

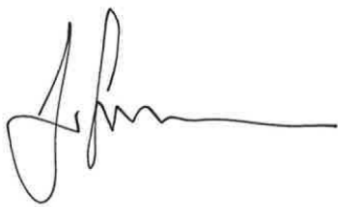
AGENDA

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 via remote Teams on

TUESDAY 1 SEPTEMBER 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-operative001 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
 Engineering Intern
 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 Jenzy Ocampo
 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 1 September 2020

in the via remote Teams

Commencing at 10:00am

1.0 APOLOGIES

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

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

2.2 Declaration of Pecuniary and Conflicts of Interest

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

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NEXT MEETING Tuesday 6 October 2020

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

2.1 MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD 4 AUGUST 2020

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 4 August 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.

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1 VICTOR ROAD, DEE WHY - PEDESTRIAN REFUGE ISLAND

REPORTING OFFICER TRAFFIC OFFICER

TRIM FILE REF 2020/361403

ATTACHMENTS 1 [↓ Victor Road, Dee Why - Plan](#)
2 [↓ Table of Consultation](#)

GEOCODES: -33.751692, 151.278945

REPORT

BACKGROUND

Council has received concerns from residents to improve pedestrian and motorist safety and reduce speeding in Victor Road, Dee Why.

LOCATION

- Section of road between the intersection of Redman Road and McIntosh Road.
- This section of Victor Road is a local road with a speed limit of 50km/h.
- Victor Road has a measured width of 9.7m trafficable lanes and caters for two-way traffic movements.
- There is unrestricted on-street parking along kerbsides.
- There is a footpath along the eastern side of Victor Road.
- Adjacent land uses consist of Low-Density Residential on the eastern side and Public Recreational (Beverley Job Park) on the western side.
- Beverley Job Park serves as a regular sporting ground for children and the community.
- There are no bus routes that service this section of Victor Road; however, Victor Road is used as a thoroughfare to service bus stops situated on McIntosh Road.
- 4P 8:00am - 4:00pm Sat-Sun Timed Parking restrictions along the frontage of Beverley Job Park on McIntosh Road.

ISSUES

- Victor Road serves to connect Warringah Road (State Road) and McIntosh Road (Arterial Road)
- Victor Road is used as a thoroughfare by many motorists, instead of the intended main roads.
- Resident reports that there is a significant amount of traffic entering onto and from Lewis Street to Victor Road.
- Speeding is observed along this section of Victor Road due to the topography of Victor Road being wide and straight with a gradual slope to the intersection with Lewis Street and incline to the intersection with McIntosh Road.
- Parking availabilities for residents and visitors using the reserve are limited due to the increasing number of trailers and trucks parked long-term on the section of road.
- Long-term parked vehicles and trailers could potentially relocate to other areas such as nearby reserves, industrial and residential areas if restrictions were to be implemented.
- Due to the number of large trailers and trucks along Victor Road, vehicles are observed to travel along the middle of the road and create a potential risk for incoming traffic.
- Five-year crash data shows there have been two crashes at the intersection of Victor Road and Lewis Street on 2014 and 2018.

PROPOSAL

Council has undertaken a review of the above location and proposes to construct a Pedestrian Refuge on Victor Road adjacent to the intersection with Lewis Street. A marked pedestrian crossing cannot be considered as the pedestrian volumes do not meet the Transport for NSW (TfNSW) guidelines and warrant criteria for this facility; however, the Pedestrian Refuge would assist pedestrians to cross in two stages when there is a safe gap in traffic. In addition, the facility would have a traffic calming effect by narrowing the roadway on approach to the intersection and reducing speeding.

The proposal also includes a Dividing Separation Line to separate the opposing traffic movements on the undivided (two-way) road and 4P 8:00AM-4:00PM SAT & SUN Parking restrictions on the western side of Victor Road, along the frontage of Beverley Job Park. The introduction matches newly introduced restrictions along McIntosh Road, provides parking availability for residents and visitors to use the reserve, and prevents long-term parking of vehicles and trailers.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

This proposal will have the following impacts on pedestrians and people cycling:

- Victor Road forms a part of the proposed Safe Cycling Network Route and serves as a local connection to and between Regional and District routes.
- Council is proposing a footpath along the eastern side to connect the existing footpath at the intersection of Victor Road and McIntosh Road and intersection of Victor Road and Oceana Street.
- The proposal will provide a crossing facility for pedestrians and children on Victor Road.

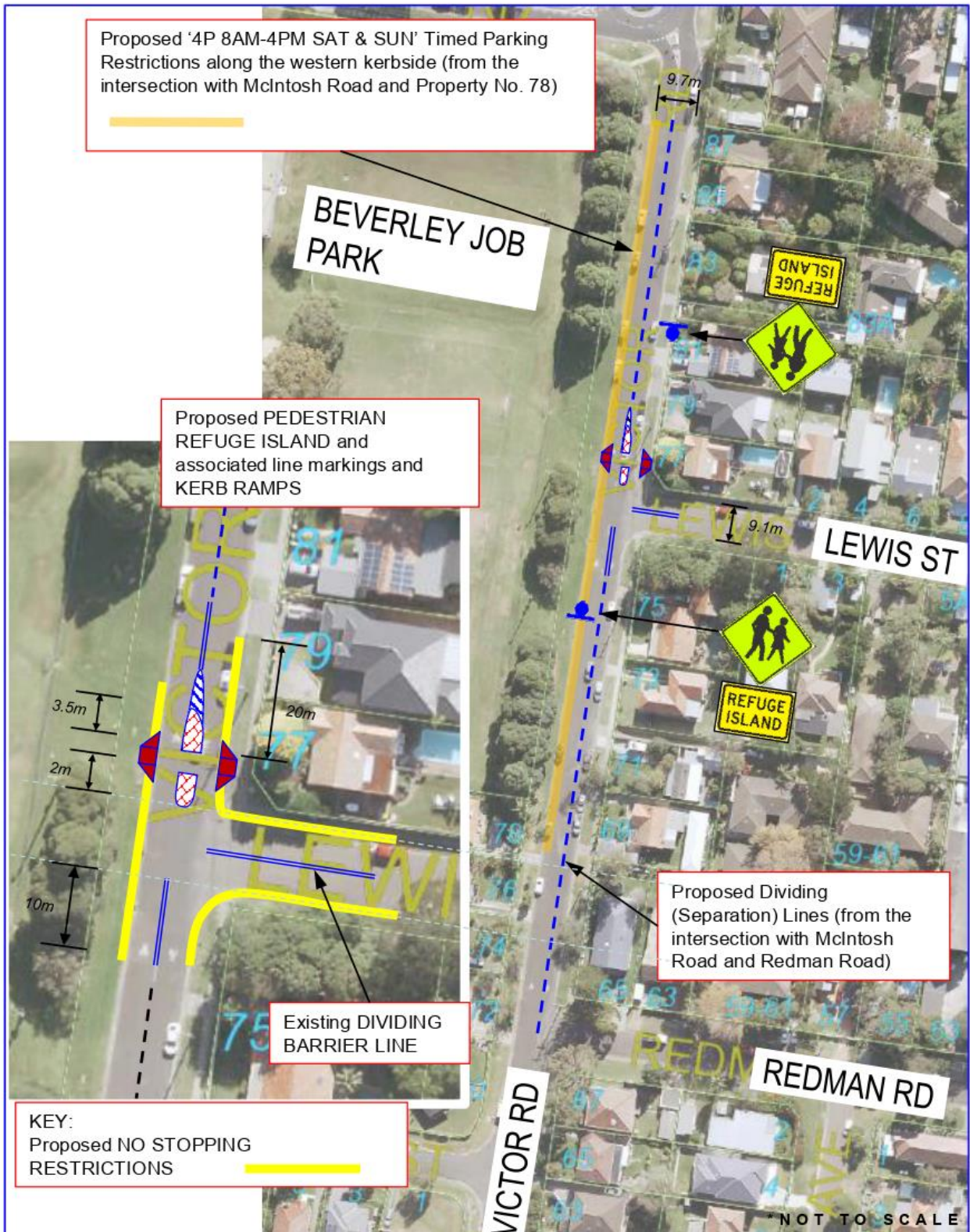
CONSULTATION

- Consultation letters have been distributed to 23 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of three submissions were received with one submission of support for both timed parking and pedestrian refuge island and two submissions with support of only the timed parking

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 4P 8:00AM-4:00PM SAT & SUN Timed Parking restrictions on the western side of Victor Road, Dee Why, along the frontage of Beverley Job Park.
- B. Installation of Dividing Separation Lines on Victor Road, Dee Why, between the intersections with Redman Road and McIntosh Road.
- C. Installation of a Pedestrian Refuge adjacent to the intersection of Victor Road and Lewis Street, Dee Why.
- D. Detailed plan of the Pedestrian Refuge to be prepared and submitted to TfNSW for approval.



PROPOSAL

Victor Road, DEE WHY
Pedestrian Refuge Island

Drawn	BD	Approved	
Layout	1 OF 1	Revision No.	B
		Date	01/04/2020

Table of Consultation

Address	Victor Road, Dee Why
Proposal	Pedestrian Refuge Island

Properties Consulted	23
Responses Received	3
Support	1
Do Not Support	2

Issue	Resident Comment	Council Response
Trailer and Boat Trailer Parking	Residents has raised concerns of large and number of trailers, boat trailers and campervans parking long-term along the western side of Victor Road. Resident only supports timed parking.	Council understands resident's concerns and the implementation of timed restrictions prevents long-term parking of vehicles on the road.
Parking Demands	Residents has raised the need of on-street parking for their vehicles. Residents raises their concerns that the Pedestrian Refuge Island would remove their parking along the frontage of their property.	Council understands that the Pedestrian Refuge Island will impact on-street parking availability in the immediate vicinity, however, the loss of the parking is necessary to ensure that pedestrians can see vehicles on the road when crossing.
Pedestrian Refuge Island	Resident has commented that the islands will affect ability to enter and access property, affect value of home and that the islands are unattractive for the streetscape. Resident has requested to upgrade pram ramps and relocating the existing Pedestrian Refuge Island south of the roundabout (intersection with McIntosh Road and Victor Road). Resident has also requested to install Dashed White lines along the whole lengths of the road.	With considerations to residents' needs for on-street parking, the design of the Pedestrian Refuge Island will be reviewed to minimise parking loss. The Pedestrian Refuge Island will not impede any movements out of or into private property. Council will review surrounding pedestrian facilities and the Pedestrian Traffic Islands at the intersection of McIntosh Road and Victor Road. However, speeding will continue to concur along the road without any traffic calming devices mid-block of Victor Road. Comments has been noted. Proposal has been altered to include Dividing (Separation) Lines.
Additional Restrictions	Resident has requested that the 4P Timed Park signs start at and include out the front of Property No. 78 and 78A	Comments have been noted. Proposal has been altered to included the frontage of Property No. 78 and 78A.



