housing, with the majority of dwellings incorporating two parking spaces. Northern Beaches Hospital, Frenchs Forest High School, Skyline Shops, Holy Trinity Anglican Church and Beacon Hill Public School are located nearby.
- Currently, five existing Bus Stops are located throughout Iris Street, with the 136-bus service running every five minutes during peak hour.
- There is an existing Dividing Barrier line located between No.99 and the intersection of Iris Street and Oxford Falls Road, Beacon Hill.
- Speed limit of the street is 50 km/h.

ISSUES

- Given the width of the road, on street parking reduces the travel lanes and provides inadequate travel width for bio directional travel flow.
- The reduction in traffic flow caused by on street parking reduces the 136-bus service travel time.
- At times, bus services are unable to stop adjacent to the kerb due to illegally parked vehicles, reducing sightlines and effecting traffic flow.
- Vehicle speeds and pedestrian safety.

PROPOSAL

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

- **Statutory No Stopping Unbroken Yellow Kerb Lines on the intersections of Patanga, Myra, Winslea and Iris Street, Frenchs Forest.**
- **Statutory No Stopping Unbroken Yellow Kerb Lines on the intersections of Oxford Falls Road, Jones and Iris Street, Frenchs Forest.**

- **Statutory No Stopping Unbroken Yellow Kerb Lines on the intersections of Karabah Place, Jones and Iris Street, Frenchs Forest**
- **No Parking 7:00am-6:00pm restrictions on the southern side outside No.s 37-39 Iris Street, Frenchs Forest.**
- **No Parking 7:00am-6:00pm restrictions on the southern side and 7:00am-6:00pm on the southern side outside No.s 59- 65 Iris Street, Frenchs Forest.**
- **Formalise the existing Bus Stops to Bus Zones.**
- **Installation of a pedestrian refuge island on Iris Street at Patanga Street and Jones Street, to improve pedestrian 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.

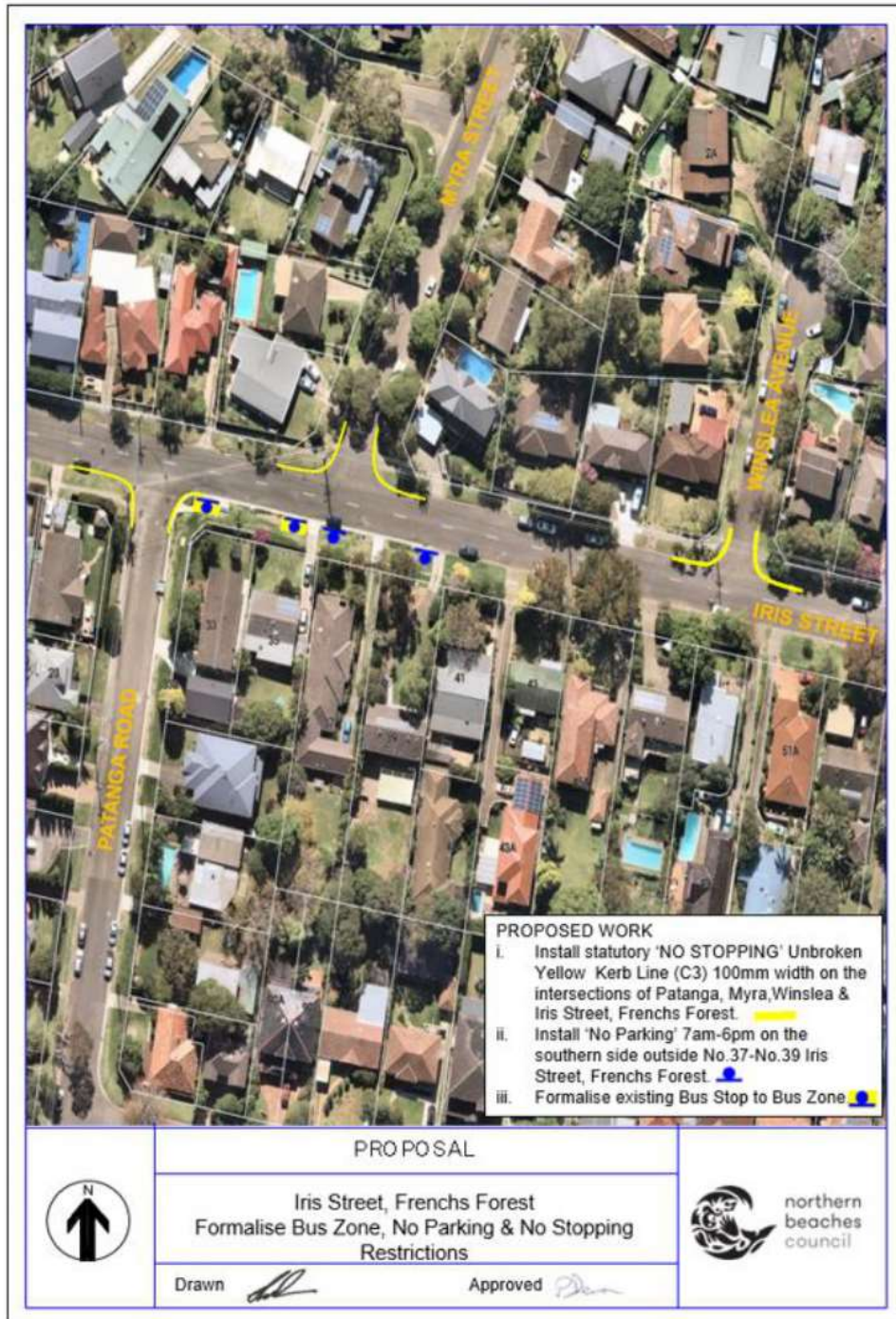
CONSULTATION

Consultation letters have been distributed to 124 properties within the immediate vicinity of the location providing notification of the proposed changes. Due to the responses received, noted in Attachment 2 – Table of Consultation, the original proposal was amended.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of:

- A. Statutory No Stopping Unbroken Yellow Kerb Lines on the intersections of Patanga, Myra, Winslea and Iris Street, Frenchs Forest.**
- B. Statutory No Stopping Unbroken Yellow Kerb Lines on the intersections of Oxford Falls Road, Jones and Iris Street, Frenchs Forest.**
- C. Statutory No Stopping Unbroken Yellow Kerb Lines on the intersections of Karabah Place, Jones and Iris Street, Frenchs Forest**
- D. No Parking 7:00am-6:00pm restrictions on the southern side outside No.s 37-39 Iris Street, Frenchs Forest.**
- E. No Parking 7:00am-6:00pm restrictions on the southern side and 7:00am-6:00pm on the southern side outside No.s 59- 65 Iris Street, Frenchs Forest.**
- F. Formalise the existing Bus Stops to Bus Zones.**
- G. Installation of a pedestrian refuge island on Iris Street at Patanga Street and Jones Street, to improve pedestrian safety.**