**ITEM 4.2 WEST ESPLANADE & COMMONWEALTH PARADE, MANLY -
SPEED CUSHIONS****REPORTING OFFICER TRAFFIC ENGINEER****TRIM FILE REF 2020/456399****ATTACHMENTS**
1 [↓ West Esplanade & Commonwealth Pde, Manly - Plan](#)
2 [↓ Table of Consultation](#)**GEOCODES:** -33.798292, 151.281038**REPORT****BACKGROUND**

The Walk Manly Pedestrian Access and Mobility Plan (PAMP) has identified pedestrian safety issues for pedestrians using the existing pedestrian refuge on Commonwealth Parade near its intersection with West Esplanade. Sight lines are limited by the bend in the road and although the refuge is well used pedestrians do not feel comfortable crossing at this point.

LOCATION

West Esplanade & Commonwealth Parade are Regional Roads that carry moderate volumes of traffic to and from the Manly Town Centre. The pedestrian refuge is located on Commonwealth Parade just south of its intersection with West Esplanade. It sits on a strong pedestrian desire line linking the harbour frontage and Manly Wharf precinct to the residential areas to the north and west.

ISSUES

- Sight lines are obstructed by the near 90 degree bend in the road and also by bushes/shrubs on the inside radius of the corner.
- Cars often travel too fast for the prevailing road conditions
- The recently introduced 30km speed zone will assist in reducing speeds at this location with the refuge sited at the entry point to the 30km/h speed zone area

PROPOSAL

Council has undertaken a review of the location and issues and proposes to proceed with the PAMP recommendation to install raised "speed cushions" on the approaches to the pedestrian refuge to ensure that traffic proceeds at slow speeds past the refuge. The work will also support the new 30km/h high pedestrian activity speed zone which is currently being implemented in Manly. Transport for NSW have indicated that they are supportive of the introduction of speed control measures at this location in conjunction with the 30km/h speed zone.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impacts on pedestrians and people cycling:

- The proposal is for speed cushions which will allow cyclists to proceed around the bend without having to mount the raised devices and they will therefore have no impact on people cycling and will not affect any future planned facilities
- The proposal will improve pedestrian safety at the location and will improve access to existing walking paths to the wharf and harbour front

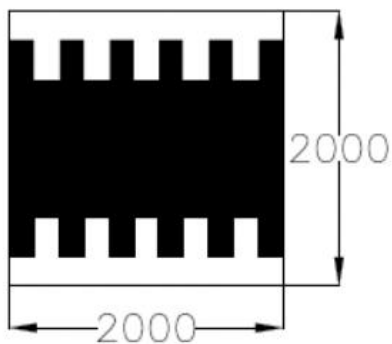
CONSULTATION

Consultation letters have been distributed to 110 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of speed cushions on the approaches to the existing pedestrian refuge sited on Commonwealth Parade at its intersection with West Esplanade



PROPOSAL

West Esplanade/Commonwealth Parade,
Manly - Speed cushions

Drawn JB

Approved *P. Dean*



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beaches
council

Table of Consultation

Address	West Esplanade & Commonwealth Parade, Manly
Proposal	Speed Cushions

Properties Consulted	110
Responses Received	15
Support	13
Do Not Support	2

Issue	Resident Comment	Council Response
sightlines	sightlines to/from pedestrians using the refuge are poor due to trees/shrubs and the bend in the road	this is noted and is why the speed cushions are being introduced. Shrubs are regularly pruned to improve sightlines for pedestrians
speed of traffic	cars travel too fast around this bend	the speed cushions will reduce speeds at the bend and support the newly established 30km/h speed zone
introduce pedestrian crossing	the pedestrian refuge should be changed to a pedestrian crossing	this would not address the sight line issue and may make it less safe for pedestrians. Reducing speeds by introducing speed cushions is considered a better option
relocate the refuge	the refuge should be relocated away from the bend	The pedestrian refuge is located on a strong pedestrian desire line. Relocating the refuge would not prevent pedestrians crossing at this location. Although sight lines are limited there is no pedestrian crash history
speed cushions on Fairlight St	Speed cushions are also needed on Fairlight Street to slow cars entering West Esplanade	There is a STOP restriction already present. Speed cushions here are not supported
safety on ramp	the ramp from West Esplanade down to the Art Gallery is steep and unsafe for pedestrians and those in wheelchairs due to cyclists riding too fast	Cyclists Must Dismount signs are already present together with offset railings. Further work to prevent cyclist access would impede access by wheelchairs

ITEM 4.3	GOURLAY AVENUE, BALGOWLAH - NO STOPPING
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/456422
ATTACHMENTS	1 ↓ Gourlay Ave, Balgowlah - No Stopping - Plan 2 ↓ Table of Consultation

GEOCODES: -33.800570, 151.265754

REPORT

BACKGROUND

Council has received concerns from local residents requesting parking restrictions on the Wellings Reserve side of Gourlay Avenue to address safety and sight line issues associated with parking on that side of the road.

LOCATION

Gourlay Avenue is a local road. It is a No Through road providing access to The Spit to Manly coastal walk and Forty Baskets Beach. It carries low volumes of traffic but high volumes of pedestrians particularly at its eastern end. It is approximately 6m in width

ISSUES

- The eastern end of Gourlay Ave has a high parking demand on busy days when parking is fully occupied and visitor parking can spill over into the residential section at its New Street end. Vehicles tend to park on the western side of Gourlay Avenue, but parking activity sometimes occurs on the eastern side as well.
- Parking on the reserve side of Gourlay Avenue impedes access to and from driveways and obstructs sight lines at the 90 degree bend
- Pedestrians walk along Gourlay Ave as part of the Spit to Manly Walk and cross at the 90 degree bend to access a path linking to North Harbour Street. Parked vehicles on the inside radius of the bend can obstruct vision to pedestrians

PROPOSAL

Council has undertaken a review of the location and issues and given the narrow width of Gourlay Avenue, parking on that side of the road is considered inappropriate and Council proposes to install an unbroken yellow No Stopping line on the east side of Gourlay Avenue between New Street and a point opposite the access path to the Clarence Street pedestrian bridge.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impacts on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal will improve safety for pedestrians using Gourlay Avenue

CONSULTATION

Consultation letters have been distributed to 12 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of approximately 155m of unbroken yellow No Stopping line on the east side of Gourlay Avenue, Balgowlah between New Street and the 90 degree bend where it meets the Spit to Manly Walk



PROPOSAL

Gourlay Avenue, Balgowlah
Unbroken yellow No Stopping line

Drawn JB

Approved *P. Deane*



Table of Consultation

Address	Gourlay Ave, Balgowlah
Proposal	No Stopping

Properties Consulted	12
Responses Received	2
Support	2
Do Not Support	0

Issue	Resident Comment	Council Response
Extend No Stopping	The unbroken yellow No Stopping should extend into New Street to improve sight lines	Extended lengths of No Stopping are already present in new Street on either side of Gourlay Ave, further extension is considered unwarranted.

ITEM 4.4	BROOK ROAD, SEAFORTH - NO STOPPING
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/456449
ATTACHMENTS	1 ↓ Brook Road, Seaforth - No Stopping - Plan

GEOCODES: -33.792183, 151.250944

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles parking either side of Brook Road at the point where it narrows. This is most prevalent during school pick-up and drop-off periods. The practice reduces the carriageway to a single lane and obstructs visibility to pedestrians crossing from one side of the road to other between the pram ramps. On occasions, vehicles also park across the pram ramps preventing pedestrian access.

LOCATION

Brook Road is a local road of carrying moderate volumes of traffic. Seaforth Public School is sited on its eastern side and No Parking “kiss and drop” zones are sited on parts of the school frontage

ISSUES

- Brook Road narrows to approximately 7m in width at the subject location. A signposting anomaly currently allows parking to occur on both sides of the road.
- If vehicles are parked on either side of the road there can be insufficient carriageway width for a car to proceed and emergency vehicle access could be prevented.
- Pram ramps are present on either side of the road at this point and a well-used pedestrian route crosses the road linking Seaforth Public School to Baringa Avenue. Parked vehicles obscure sight lines

PROPOSAL

Council has undertaken a review of the location and issues and proposes to adjust the parking restrictions by introducing No Stopping zones in this vicinity to ensure that the area around the pram ramps is clear of parking activity to improve sight lines and ensure vehicle access remains available.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impacts 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 the pedestrian facilities and improves sight lines to a walking route used by school children crossing the road at this point

CONSULTATION

Notification letters have been distributed to 5 properties within the immediate vicinity of the location providing notification of the proposed changes. No responses were received.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Removal of No Parking and replacement with full time No Stopping restrictions on either side of Brook Road on the immediate approaches to the pram ramps providing access to and from Seaforth Public School.



PROPOSAL

Brook Road, Seaforth
No Stopping

Drawn JB

Approved



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beaches
council

ITEM 4.5	CAMPBELL PARADE & QUIRK ROAD, MANLY VALE - SCHOOL PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/456459
ATTACHMENTS	1 ↓ Campbell Parade & Quirk Road, Manly Vale - Parking Restrictions - Plan 2 ↓ Table of Consultation

GEOCODES: -33.781299, 151.271961

REPORT

BACKGROUND

Council has received concerns from local residents and the Mackellar Girls Campus community regarding parking and traffic congestion around the school, particularly during the school drop-off and pick-up periods.

LOCATION

Campbell Parade is a local road of variable width running in an east-west direction. It is a cul-de-sac but carries moderate volumes of traffic including buses in both directions. Mackellar Girls Campus is sited on its southern side at its eastern end and Passmore Reserve is sited on its north side opposite the school. Parking is generally permitted on both sides of the road

ISSUES

- Buses travel in both directions on Campbell Parade to and from Mackellar Girls Campus. A before and after school No Parking restriction is present on the north side of Campbell Parade west of Quirk Road to keep that side of the road clear of parked vehicles and facilitate two-way access for buses. Some parents use this area as a “kiss and drop” zone which chokes the road and can prevent access for buses.
- Demand for parking is high in Campbell Parade due to the presence of the school, activity generated by Passmore Reserve and high levels of unit development in Campbell Parade and Gordon Street.
- Industrial premises at the eastern end of the street and others park trailers on Campbell Parade which adds to parking congestion issues
- Some residents park vehicles on a long-term basis in the angle parking area opposite Mackellar Girls Campus and on the frontage of Passmore Reserve. Rangers report that some vehicles do not move for weeks at a time.
- There is a shortage of “kiss and drop” parking for parents dropping off and picking up children at the school which leads to parents doing so from within Bus Zones
- One Bus Stop in Quirk Road does not have a Bus Zone supporting it which leads to residents parking their cars within the Bus Stop area
- Staff from the school have a small off-street carpark but it is insufficient to cater for all staff many of whom park in the angle parking area fronting Passmore Reserve. Staff often have to carry heavy loads of books, papers etc and the school reports that many start work before 8am and don't leave until after 5 or 6pm.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce restrictions to prevent long term parking of vehicles (including trailers), to prevent parking in locations which inhibit access for buses and to increase turnover of parking.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impacts 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 the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 442 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

Council staff have also met on site with STA and Police to discuss the proposals and have been liaising with the Principal and Deputies of Mackellar Girls Campus regarding the changes.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The introduction of No Parking Motor Vehicles Excepted parking restriction on both sides of Campbell Parade between the cul-de-sac and Passmore Reserve
- B. The introduction of a short length of No Parking (8am – 9am & 2:30pm-4pm School Days) on the south side of Campbell Parade between existing school bus stops and the existing raised threshold device at the eastern end of the school frontage
- C. The existing AM peak Bus Zone on the south side of Campbell Parade in front of the school hall and admin building changing to AM peak No Parking Zone
- D. The existing AM peak No Parking zone immediately east of Quirk Road changing to AM peak Bus Zone
- E. The 5min parking zone (8am – 9am & 2:30pm-4pm School Days) on the north side of Campbell Parade increasing from 9 bays to 15 bays
- F. The introduction of 8P parking applying 9am to 7pm throughout the balance of the 90-degree parking area on the north side of Campbell Parade
- G. Changing the existing No Parking (7-9am & 3-4pm School Days) to No Stopping (7-9am & 3-4pm School Days) on the north side of Campbell Parade west of Quirk Road
- H. Installing a Bus Zone (8-9:30am & 2:30-4pm School Days) to support the existing Bus Stop on the west side of Quirk Road near Campbell Parade
- I. Installing approximately 12m of No Parking (8am – 9am & 2:30pm-4pm School Days) on the east side of Quirk Road south of the school's staff carpark



PROPOSAL

Campbell Parade, Manly Vale
School parking restrictions



Drawn JB

Approved 

Table of Consultation

Address	Campbell Pde, Manly Vale
Proposal	8P, No Parking Motor Vehicles Excepted and school restrictions

Properties Consulted	442
Responses Received	9
Support	6
Do Not Support	3

Issue	Resident Comment	Council Response
8P should be unrestricted parking	residents rely upon the unrestricted parking in front of passmore reserve as overflow parking	8P allows residents to park but ensures there is some turnover of parking to prevent parking of trailers, dumping of vehicles etc
No Entry into Gordon St	Council should also introduce a No Entry restriction into Gordon Street during school drop off and pick up periods	such a change would intensify pressure on other streets and restrict Gordon Street residents to access via Condamine St
oppose trailer parking restrictions	local business relies upon the use of Campbell pde to park business related trailers	these trailers should be parked on the business premises. There is a high demand for parking on Campbell Pde and the parking of trailers is an inefficient use of a limited parking supply
parking in cul-de-sac	parking should be permitted once more in the cul-de-sac at the eastern end of Campbell parade	parking in the cul-de-sac prevents buses from being able to turn around to access the school frontage and must be prevented
No Stopping at driveway	full time No Stopping is required either side of the driveway to Nos 2 & 2A Campbell Pde	Council does not install restrictions across driveways. The resident can apply for driveway delineation lines

ITEM 4.6	JENNER STREET, SEAFORTH - NO STOPPING
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/456496
ATTACHMENTS	1 ↓ Jenner Street, Seaforth - No Stopping - Plan 2 ↓ Table of Consultation

GEOCODES: -33.796995, 151.240501

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles parking in Jenner Street, Seaforth in locations which prevent ingress and/or egress from driveways and which potentially block access for emergency vehicles.

LOCATION

Jenner Street is a local road carrying low volumes of traffic, it varies in width but is only 5m wide at its narrowest point (between No.10 & 18). Parking is currently permitted on both sides of the street over most of its length although a No Parking restriction is present on its southern side in front of No.s 7-9.

Jenner Street meets Munoorra Street at its eastern end. Munoorra Street has unbroken dividing lines over most of its length which, given its width of 6.8m means parking is illegal on either side of the road.

ISSUES

- Vehicles park on both sides of Jenner Street and if poorly or carelessly parked can prevent access to and from adjacent driveways
- Poorly parked vehicles could prevent access for delivery trucks, garbage trucks or emergency vehicles
- Vehicles sometimes park adjacent to unbroken dividing lines on Munoorra Street

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce lengths of No Stopping Unbroken Yellow Kerb Lines. One length will replace the existing signposted No Parking zone in front of Nos.7 and 9, and another length is proposed for the frontage of No.s 14 to 20. In addition to the above, No Stopping Unbroken Yellow Kerb Lines will also be introduced on both sides of Munoorra St between Jenner Street and Grandview Grove to reinforce No Stopping restrictions associated with parking within 3m of unbroken centrelines.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impacts 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 the 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:

- A. Replacement of the existing No Parking restriction in front of No.s 7 & 9 Jenner Street with an unbroken yellow No Stopping line
- B. Installation of an unbroken yellow No Stopping line on the north side of Jenner Street between the driveways serving No.14 & 20 Jenner Street
- C. Installation of unbroken yellow No Stopping lines on both sides of Munoorra Street adjacent to the existing unbroken dividing lines between Jenner Street and Grandview Grove



PROPOSAL

Jenner Street, Seaforth
No Stopping

Drawn JB

Approved 



northern
beaches
council

Table of Consultation

Address	Jenner Street, Seaforth
Proposal	No Stopping

Properties Consulted	27
Responses Received	7
Support	6
Do Not Support	1

Issue	Resident Comment	Council Response
proposal doesn't go far enough	The proposed work doesn't go far enough and untreated sections will still be subject to random parking behaviour	some adjustment to the proposal has occurred taking on board resident feedback
extend restrictions	the restrictions should extend along the full frontage of No. 14	this has been requested by a number of residents including the resident at No.14. Change made
extend restrictions	the restrictions should extend along the full frontage of No.20	this has been requested by a number of residents. Parking in front of No.20 significantly impacts upon egress from a number of driveways. No 20 has multiple offstreet parking spaces
retain parking in Munoorra st	proposed yellow No Stopping lines in Munoorra St must retain some parking near Grandview Gr	Yellow No Stopping will extend over both sides of Munoorra St adjacent to existing BB lines. One parking space either side of the road near Grandview Gr will be retained

ITEM 4.7	TAREE AVENUE & URUNGA STREET, NORTH BALGOWLAH - BUS ZONE & NO PARKING
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/456505
ATTACHMENTS	1 ↓ Taree Avenue & Urunga Street, North Balgowlah - Plan 2 ↓ Table of Consultation

GEOCODES: -33.786585, 151.245088

REPORT

BACKGROUND

Council has received concerns from Sydney Buses regarding vehicles parking too close to the intersection of Taree Avenue and Urunga Street, North Manly and parking too close to the existing bus stop on Urunga Street and preventing access for buses. Sydney Buses requests parking restrictions on the corner and at the bus stop.

LOCATION

Taree Avenue and Urunga Street are local roads carrying low volumes of traffic. Taree Avenue is 7.3m in width and Urunga Street is 7.8m in width. Parking is permitted on both sides of the both streets. Taree Avenue meets Urunga Street at a 90 degree elbow bend.