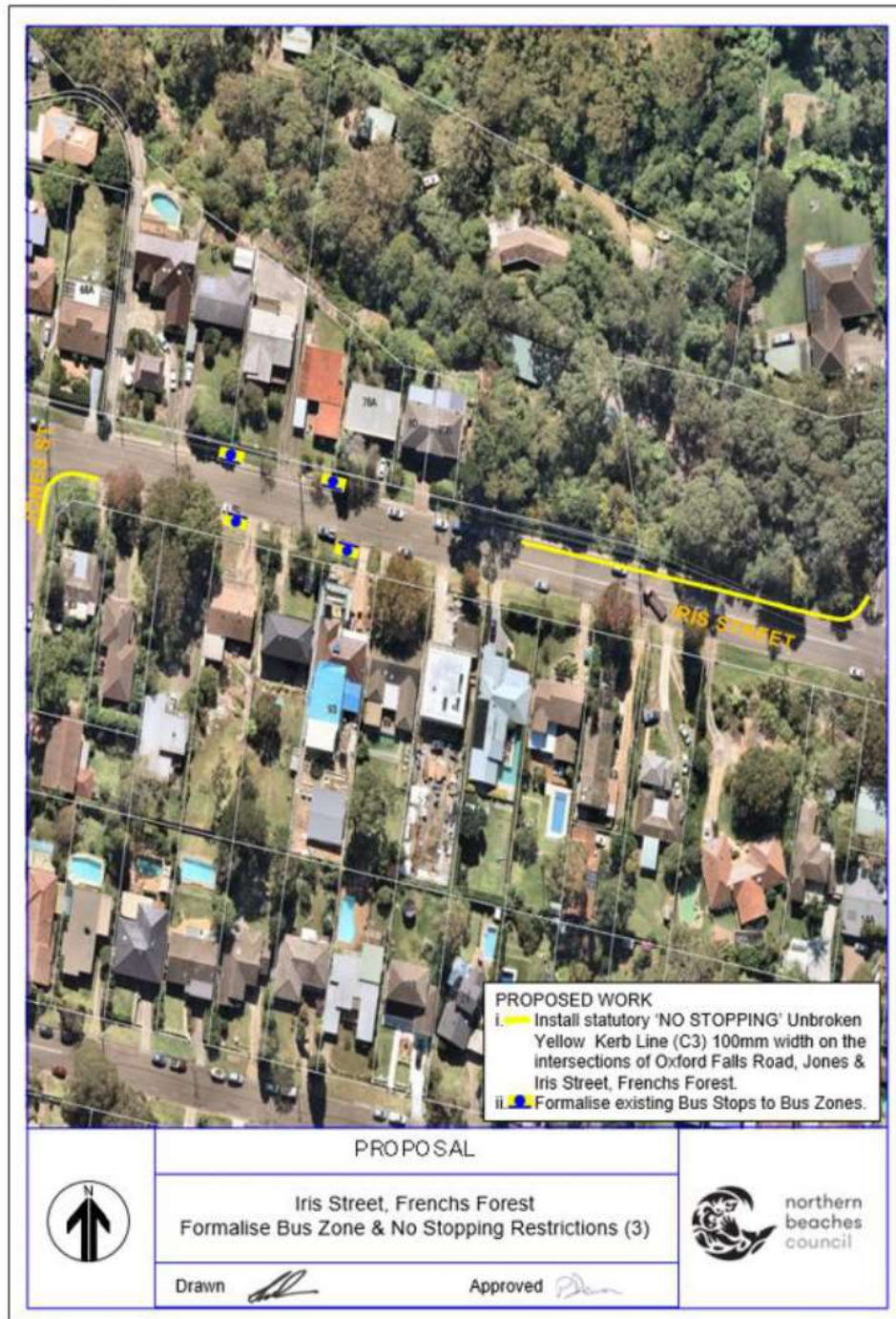


Table of Consultation

Address	Iris Street, Frenchs Forest
Proposal	Formalise Bus Zone, No Parking & No Stopping Restrictions

Properties Consulted	124
Responses Received	22
Support	6
Do Not Support	16

Issue	Resident Comment	Council Response
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	Unsafe for children and the elderly	Installation of a pedestrian refuge island on Iris Street at Patanga Street and Jones Street. The proposal increases sightlines, therefore, improves pedestrian safety.
Impacts residents	Devalues property	The proposal still allows for overnight parking for residents, however, parking for private vehicles remains the responsibility of the property owners. The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking.
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. Residents suggested to contact Local Member in relation to amendments to Boat Trailer, Trailer and Caravan parking legislation.

ITEM 4.17	TRISTRAM ROAD, BEACON HILL - FORMALISE BUS ZONE AND NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/284227
ATTACHMENTS	1 Tristram Road, Beacon Hill - Plans 2 Table Of Consultation

GEOCODES: -33.751850, 151.257270

REPORT

BACKGROUND

Transport for NSW (TfNSW) have requested that Council review the parking restrictions and traffic management facilities along the current route on Tristram Road, Beacon Hill, to provide improvements to travel time, free movement and safety improvements for the 136 Chatswood to Manly bus service following concerns from residents within our community.

LOCATION

- Tristram Road is a two-way collector road between Oxford Falls Road and Willandra Road Beacon Hill, carrying relatively high traffic volumes, in particular, during peak hours.
- The road carriageway varies in width from approximately 9.8 metres, includes vertical alignment changes and a cul- de-sac at the western end.
- The street consists of low-density residential housing, with the majority of dwellings incorporating two parking spaces. Holy Trinity Anglican Church, Tristram Road Reserve, Beacon Hill Oval, Beacon Hill Public School, Community Centre and Kindergarten are located nearby.
- The intersection of Tristram Road, Ben Love Place and Daines Parade is a cross intersection. Tristram Road is the priority road and Ben Love Place and Daines Parade are controlled by Stop signs. Pedestrian crossings are installed across three legs of this intersection and there are moderate to high levels of pedestrian activity arising from its close proximity to the Beacon Hill Public School. The intersection is located within the 40km/h school zone during the morning and afternoon school zone times.
- The western end of Tristram Road was permanently closed to general traffic in October 2001 with buses, taxis and emergency vehicles exempted from the No Entry restriction. As the western end is closed, it is reported that a number of vehicles undertake a U-turn in order to travel to the east.
- Currently, four existing Bus Stops are located throughout Tristram Road, with the 136-bus service running every five minutes during peak hour.
- Speed limit of the street is 50 km/h with the exception of the School Zone, of which the speed limit is 40km/h.

ISSUES

- Given the width of the road, on street parking reduces the travel lanes and provides inadequate travel width for bio directional travel flow.
- The reduction in traffic flow caused by on street parking reduces the 136-bus service travel time.
- At times, bus services are unable to stop adjacent to the kerb due to illegally parked vehicles, reducing sightlines, affecting traffic flow and with dangerous driving into oncoming traffic.
- Illegal parking across driveways, timed parking during school morning and afternoon times, within 3m of existing double centre lines and 10m of intersections.
- Vehicle speeds and pedestrian safety.

PROPOSAL

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

- **Install a No Stopping Unbroken Yellow Kerb Line on the intersection of Spilstead Place and Tristram Road and in the cul-de-sac of Tristram Road, Beacon Hill.**
- **Install a No Stopping Unbroken Yellow Kerb Line on the intersections of Spilstead Place, Boyer Road, Daines Parade, Ben Love Place and Tristram Road, Beacon Hill.**
- **Install a No Stopping Unbroken Yellow Kerb Line approximately 14m in length on the northern side between No.s 48 and 50 Tristram Road. Additional lines on the northern and southern side of Tristram Road, from the intersection of Daines Parade to No.s 24 and 27 Tristram Road, respectively.**
- **Formalise existing bus stops to bus zones**

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 102 properties within the immediate vicinity of the location providing notification of the proposed changes. Due to the responses received, noted in Attachment 2 – Table of Consultation, the original proposal was amended and residents were notified of the changes.

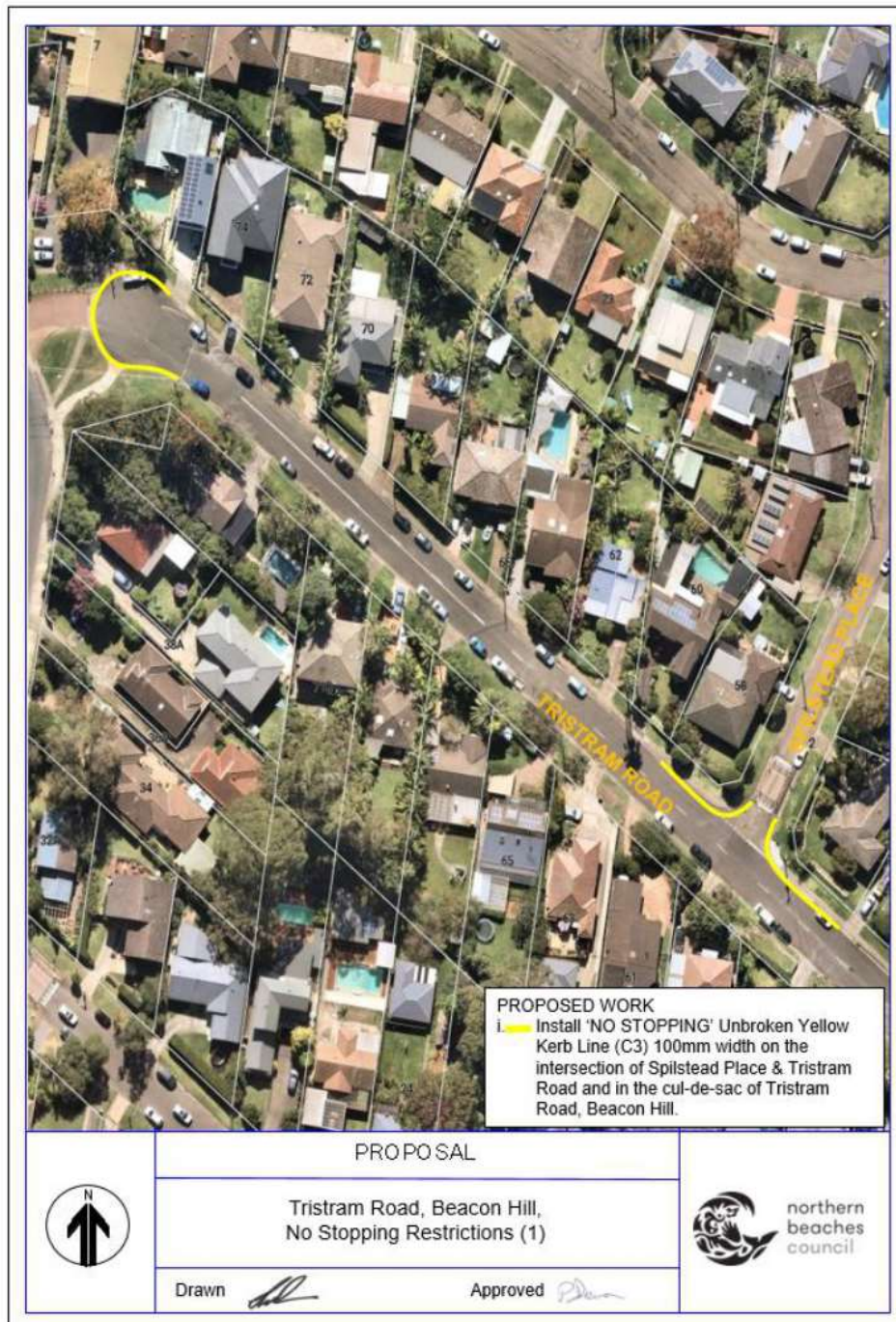
RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Install a No Stopping Unbroken Yellow Kerb Line on the intersection of Spilstead Place and Tristram Road and in the cul-de-sac of Tristram Road, Beacon Hill.**
- B. Install a No Stopping Unbroken Yellow Kerb Line on the intersections of Spilstead Place, Boyer Road, Daines Parade, Ben Love Place and Tristram Road, Beacon Hill.**
- C. Install a No Stopping Unbroken Yellow Kerb Line approximately 14m in length on the northern side between No.s 48 and 50 Tristram Road. Additional lines on the northern**

and southern side of Tristram Road, from the intersection of Daines Parade to No.s 24 and 27 Tristram Road, respectively.