The 132 Bus Route proceeds in both directions along Urunga Street, Taree Avenue and Moramba Street

ISSUES

- Vehicles parked too close to the bend where Taree Avenue meets Urunga Street prevent access by buses and other larger vehicles
- Vehicles parked within 20m on approach to or 10m on departure from the Urunga Street bus stop are preventing the bus from pulling in close and parallel to the kerb to pick up or drop off passengers
- Parking on the inside radius of bends impedes sight lines and restricts available carriageway width

PROPOSAL

Council has undertaken a review of the location and issues and proposes to create a Bus Zone to support the existing bus stop. It is also proposed to implement No Stopping Unbroken Yellow Kerb Lines to prevent parking on the inside radius of the bend where it is unsafe to do so. In response to resident feedback an Unbroken Yellow No Stopping line will also be introduced on the inside radius of the bend where Taree Avenue meets Coramba Street. A No Parking zone is also proposed on the east side of Taree Avenue to prevent parking where it impedes access for buses.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impacts 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 the pedestrian facilities or impacts on walking paths

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of unbroken yellow No Stopping line on the inside radius of the bend where Taree Avenue meets Urunga Street. The line to extend between the driveway on the Urunga Street frontage of No.2 Urunga Street and a point 6m south of the driveway serving No.2 Urunga Street on its Taree Avenue frontage
- B. Introduction unbroken yellow No Stopping line on the inside radius of the bend where Taree Avenue meets Moramba Street. The line to extend between the driveway to No.7 Taree Avenue and a point 10m east of the Taree Avenue kerb alignment into Moramba Street
- C. Introduction of approximately 17m of No Parking restriction on the east side of Taree Avenue commencing 6m south of the driveway serving No. 11 Taree Avenue
- D. Introduction of a 30m length of Bus Zone on the south side of Urunga Street to support the existing bus stop



	PROPOSAL		 northern beaches council
	Taree Ave & Urunga St, North Manly Parking Restrictions & Bus Zone		
	Drawn JB	Approved 	

Table of Consultation

Address	Taree Ave & Urunga Road, North Balgowlah
Proposal	Bus Zone and parking restrictions

Properties Consulted	20
Responses Received	5
Support	4
Do Not Support	1

Issue	Resident Comment	Council Response
reduce length of No Parking	request that the No Parking on the east side of Taree Ave be reduced in length to allow a parkings pace for No.s 1,3, 3a & 7 Urunga	the extent of the No parking will allow a space within the cul-de-sac for parking. Each of these homes has offstreet parking for 2 or more vehicles
extra No Stopping	unbroken yellow No Stopping line should also be added on the east side Taree Ave from teh driveway to No.7 to Coramba St as buses also experience difficulties turning here	this has been added to the proposal and reinforces the statutory 10m No Stopping rule
remove No Parking	the No Parking on the east side of Taree Ave should be reduced in length or removed	the extent of the No Parking has been minimised to retain parking north and south of the line however the proposed extents are considered necessary. Each of these homes has offstreet parking for 2 or more vehicles

ITEM 4.8	UPPER CLONTARF STREET, NORTH BALGOWLAH - 8P PARKING AREA
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/456510
ATTACHMENTS	1 ↓ Upper Clontarf Street, North Balgowlah - Plan

GEOCODES: -33.781352, 151.243177

REPORT

BACKGROUND

Council has received concerns from local residents regarding boats, trailers and other vehicles parking on a long term basis and occupying parking which ideally should be available for users of Bantry Bay Reserve, golf club patrons, residents and their visitors.

LOCATION

Upper Clontarf Street is a local road carrying low volumes of traffic. At its northern end it terminates in a large cul-de-sac which facilitates parking for users of the adjacent playing fields and dog exercise area at Bantry Bay Reserve.

ISSUES

- Trailers have been parking in the parking area for a long period of time restricting the ability for users of the reserve to park within close proximity to the reserve

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install an 8P Parking Area restriction to promote turnover of parking and allow Council's Rangers to more easily manage long term parking activity.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impacts on pedestrians and people cycling:

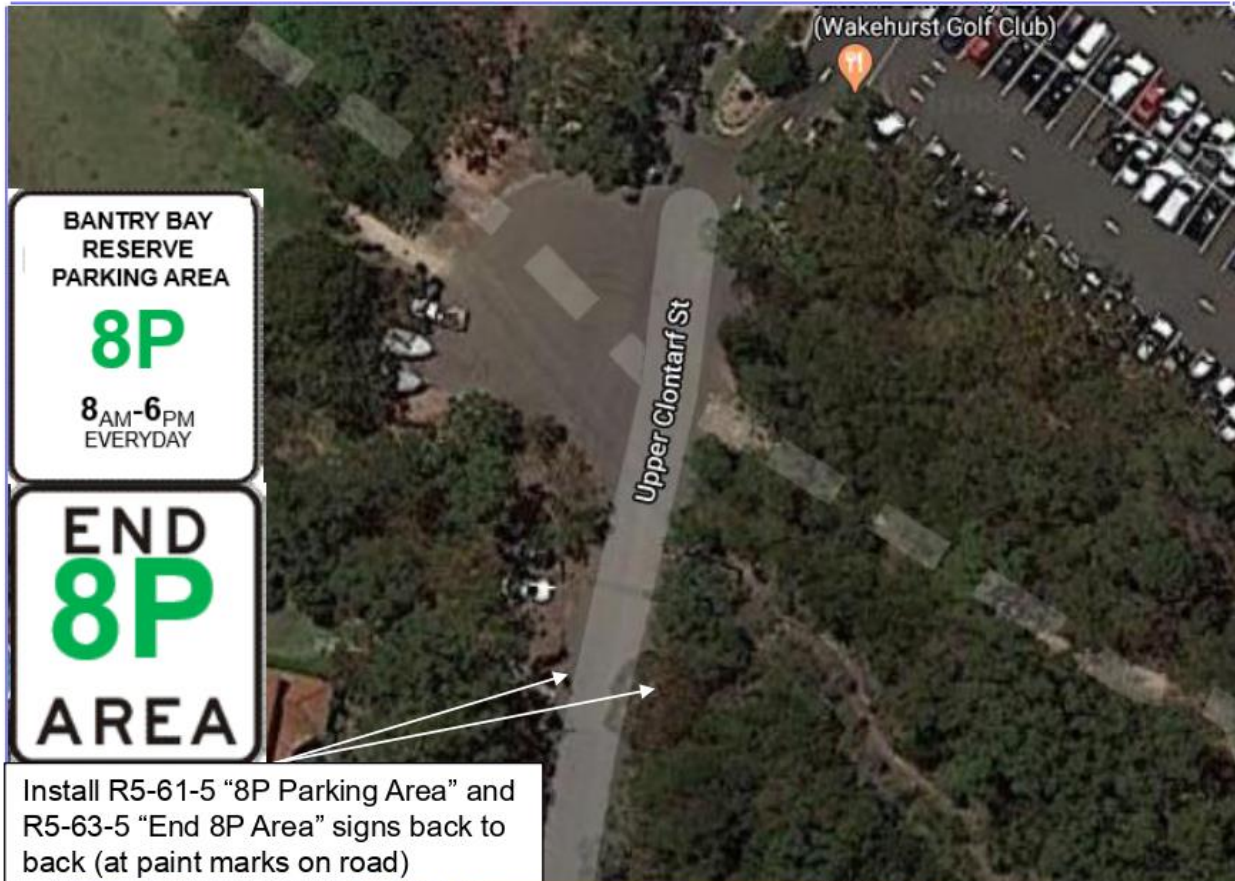
- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Notification letters have been distributed to 8 properties within the immediate vicinity of the location providing notification of the proposed changes. No responses have been received although two residents have contacted Council to express support for the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the introduction of an 8P Parking Area applying 8AM to 6PM Everyday within the parking area at the northern end of Upper Clontarf Street



	PROPOSAL		 northern beaches council
	Upper Clontarf St, North Balgowlah 8P Parking Area		
	Drawn JB	Approved 	

ATTACHMENTS

1 [↓ Alfred Road, Brookvale - Plan](#)

2 [↓ Table of Consultation](#)

GEOCODES: -33.760082, 151.272110

Council has received a request from St. Augustine's College for an additional before and after school drop-off and pick-up zone on the school's Alfred Road, Brookvale frontage. Given recent expansion of the school, to allow for more free flowing traffic conditions during these periods, the school requires additional drop-off and pick-up space.

St. Augustine's College is located in the block bounded by Alfred Road, Federal Parade, Consul Road and Gulliver Street, Brookvale. The school is sited on the west side of Alfred Road with Brookvale Oval on its eastern side.

The Alfred Road frontage of the school currently does not have a formal drop-off and pick-up zone however, school bus zones are present on the west side of Alfred Road between the existing wombat crossing and Federal Parade. A short length of No Parking “kiss and drop” parking restriction is present on the school’s Federal Parade frontage and a “kiss and drop” zone is present within the school grounds accessed from Gulliver Street

- The school has expanded recently and there is increased demand for kerb side parking space in the before and after school period
- During Covid-19 many parents are more comfortable picking up and dropping off their children by car rather than having them catch public transport.
- Parents are currently picking up and dropping off illegally from within bus stops or double parking
- Creating a formal “kiss and drop” zone on the Alfred Road frontage of the school will assist in the efficient drop off and pick up of children

Council has undertaken a review of the location and issues and proposes to create a 37m length of No Parking on the school's Alfred Road frontage. The No Parking restriction will apply between the hours of 8:00am to 9:00am and 3:00pm to 4:00pm on school days. At other times parking would be unrestricted.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impacts 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 the pedestrian facilities or impacts on walking paths