D. Formalise existing bus stops to bus zones



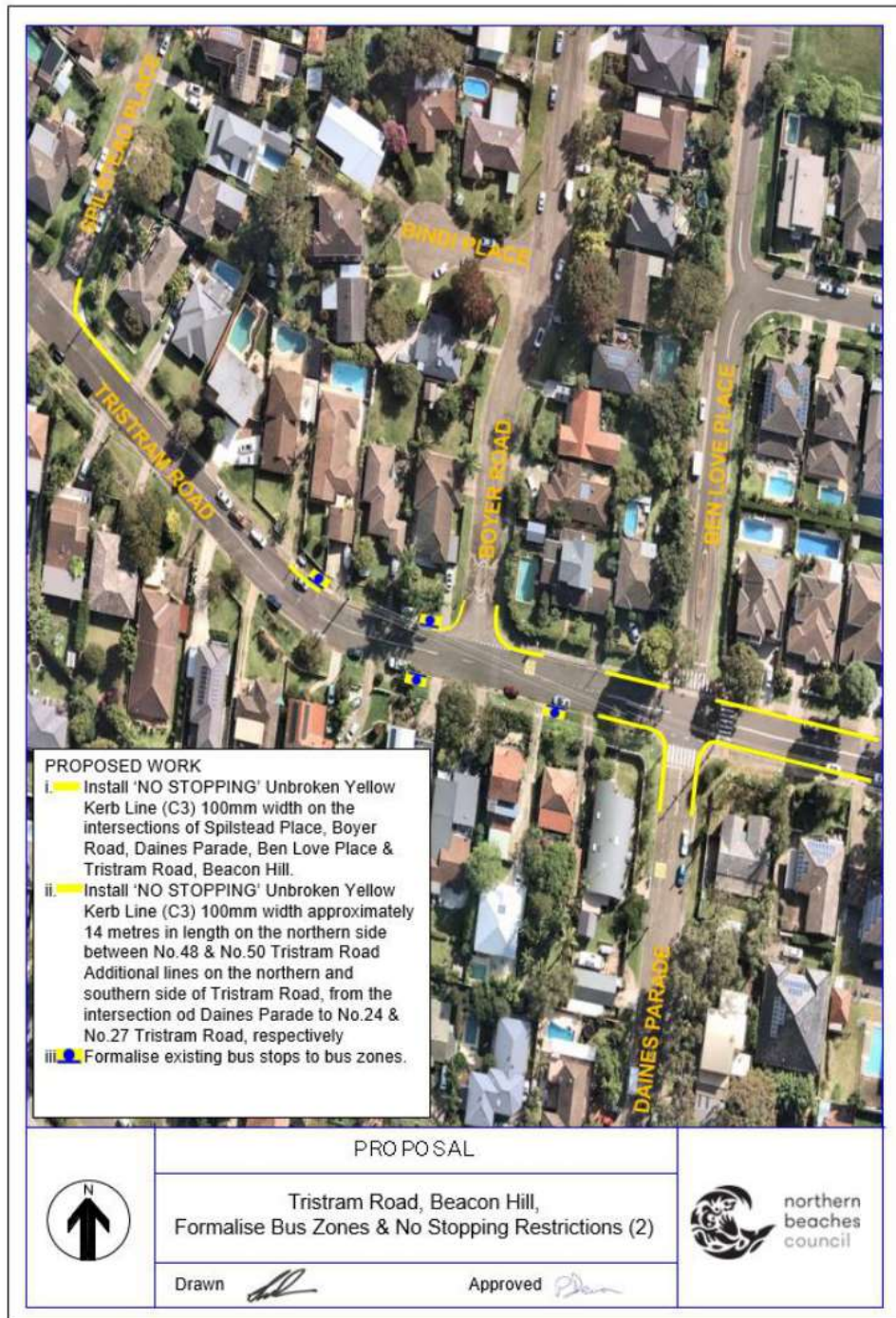


Table of Consultation

Address	<u>Tristram Road, Beacon Hill</u>
Proposal	<u>Formalise Bus Zone & No Stopping Restrictions</u>

Properties Consulted	102
Responses Received	60
Support	58
Do Not Support	2

Issue	Resident Comment	Council Response
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	Unsafe for children and the elderly	Council is investigating moving the existing bus stop outside Beacon Hill P.S on the northern side to Willandra Road to facilitate additional parking, improve traffic flow and visibility.
Impacts residents	Devalues property	The proposal still allows for overnight parking for residents, however, parking for private vehicles remains the responsibility of the property owners. The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking.
Illegal Parking & Boat Trailer and Caravan Parking	Illegal Parking across driveways, timed parking and intersections. The ongoing parking of Boat Trailers, trailers and caravans.	Requests sent to Rangers to investigate in accordance with relevant legislation. Residents suggested to contact Local Member in relation to amendments to Boat Trailer, Trailer and Caravan parking legislation.

ITEM 4.18	MCINTOSH ROAD, BEACON HILL TO DEE WHY - FORMALISE BUS ZONE, DOUBLE BARRIER LINE, NO STOPPING AND TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/285258
ATTACHMENTS	1 McIntosh Road, Beacon Hill to Dee Why - Plans 2 Table of Consultation

GEOCODES: -33.749710, 151.273490

REPORT

BACKGROUND

Transport for NSW (TfNSW) have requested that Council review the parking restrictions and traffic management facilities along the current route on McIntosh Road from Beacon Hill to Dee Why, to provide improvements to travel time, free movement and safety improvements for the 136 Chatswood to Manly bus service following concerns from residents within our community.

LOCATION

- McIntosh Road is a two-way regional road between Willandra Road Beacon Hill and Fisher Road, Dee Why, carries a traffic volume commensurate with its regional classification.
- The road carriageway varies in width from approximately 9.2 to 9.8 metres, including horizontal and vertical alignment changes.
- The road consists of low-density residential housing, with the majority of dwellings incorporating two parking spaces. St John's Catholic School and Church, Beverley Job Park, Narraweena Public School, Community Centre and Kindergartens are located nearby.
- Currently, 18 existing Bus Stops are located throughout McIntosh Road, servicing the 169 and 178 bus routes. The 136 service runs every five minutes during peak hour. McIntosh Road also facilitates Forest Coachlines morning and afternoon school bus routes.
- Speed limit of the street is 50 km/h with the exception of the School Zone, which speed limit is 40km/h.

ISSUES

- Given the width of the road, on street parking reduces the travel lanes and provides inadequate travel width for bio directional travel flow.
- Recent instances of vehicles parking close to the intersections of Vale Avenue, Arthur Street, Hogarth Avenue, Fisher Road and McIntosh Road compromise visibility for vehicles entering and exiting.
- The reduction in traffic flow caused by on street parking reduces the 136-bus service travel time.
- At times, bus services are unable to stop adjacent to the kerb due to illegally parked vehicles, reducing sightlines and effecting traffic flow.
- Vehicle speeds and pedestrian safety.

PROPOSAL

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

- **Install No Stopping Unbroken Yellow Kerb Lines on the intersections of:**
 - Willandra Road, Cousins Road and McIntosh Road, Beacon Hill
 - Careden Avenue, Creer Place and McIntosh Road, Beacon Hill
 - Eltham Street, Loch Etive Place, Lascelles Road North and McIntosh Road, Narrabeena
 - Edward Street, Waratah Parade and McIntosh Road, Narrabeena.
 - Waratah Parade and McIntosh Road, Narrabeena. Including approximately 50m on the southeastern corner of Narrabeena Public School. A further line on the northeastern side of the Alfred Street and McIntosh Road signalled intersection 40m in length.
 - Mundarah Place, Sheppard Road and McIntosh Road, Narrabeena. Including a line on the northeastern side of the Alfred Street and McIntosh Road signalled intersection 40m in length. Further lines adjacent to the Traffic Island outside Beverley Job Park
 - Victor Road and McIntosh Road, Narrabeena. Including lines adjacent to the Traffic Island outside Beverley Job Park.
 - Victor Road, High Street and McIntosh Road, Dee Why.
 - Vale Road, Hogarth Avenue and McIntosh Road, Dee Why. Extend Unbroken Yellow Kerb Line on the northern side of McIntosh Road from the intersection of Vale Road to Fisher Road, Dee Why.
 - Arthur Street, Hogarth Avenue, Fisher and McIntosh Road, Dee Why. Extend Unbroken Yellow Kerb Line on the northern side of McIntosh Road from the intersection of Vale Road to Fisher Road, Dee Why to existing No stopping restrictions.
- **Install No Parking 8:00am-9:30am and 2:30pm-4:00pm School Days Only restrictions on the northern side opposite No.s 117-107 McIntosh Road, Narrabeena.**
- **Install Timed Parking 4P 8:00am-4:00pm Sat-Sun restrictions on the southern side opposite No.s 42-38 McIntosh Road, Narrabeena**
- **Move the existing Double Barrier Line 1m north to facilitate additional parking on the southern side of McIntosh Road, Dee Why.**
- **Install Double Barrier Lines and move existing Double Barrier Line 1m north to facilitate additional parking on the southern side of McIntosh Road, between Vale Avenue and Fisher Road, Dee Why.**
- **Move the existing Bus Stop outside Beverley Job Park approximately 40m east. Formalise all existing Bus Stops to Bus Zones.**

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.