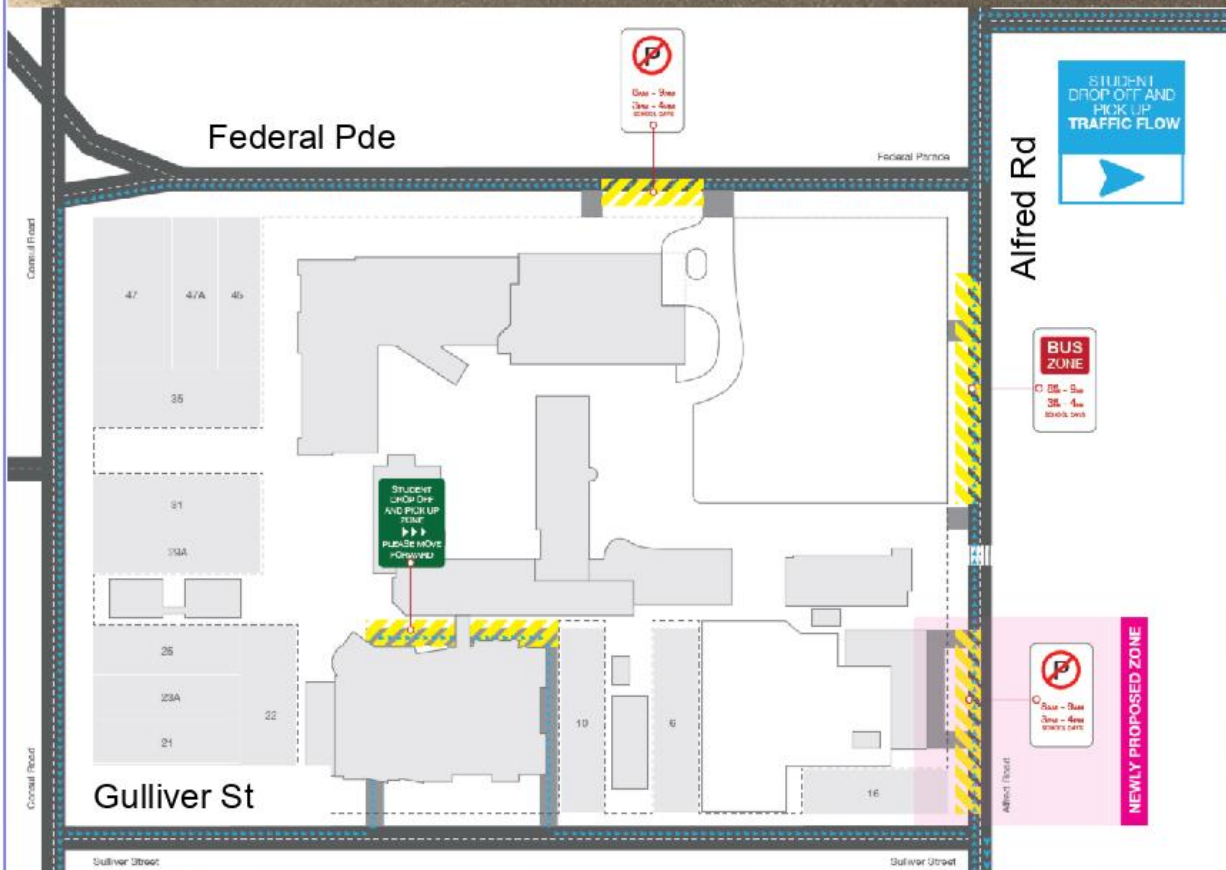
CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Creation of a 37m length of No Parking on the west side of Alfred Road between Gulliver Street and the No Stopping zone on approach to the existing Wombat crossing. The No Parking restriction to apply 8am to 9am and 3pm to 4pm School Days



PROPOSAL

Alfred Road, Brookvale
No Parking (drop off and pick up zone)

Drawn JB

Approved 

Table of Consultation

Address	Alfred Road, Brookvale
Proposal	No Parking

Properties Consulted	5
Responses Received	1
Support	0
Do Not Support	1

Issue	Resident Comment	Council Response
loss of parking	proposal removes unrestricted parking which will intensify pressure in surrounding streets	the proposed kiss and drop parking is on the school frontage and will reduce before and after school parking activity on residential property frontages

ITEM 4.10	BUNGAN HEAD, NEWPORT - NO STOPPING RESTRICTIONS
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2020/472212
ATTACHMENTS	1 ↓ Bungan Head Road, Newport - Plan 2 ↓ Table of Consultation

GEOCODES: 33.662970, 151.323655

REPORT

BACKGROUND

Council has received concerns from local residents regarding parking at the top of the embankment outside No. 61 Bungan Head Road, affecting the stability of the rock wall; as well as parking on both sides of the road along Bungan Head Road.

LOCATION

- The section of Bungan Head Road under consideration is a local road with a 50km/h speed limit.
- The road has a variable sealed pavement width between 6-7m. Kerb and gutter exists only on inside of the curve (high side), and there is no footpath on either side of the road.
- Dividing barrier lines run along the centre of the road between No.72 and 82; with 'No Stopping' signs installed only on the outside of the curve.
- There are also existing 'No Stopping' signs on the eastern side of the road, from north of the indented parking area to outside No.55.

ISSUES

- Concerns have been raised regarding vehicles parking at the top of the embankment outside No. 61 Bungan Head Road.
- Council's Construction and Maintenance section has assessed the site, advising that parked vehicles affect the stability of the rock wall; and requested that 'No Stopping' restrictions be installed at this location.
- Vehicles parked on both sides of the road narrow the overall road width for through traffic.
- Sight distances are further reduced when vehicles park on the curved sections of road.
- Parking is restricted within 3m of the continuous dividing lines due to the narrow road.
- Council has received reports of illegal parking on the inside of the curve between No.s 72 and 82, adjacent to the dividing barrier lines.
- Pedestrians walk on the side of the road as there is no footpath.

PROPOSAL

Council has undertaken a review of the location and issues and consulted on a proposal to extend the existing 'No Stopping' restrictions from north of the driveway of No.53 to the driveway of No.63. The installation of 'No Stopping' signs were also proposed on the inside of the curve between the driveways of No.72 and No.82, to further deter illegal parking within 3m of the dividing barrier lines.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impacts on pedestrians and people cycling:

- The proposal will improve safety for people cycling along Bungan Head Road by providing a wider road width and improved sightlines through the curves.
- The proposal will increase the available road width for pedestrians who are required to walk on the road as there is no constructed footpath in the street.

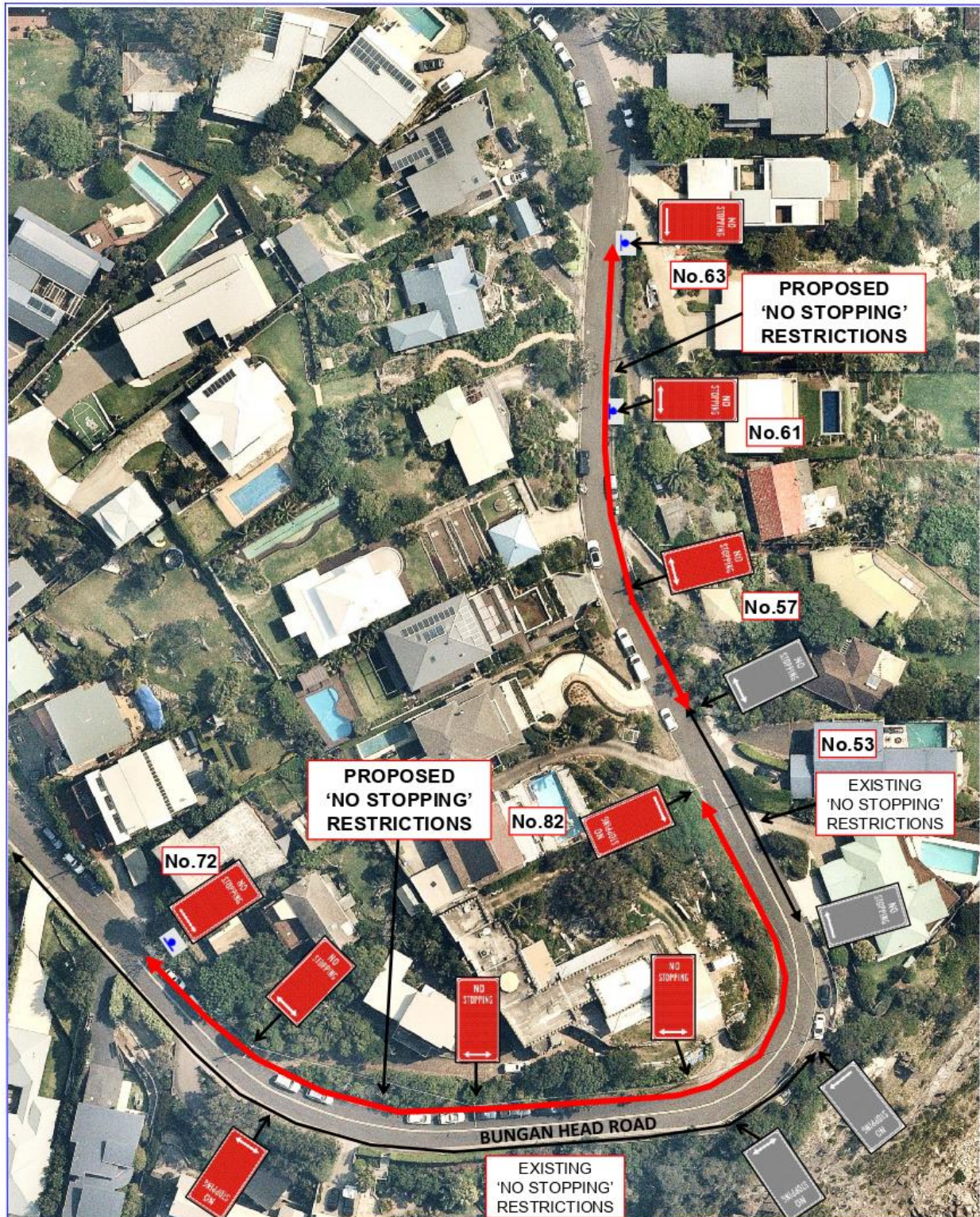
CONSULTATION

- Consultation letters have been distributed to 28 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.
- Council initially consulted on a proposal to install new 'No Stopping' restrictions from outside No.57 to the driveway of No.61. A total of five submissions were received with one objection. Three of the four submissions supporting the proposal also requested that the parking restrictions be extended further on the eastern side of the road, and a revised proposal was sent out to residents for further comments. An amended plan of the proposal is shown in Attachment 1 – Bungan Head Road, Newport - Plan.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following proposals in Bungan Head Road, Newport:

- A. Extension of the existing 'No Stopping' restrictions from north of the driveway of No.53 to the driveway of No.63.
- B. Installation of 'No Stopping' restrictions between the driveways of No.72 and No.82.