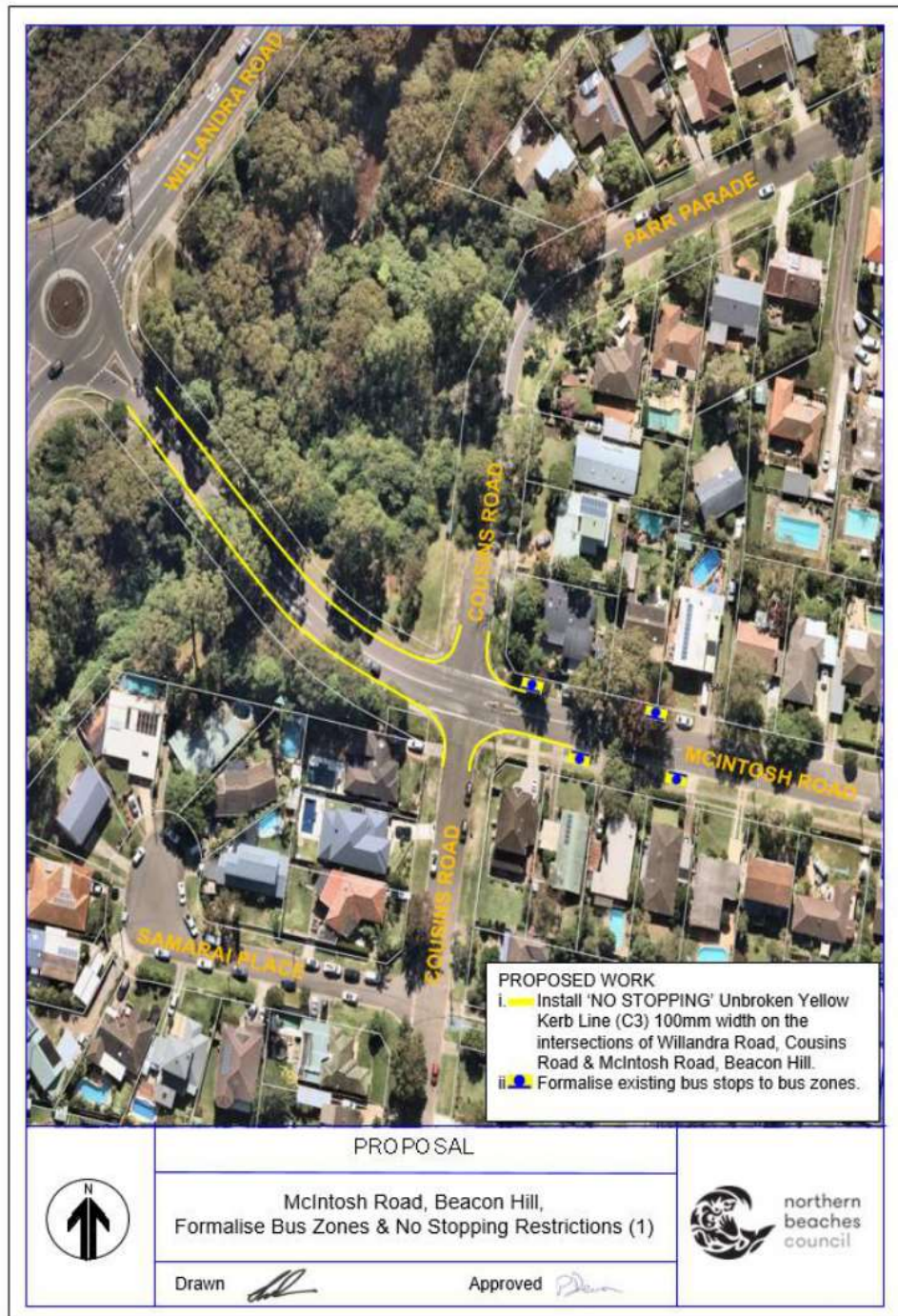
CONSULTATION

Consultation letters have been distributed to 279 properties within the immediate vicinity of the location providing notification of the proposed changes. Due to the responses received, noted in Attachment 2 – Table of Consultation, the original proposals were amended and residents were notified of the changes.

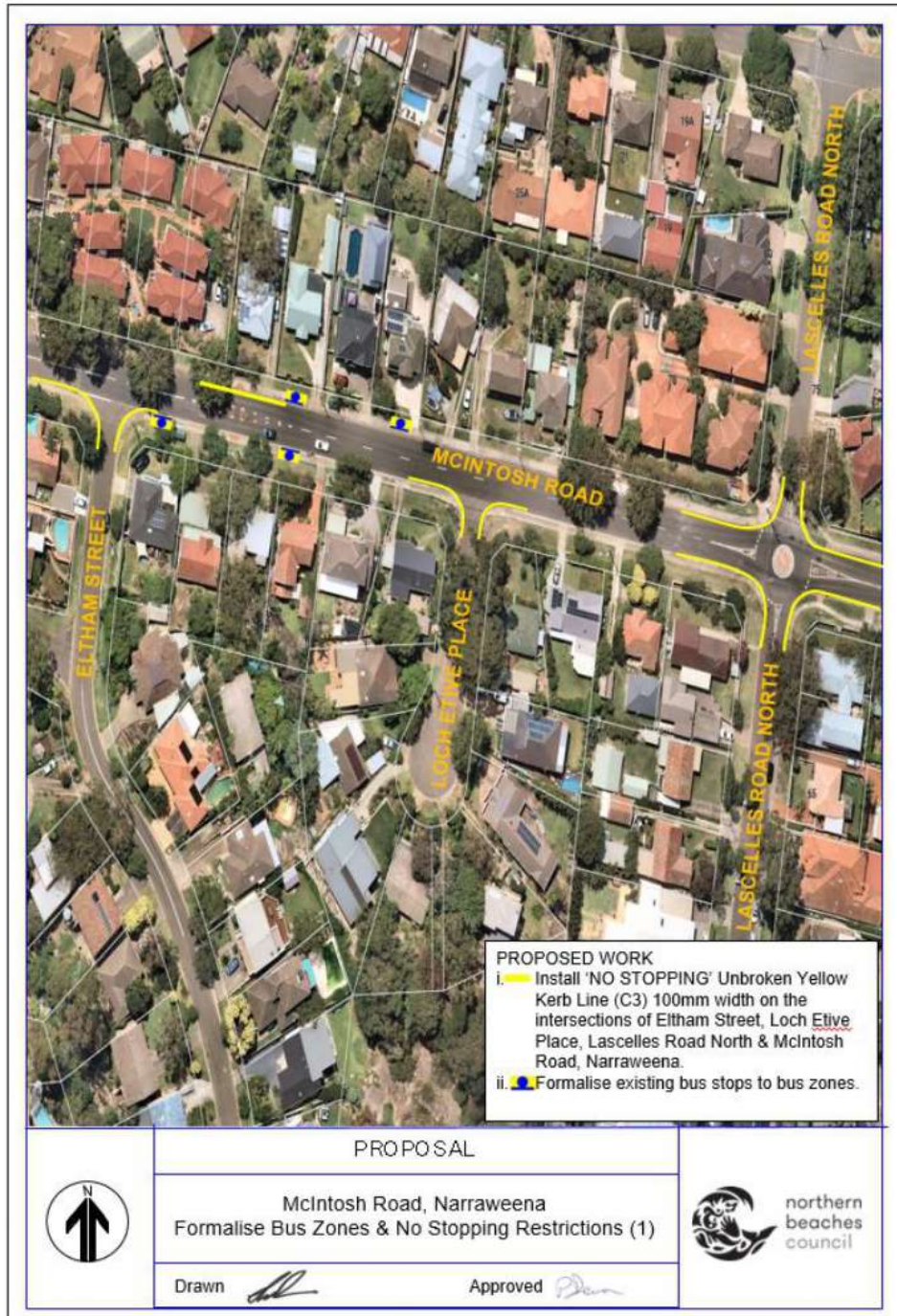
RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

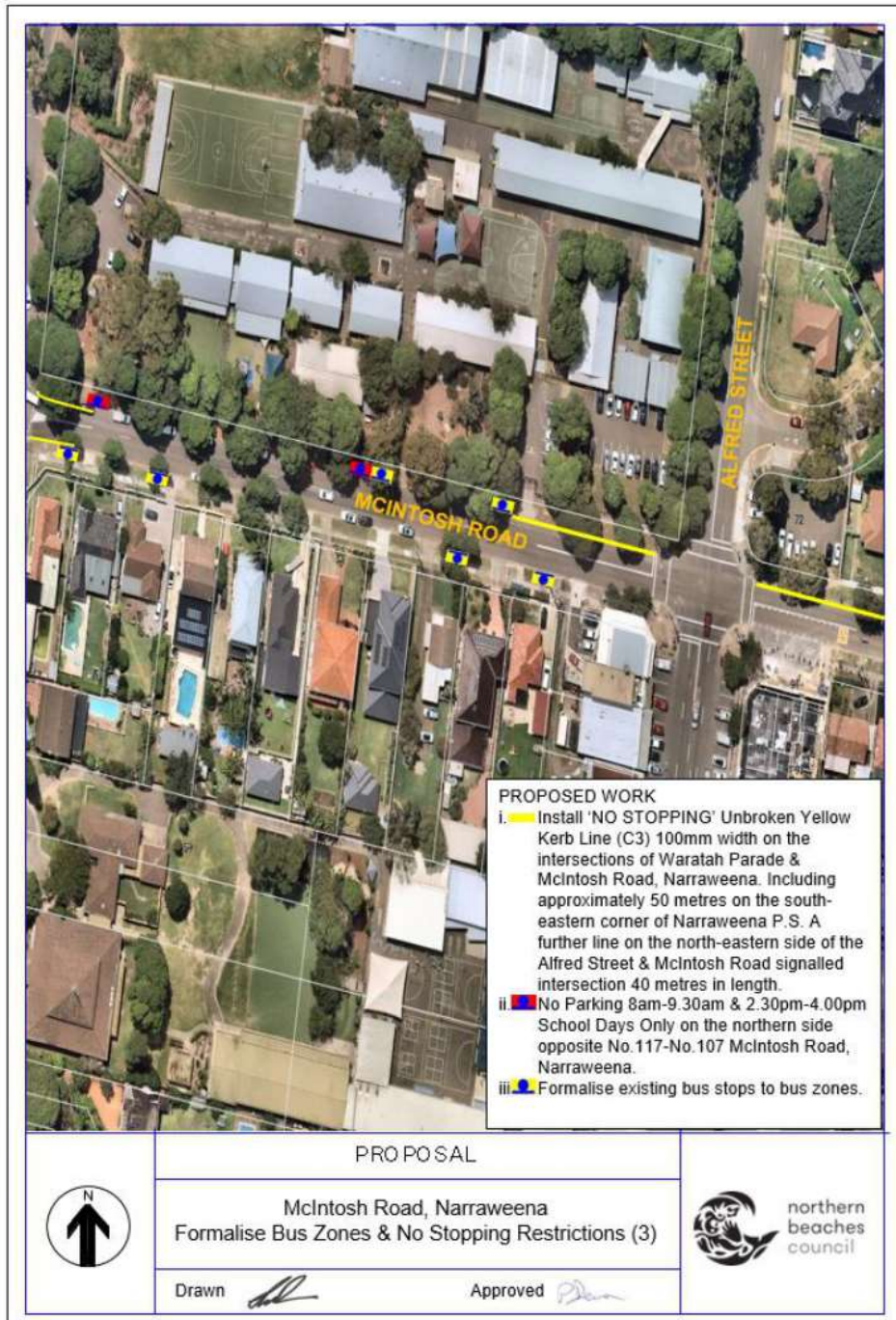
- **Installation of No Stopping Unbroken Yellow Kerb Lines on the intersections of:**
 - Willandra Road, Cousins Road and McIntosh Road, Beacon Hill
 - Careden Avenue, Creer Place and McIntosh Road, Beacon Hill
 - Eltham Street, Loch Etive Place, Lascelles Road North and McIntosh Road, Narrabeena
 - Edward Street, Waratah Parade and McIntosh Road, Narrabeena.
 - Waratah Parade and McIntosh Road, Narrabeena. Including approximately 50m on the southeastern corner of Narrabeena Public School. A further line on the northeastern side of the Alfred Street and McIntosh Road signalled intersection 40m in length.
 - Mundarah Place, Sheppard Road and McIntosh Road, Narrabeena. Including a line on the northeastern side of the Alfred Street and McIntosh Road signalled intersection 40m in length. Further lines adjacent to the Traffic Island outside Beverly Job Park
 - Victor Road and McIntosh Road, Narrabeena. Including lines adjacent to the Traffic Island outside Beverly Job Park.
 - Victor Road, High Street and McIntosh Road, Dee Why.
 - Vale Road, Hogarth Avenue and McIntosh Road, Dee Why. Extend Unbroken Yellow Kerb Line on the northern side of McIntosh Road from the intersection of Vale Road to Fisher Road, Dee Why.
 - Arthur Street, Hogarth Avenue, Fisher and McIntosh Road, Dee Why. Extend Unbroken Yellow Kerb Line on the northern side of McIntosh Road from the intersection of Vale Road to Fisher Road, Dee Why to existing No stopping restrictions.
- **Installation of No Parking 8:00am-9:30am and 2:30pm-4:00pm School Days Only restrictions on the northern side opposite No.s 117-107 McIntosh Road, Narrabeena.**
- **Installation of Timed Parking 4P 8:00am-4:00pm Sat-Sun restrictions on the southern side opposite No.s 42-38 McIntosh Road, Narrabeena**
- **Moving the existing Double Barrier Line 1m north to facilitate additional parking on the southern side of McIntosh Road, Dee Why.**
- **Installation of Double Barrier Lines and move existing Double Barrier Line 1m north to facilitate additional parking on the southern side of McIntosh Road, between Vale Avenue and Fisher Road, Dee Why.**
- **Moving the existing Bus Stop outside Beverly Job Park approximately 40m east. Formalise all existing Bus Stops to Bus Zones.**