BUNGAN HEAD ROAD, NEWPORT
NO STOPPING RESTRICTIONS

Drawn RK

Approved *P. Devon*



northern
beaches
council

Table of Consultation

Address	Bungan Head Road, Newport
Proposal	'No Stopping' restrictions

Properties Consulted	28
Responses Received	9
Support	6
Do Not Support	3

Issue	Resident Comment	Council Response
Extension of 'No Stopping' restrictions	- Can I request that you look at extending the no stopping sign in front of 57 and 55. There is less than 2m between cars if legally parked (eg in front of 84 and 57) - When it rains heavily the rain water runs down the road and hits the tyres of the cars parked outside our house. The rainwater is then directed from the road and pours over the council embankment in front of our house and onto our driveway. I request the Council rectify the situation. The suggested "no parking " outside number 57 should be extended to number 63 Bungan Head Road. - We request that the new 'No Stopping' sign to be erected adjacent to our driveway be set-back to the north, by approx. 3-4 metres, to ensure any parked vehicles do not obstruct our view of on-coming traffic. - I object specifically those related to the no stopping zone "from the driveways of Nos 57 to 61". It is incumbent on the design of a retaining wall adjoining a road for it to be strong enough to withstand not just the weight of a parked car but the weight of a fully loaded truck such as a full cement truck exerting both a static load and a dynamic load. In addition we need the parking on this road as it is already very restricted and often much in demand. - Incidentally, I would like to point out that while there is a "No Parking" sign in front of 55 Bungan Head Road with an arrow pointing West down the road, there is currently no sign indicating the end of this No Parking zone. Such an omission needs to be rectified.	- Council has amended the proposal to extend the 'No Stopping' restrictions from north of the driveway of No.53 to the driveway of No.63, to address the additional issues raised. - This matter has been referred to Council's Road Assets section for further investigation and consideration of any required works. - Parking for private vehicles remains the responsibility of the property owners. Residents with multiple vehicle should consider better utilisation of garages and existing driveways for off-street parking. - The existing sign can be retained with the extension of the 'No Stopping' restrictions to the driveway of No.63. A new 'No Stopping' sign will be required to indicate the end of the new restrictions.

Issue	Resident Comment	Council Response
Suggestions	- I repeat my request for this road to be zoned as 40km per hour speed. I believe the road satisfies the Council requirements for such a zoning as it has high pedestrian activity with much dog walking and surfers accessing Bungan Beach, and much of the road is limited to single lane caused by parking on both sides reducing the available width for cars to a single lane. - This should be a slow traffic zone area. It's a shortcut to nowhere. It all starts at the turnoff at Karloo Pde from Barrenjoey rd and continues all the way around Bungan Head Rd till you come back onto Myola Rd again. Can I suggest "No right turn into Karloo pde". Local traffic only? And maybe even a "No U turn" at the intersection of Karloo pde and Barrenjoey rd? - I think the sign posting would be an eyesore to the extreme to have the red no stopping signs all around the street. Could I suggest as an initial start point to paint a continuous yellow line around the gutter areas that delineates the No Stopping zones?	- A High Pedestrian Activity Area (HPAA) can be approved by Transport for NSW (TfNSW) for business/commercial areas, shopping strips or areas which generate significant pedestrian traffic; however Bungan Head Road does not meet the specific TfNSW guidelines and eligibility criteria. The proposed restrictions will prevent parking on the eastern side of the road and provide a wider road width where pedestrians can walk. - Barrenjoey Road is classified as a main road, for which the TfNSW is the responsible authority. Any signage or traffic restrictions affecting or impacting the main road need to be considered by TfNSW. - It is normal practice to install a 'No Stopping' at the start and end of the restrictions even where yellow lines are installed. This is to reinforce the restrictions, as many drivers/visitors still do not understand the nature of the restrictions or have difficulty gauging where they start or end. It is often necessary to provide additional signs in order to install the yellow line, especially for a new proposal where restrictions are extended to where cars normally park. A yellow line could be considered on the eastern side of the road between the driveways of No.53 to 63 with only one new 'No Stopping' sign installed to indicate the end of the restrictions and any additional signs removed following the installation of the linemarking. However, limited 'No Stopping' signs will be provided on the inside of the curve and installed on existing power poles where possible.

ITEM 4.11 AQUATIC DRIVE, ALLAMBIE HEIGHTS - TIMED PARKING RESTRICTIONS**REPORTING OFFICER TRAFFIC OFFICER****TRIM FILE REF 2020/472703****ATTACHMENTS 1 [↓](#) Aquatic Drive, Allambie Heights - Plan****GEOCODES:** -33.755742, 151.241844**REPORT****BACKGROUND**

Council has received concerns from local residents regarding the parking of caravans, trucks, and box and boat trailers for extended periods along Aquatic Drive, Allambie Heights.

LOCATION

- Aquatic Drive covers a section of the road through a vertical curve and is approximately 150m long extending some 60m east and 90m west of Madison Way. Aquatic Drive is marked to provide 5.0m wide travelling lanes in each direction with a 3.2m wide centre turning lane.
- Bus Stops are positioned on the southern side of Aquatic Drive immediately west of Madison Way 'T' junction and on the northern side opposite Madison Way.
- Existing regulatory and warning signposting in Aquatic Drive in the subject the area comprises:
- North side: - "T" intersection warning sign facing westbound traffic west of Madison Way
"Turning Traffic" warning sign + "150m" plate east of Madison Way facing eastbound traffic
- South side: - "50" speed limit (facing east) on back of "40 km/h School Zone" facing eastbound traffic "Vehicles Entering" warning sign + "100m On Left" plate facing westbound traffic and a section of No Parking.
- Arranounbai School is located adjacent to this section of Aquatic Drive, Allambie Heights.

ISSUES

- Boat trailers, trailers and caravans parked long term, affecting available parking for school parents, students and the community.
- Trailers are left with the draw bar in and the tail section projecting out facing traffic creating risks to cyclists and motorists.
- A number of trailers chained to stems/poles creating possible trip hazards.
- Number of abandoned items in the area are an eyesore.
- Enforcement of legislation appears ineffective; many trailers relocate adjacent to previous positions.

PROPOSAL

- Council has undertaken a review of the location and issues and proposes to install Timed Parking 6P 7:00am – 7:00pm Everyday restrictions along sections of the northern and southern side of Aquatic Drive between Allambie Road and Madison Way. The proposal will effectively restrict the on-street parking of non-motorised vehicles, such as trailers, boats and caravans.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impacts 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 the pedestrian facilities or impacts on walking paths

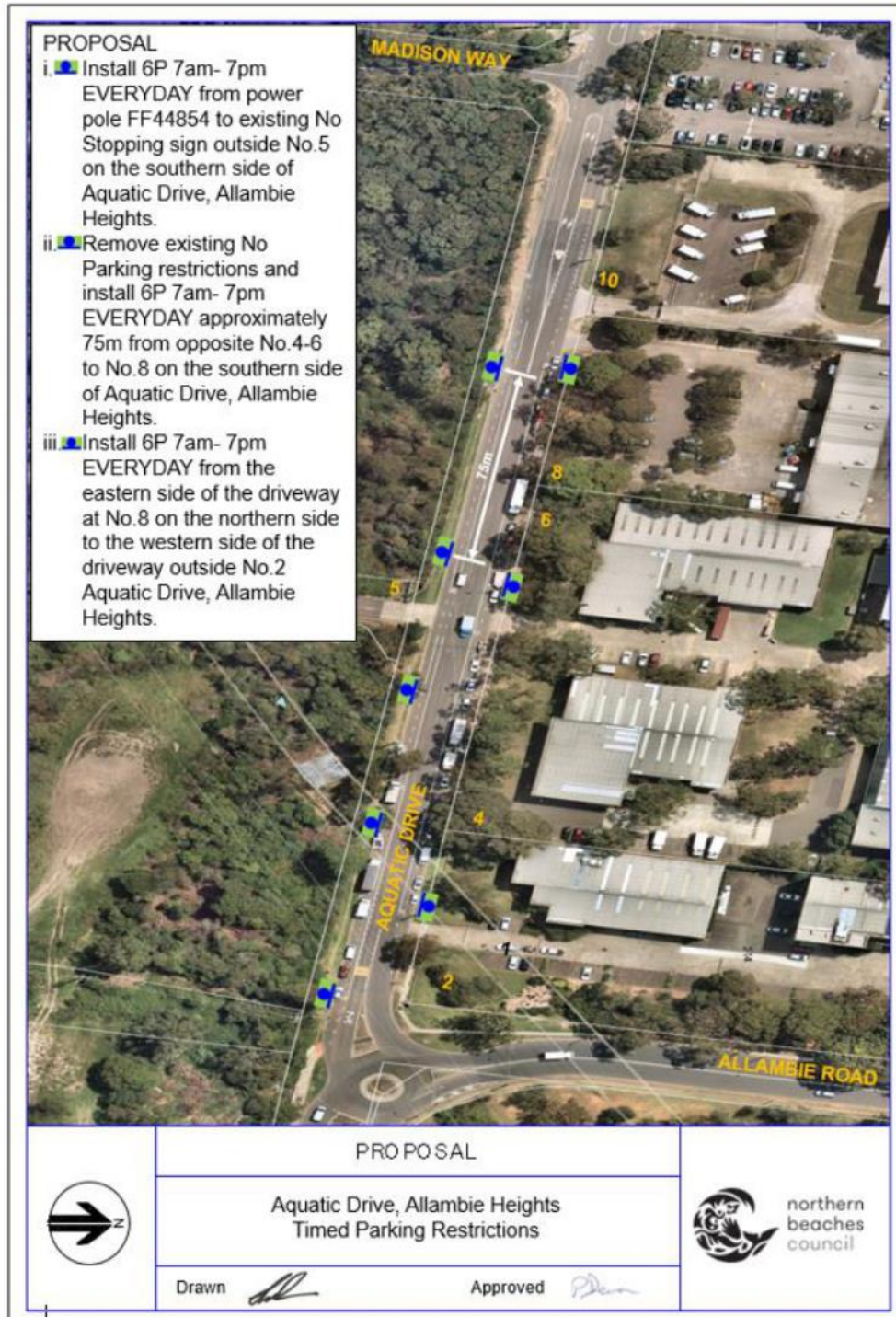
CONSULTATION

Consultation letters have been distributed to 29 properties within the immediate vicinity of the location providing notification of the proposed changes. Two responses were received in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the introduction of:

- A. Timed Parking 6P 7:00am – 7:00pm Everyday restrictions along sections of the northern and southern side of Aquatic Drive between Allambie Road and Madison Way per attached plan.