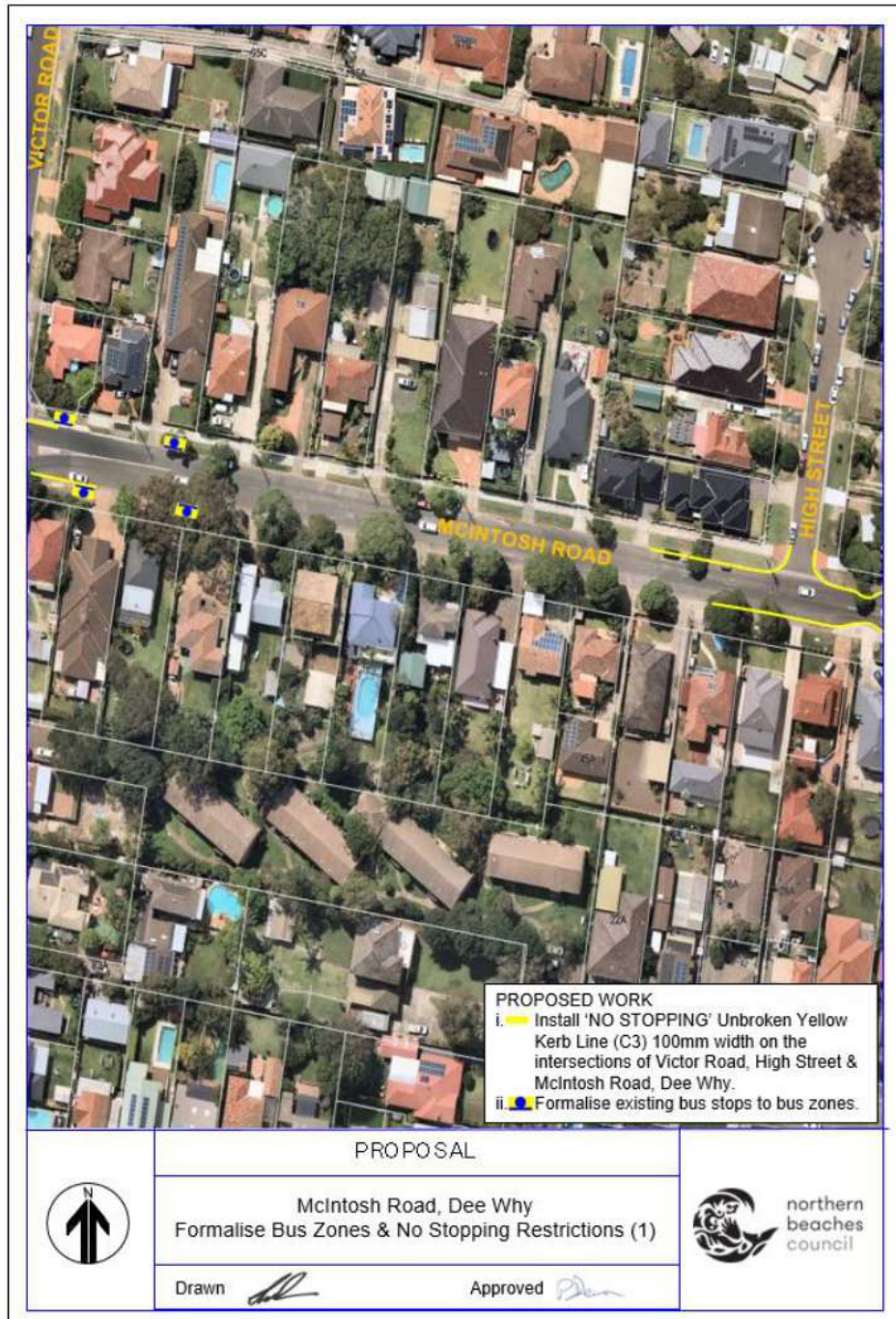


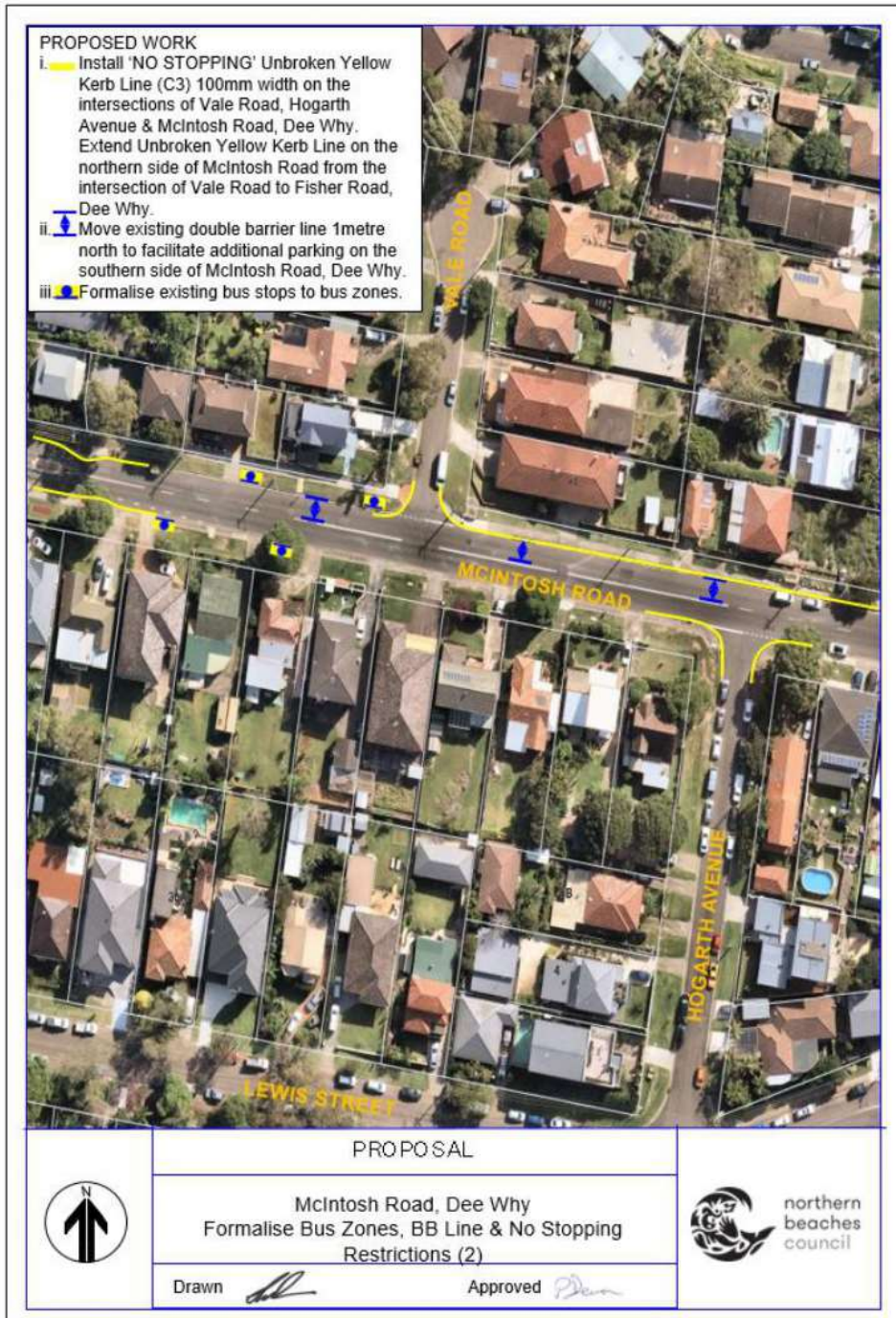












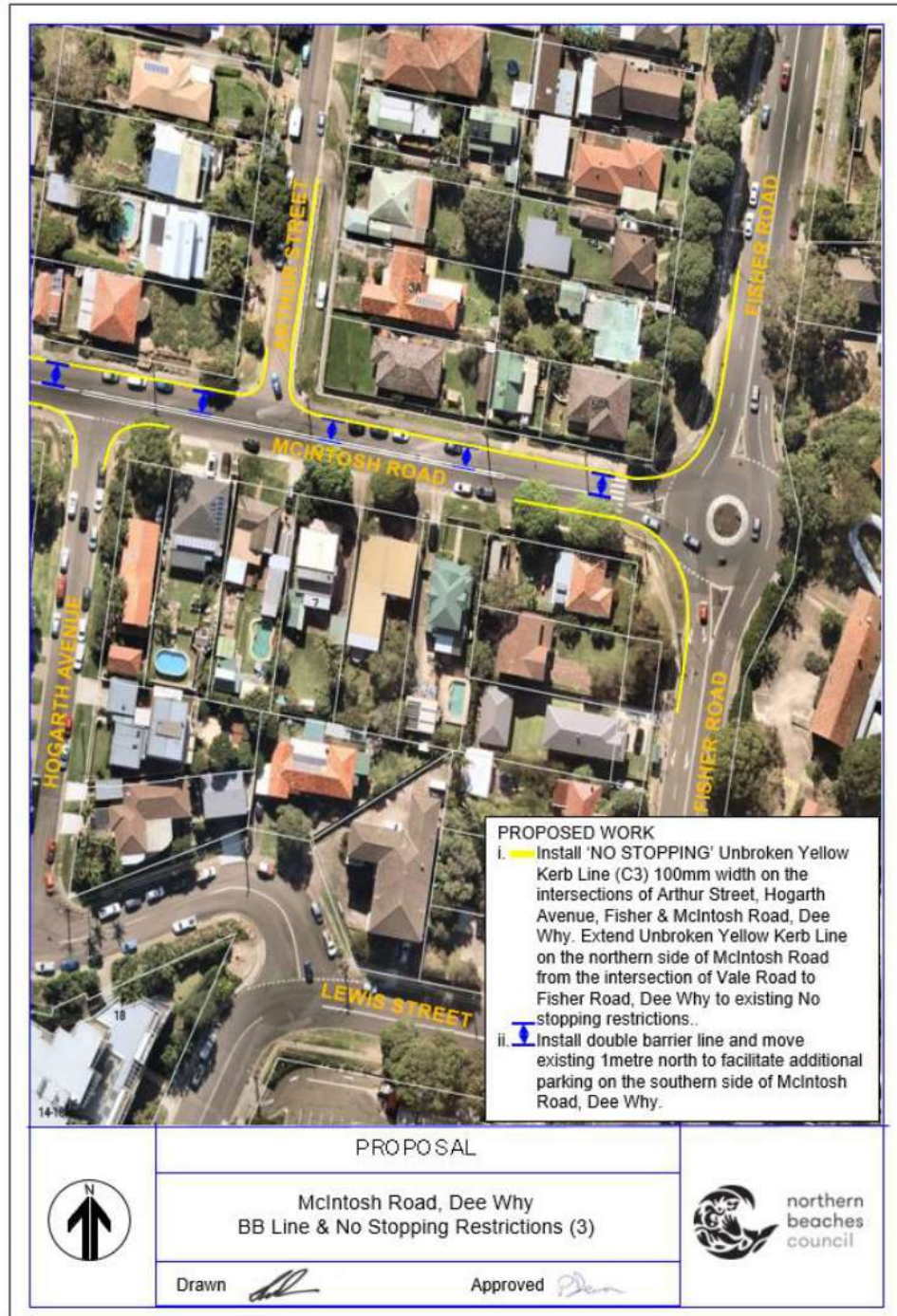


Table of Consultation

Address	<u>McIntosh Road, Beacon Hill to Dee Why</u>
Proposal	<u>Formalise Bus Zone, BB Line, No Stopping & Timed Parking Restrictions</u>

Properties Consulted	279
Responses Received	41
Support	9
Do Not Support	32

Issue	Resident Comment	Council Response
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 users.	Council proposes to restrict illegal parking, improve pedestrian and road safety.
Pedestrian Safety	Unsafe for children and the elderly	Reconstruction of slow points on McIntosh Road, will reduce speeds and improve road safety
Impacts residents	Devalues property	The proposal still allows for overnight parking for residents, however, parking for private vehicles remains the responsibility of the property owners. The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking.
Illegal Parking & Boat Trailer and Caravan Parking	Illegal Parking on nature strips, across driveways, within 3m of double barrier lines and 10m of intersections. Further, ongoing parking of Boat Trailers, trailers and caravans.	Requests sent to Rangers to investigate in accordance with relevant legislation. Residents suggested to contact Local Member in relation to amendments to Boat Trailer, Trailer and Caravan parking legislation.

5.0 MATTERS FOR NOTATION

ITEM 5.1	TABLE OF APPROVALS UNDER DELEGATION
REPORTING OFFICER	MANAGER, TRANSPORT NETWORK
TRIM FILE REF	2020/287819
ATTACHMENTS	1 Table of Approvals Under Delegation

GEOCODES: Various

REPORT

- Council's Transport Network Team obtained delegation from the Northern Beaches Council Local Traffic Committee on the 4 June 2019 to implement measures to reinforce existing controls under the NSW Road Rules as well as minor proposals, without reporting these matters to the Traffic Committee meeting.
- It was agreed that a plan of the proposals will be forwarded to the Traffic Committee members for consideration. If no objections are received within the specified response time, the proposals will be approved under delegation and be presented in the agenda as a Matter for Notation.