ITEM 4.12	BEACON HILL ROAD, BROOKVALE - NO STOPPING RESTRICTION
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/472854
ATTACHMENTS	1 ↓ Beacon Hill Road, Brookvale - Plan

GEOCODES: -33.762213, 151.269257

REPORT

BACKGROUND

Council has received concerns from local residents and the NSW Police regarding the parking of vehicles along the northern side of Beacon Hill Road, Brookvale, affecting road safety and traffic flow exiting Beacon Hill Road, Brookvale.

LOCATION

- Beacon Hill Road is a Regional road connecting Warringah Road, Beacon Hill to Old Pittwater Road, Brookvale. The road is generally 13m wide and is marked with two lanes on the approaches to Old Pittwater Road and Warringah Road, which are both under traffic signal control.
- Beacon Hill Road is subject to a 3 tonne load limit due to the steep topography and road vertical grading.
- Existing regulatory signposting in the subject the area of Beacon Hill Road comprises of statutory No Stopping Restrictions at the intersections of Consul Road, Elizabeth Place and Beacon Hill Road, Brookvale.
- Adjacent land use consists of medium density housing and Brookvale Public School is located adjacent to this section of Beacon Hill Road, Beacon Hill.

ISSUES

- Existing unrestricted parking conditions allowing vehicle parking and vehicles often need to change lanes to manoeuvre around the parked vehicles.
- Due to the topography of the street, parked cars and other vehicles are reducing road width and causing visibility issues.
- Number of abandoned items in the area.

PROPOSAL

Council has undertaken a review of the location and proposes to install a No Stopping Unbroken Yellow Kerb Line from the existing statutory No Stopping restrictions at the intersection of Consul Road and Beacon Hill Road, approximately 51m to the existing statutory No Stopping restrictions at the intersection of Beacon Hill Road and Elizabeth Place, Brookvale.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impacts 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 the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 48 properties within the immediate vicinity of the location providing notification of the proposed changes. One response was received in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the introduction of:

- A. A No Stopping Unbroken Yellow Kerb Line from the existing statutory No Stopping restrictions at the intersection of Consul Road and Beacon Hill Road, approximately 51m to the existing statutory No Stopping restrictions at the intersection of Beacon Hill Road and Elizabeth Place, Brookvale.



ITEM 4.13	CROSS STREET, BROOKVALE - PAINTED TRAFFIC ISLAND
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/472931
ATTACHMENTS	1 ↓ Cross Street, Brookvale - Plan

GEOCODES: -33.764157, 151.265220

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles illegally parking across driveways at No.24 and No.26 Cross Street, Brookvale.

LOCATION

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

ISSUES

- Illegal parking too close to intersections, across driveways and on nature strips.

PROPOSAL

Council has undertaken a review of the location and proposes to install a painted traffic island in between the driveways No.24 and No.26 Cross Street, Brookvale. You must not stop on a painted island. In some instances, such as giving way to emergency vehicles or when avoiding an obstruction, you may drive on a painted island regardless of the type of lines around the island.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impacts 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 the pedestrian facilities or impacts on walking paths

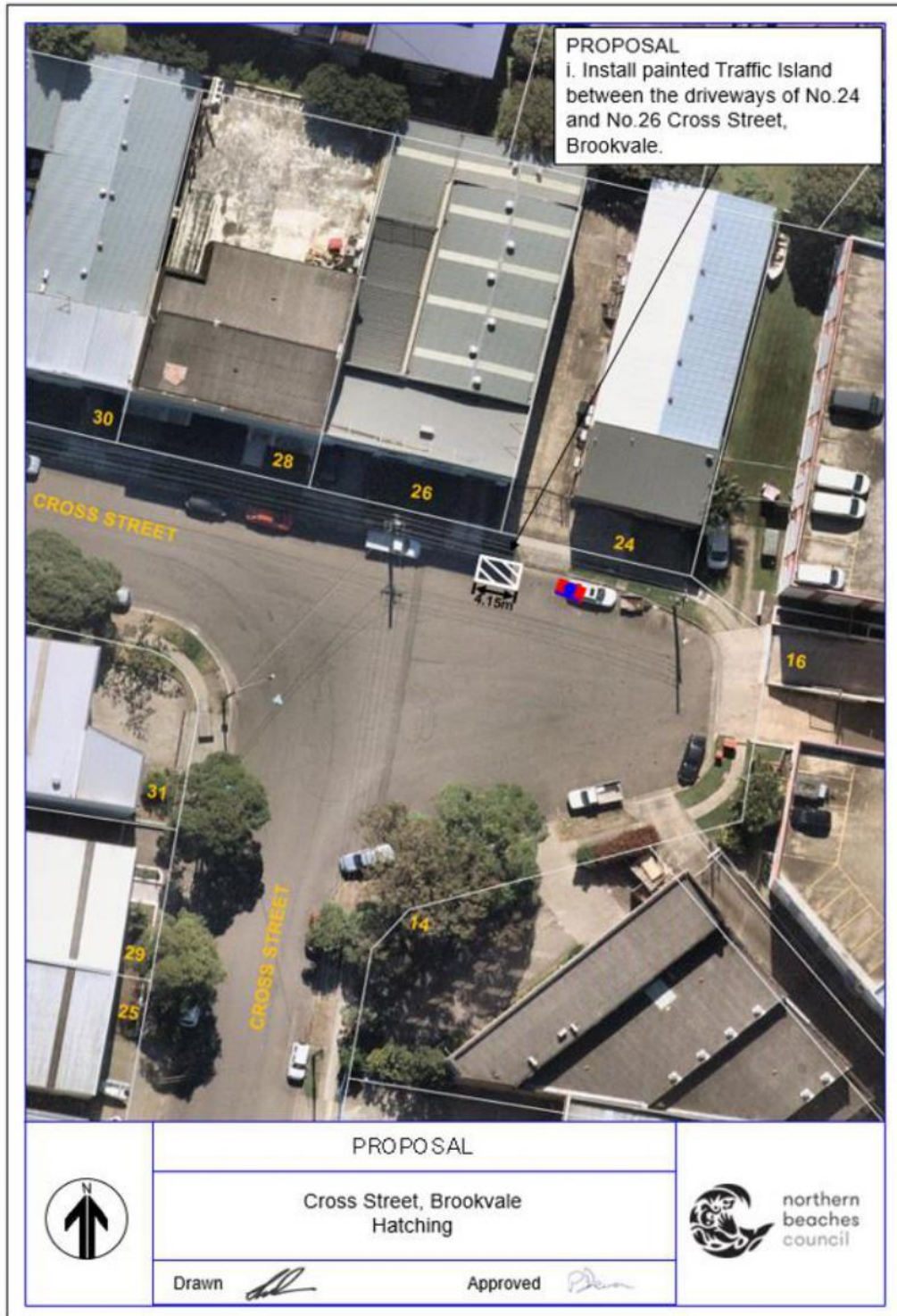
CONSULTATION

Consultation letters have been distributed to 36 properties within the immediate vicinity of the location providing notification of the proposed changes. One response was received in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the introduction of a:

- A. Painted traffic island in between the driveways No.24 and No.26 Cross Street, Brookvale.



ITEM 4.14	GREEN STREET, BROOKVALE - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/473079
ATTACHMENTS	1 ↓ Green Street, Brookvale - Plan

GEOCODES: -33.763090, 151.267423

REPORT

BACKGROUND

Council has received concerns from Australia Post regarding the inability of postal vehicles to park legally and remove mail from the postal box on Green Street, Brookvale.

LOCATION

- Green Street is a local road used by local traffic to reach Brookvale and the surrounding suburbs.
- This section of Green Street caters for two-way traffic, with a speed limit of 50km/h.
- On-street parking is generally restricted on Green Street, except for the statutory No Stopping restrictions at the intersection of Cross Street and Old Pittwater Road. Existing 1P Timed Parking restrictions on both sides of the road.
- Adjacent land uses consist of industrial and business use along the both sides of Green Street, correspondingly.

ISSUES

- The inability of postal vehicles to park legally and remove mail from the postal box on Green Street, Brookvale.
- Vehicles overstaying the 1P Time restrictions reducing access to on-street parking.

PROPOSAL

Council has undertaken a review of the location and proposes to amend the existing No Stopping restrictions to No Stopping Australia Post Vehicles Excepted and maintain the remainder of the No Stopping restrictions on the western side of Green Street, outside Green Street Reserve, Brookvale.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impacts 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 the pedestrian facilities or impacts on walking paths