- Except for statutory requirements, consultation with affected residents and businesses within the immediate vicinity of the proposal will still be required prior to consideration.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee notes the delegated approval of actions detailed in Attachment 1 – Table of Approvals Under Delegation.

Table of Approvals Under Delegation - 2 June 2020

Location	Action	Consultation	Referral Sent Date	Approval Date
Coronation Street, Mona Vale	<ul style="list-style-type: none"> - Changes to 90 degree angled parking on the eastern side of the Mona Vale Hospital driveway by converting 2 car park spaces from '4P 6AM-6PM EVERYDAY' restrictions to 'P MOTOR BIKES ONLY'. - Changes to 90 degree angled parking on the western side of the Mona Vale Hospital driveway to include section of '4P 6AM-6PM EVERYDAY' restrictions, 'P MOTOR BIKES ONLY', and 4 accessible parking spaces. 	<p>Properties consulted: No consultation was undertaken as the changes occur entirely on the frontage of Mona Vale Hospital and relate to relocation of parking within areas where Council previously approved 4 accessible parking spaces and motorcycle parking.</p> <p>Reason for approval: Concerns were raised by TfNSW regarding potential risk of vehicles reversing out of the adjacent 90 degree parking spaces into the pedestrian desire line. The relocation of 2 car park spaces from east of the proposed kerb extension to the western side of the driveway will reduce pedestrian and vehicle conflict near the crossing point.</p>	11 May 2020	18 May 2020
Lower Plateau Road, Bilgola Plateau	<ul style="list-style-type: none"> - Extend existing 'NO PARKING' restrictions from No.222 to the driveway of No.224 Lower Plateau Road. 	<p>Properties consulted: No consultation was undertaken due to ongoing safety concerns and limited options which would result in a greater loss of parking. Properties in the vicinity of the affected area to be notified of the changes.</p> <p>Reason for approval: Additional concerns raised by local residents regarding safety and vehicles parking near the bend outside No.218 Lower Plateau Road. The proposal prevents parking on the outside of the curve by extending restrictions to the existing dividing barrier lines. The changes will improve traffic sight distance through the bend without affecting parking on the opposite side of the road.</p>	11 May 2020	18 May 2020