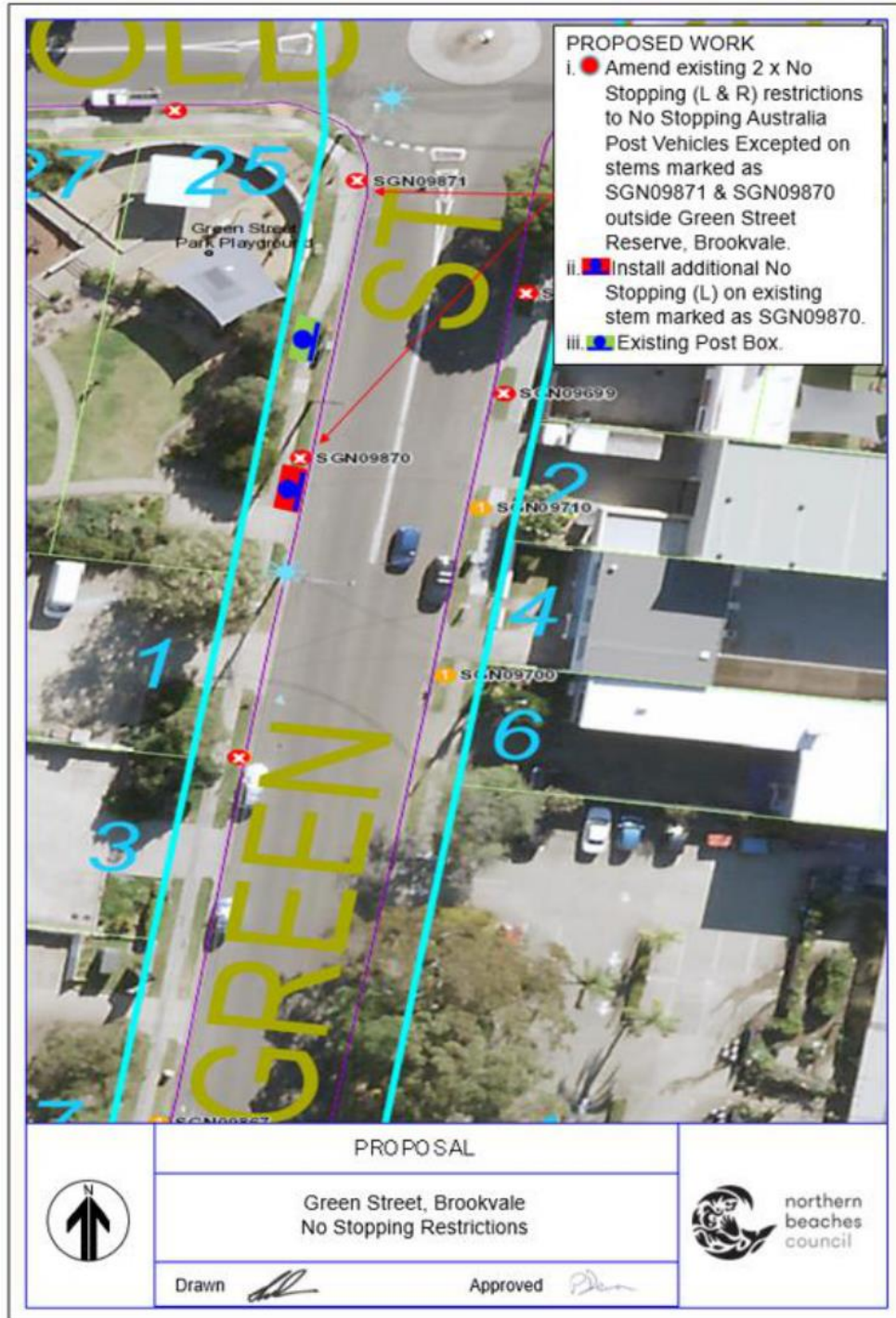
CONSULTATION

Consultation letters have been distributed to 12 properties within the immediate vicinity of the location providing notification of the proposed changes. No responses have been received in relation to the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the introduction of:

- A. An amendment to the existing No Stopping restrictions to No Stopping Australia Post Vehicles Excepted and maintain the remainder of the No Stopping restrictions on the western side of Green Street, outside Green Street Reserve, Brookvale.



ITEM 4.15 **FOAMCREST AVENUE, NEWPORT - CARPARK - TIMED PARKING RESTRICTIONS****REPORTING OFFICER** **TRAFFIC OFFICER****TRIM FILE REF** **2020/474133****ATTACHMENTS** **1** [↓ Foamcrest Avenue, Newport - Carpark - Plan](#)
2 [↓ Table of Consultation](#)**GEOCODES: -33.654852, 151.319180****REPORT****BACKGROUND**

Council has received concerns from local business owners regarding the current timed parking restrictions in Foamcrest Avenue carpark, Newport. The current restrictions are 3P Monday – Friday and 2P Saturday, Sunday and Public Holidays.

The Newport Chamber of Commerce has supported the change of high turnover parking to assist with quicker pick-ups and drop-offs.

LOCATION

Foamcrest Avenue carpark is located between 17 to 27 Foamcrest Avenue, Newport. Fabcot Pty Ltd privately own the centre section of carpark at No. 23, with Council owning the surrounding area of No. 17, 25 and 27 Foamcrest Avenue, Newport

ISSUES

Council will be maintaining the existing timed parking restrictions in the privately-owned section of carpark.

Council has recently written to Fabcot Pty Ltd to enter into a Deed of Agreement for Council to undertake enforcement in this section of carpark. The response due date is 31 August 2020.

Council has also notified surrounding businesses, residents and Fabcot Pty Ltd that pavement marking works will be undertaken in the carpark to ensure the maximum amount of spaces are provided.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install '1/2P 8AM – 6PM MON – FRI and 8AM – 1PM SAT' in the nine spaces on the eastern side of the carpark. All other car parking spaces in this carpark will remain '3P 8AM – 6PM MON – FRI and 2P 8AM – 1PM SAT', with the existing signage to be replaced.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impacts 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 the pedestrian facilities or impacts on walking paths

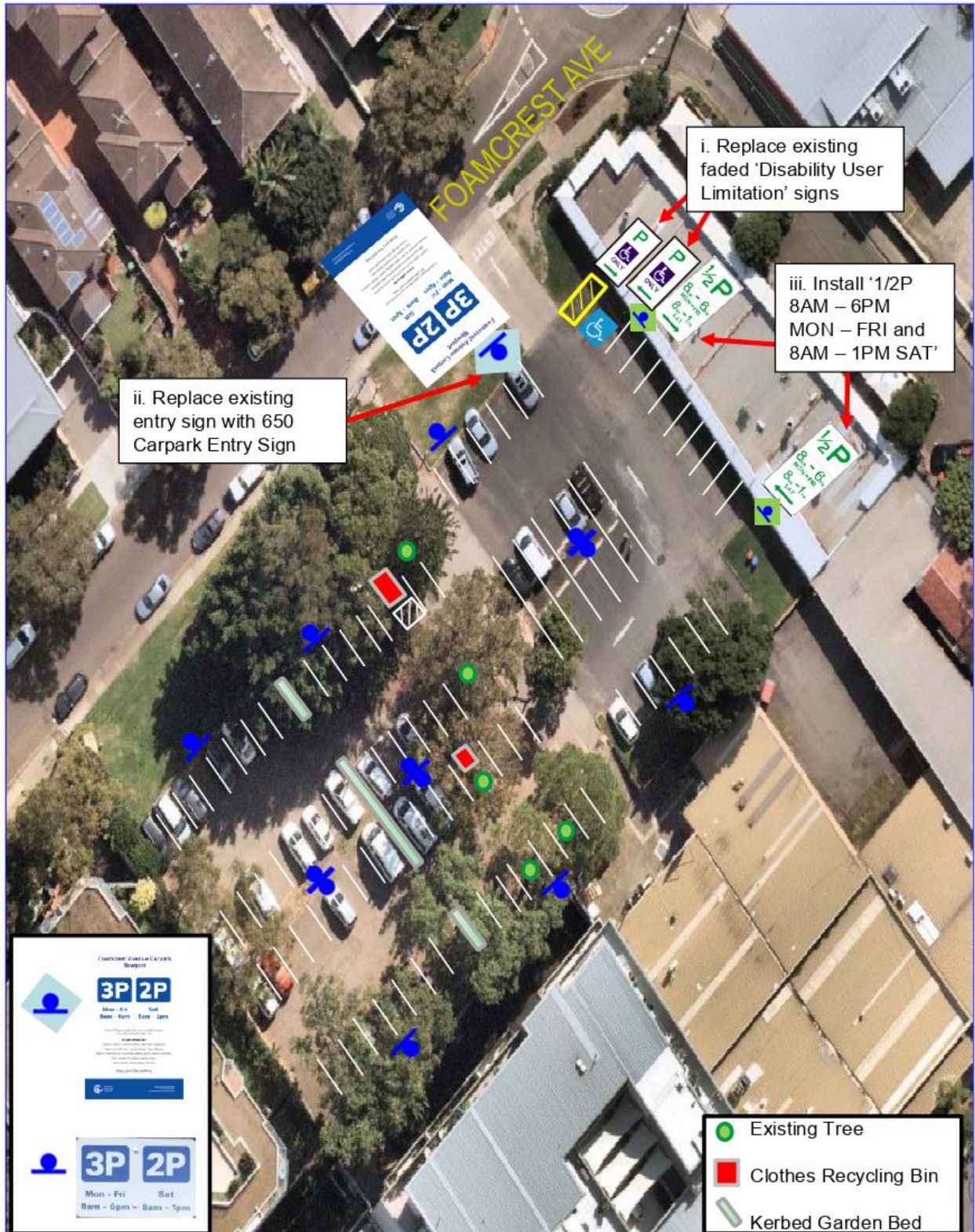
CONSULTATION

Consultation letters have been distributed to 233 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of '1/2P 8AM – 6PM MON – FRI and 8AM – 1PM SAT' in the nine spaces on the eastern side of the carpark.



PROPOSAL

Foamcrest Avenue, Newport
Timed Parking Restrictions

Drawn KT

Approved 



northern
beaches
council

Table of Consultation

Address	Foamcrest Avenue, Newport - Carpark
Proposal	Timed Parking Restrictions

Properties Consulted	233
Responses Received	2
Support	1
Do Not Support	1

Issue	Resident Comment	Council Response
Wheelchair access	Provide wheelchair access to/from the carpark by blocking a portion of the parking spot	The accessible parking spot will be remarked and hatched with new signage to assist with access
Enforcement	Parking restrictions on privately owned land. Revenue raising from parking on private property.	Council has been in contact with the owners of this property regarding all proposed changes along with the Newport Chamber of Commerce.

ITEM 4.16 RIVERVIEW ROAD, AVALON BEACH - NO PARKING RESTRICTIONS**REPORTING OFFICER TRAFFIC OFFICER****TRIM FILE REF 2020/474521****ATTACHMENTS**
1 [↓ Riverview Road, Avalon Beach - Plan](#)
2 [↓ Table of Consultation](#)**GEOCODES: -33.628602, 151.317096****REPORT****BACKGROUND**

Council has received concerns from local residents regarding access along Riverview Road, Avalon Beach, due to parked vehicles.

This has been causing traffic issues, particularly near the intersection of Hudson Parade, causing traffic queues.

LOCATION

- Riverview Road is a local road with a road width of approximately 7.5m.
- Access to Riverview Road is from Cabarita Road and Shore Brace from the north and Hudson Parade from the south
- There are 6 bus stops on Riverview Road, which services the '192' Avalon Beach to Stokes Point (Loop Service) which travels North only along Riverview Road.
- There is existing 'No Parking 7AM to 5PM Everyday' at No. 1 Riverview Road to the existing Bus Zone at No. 9 Riverview Road.

ISSUES

The '192' Bus Service commences from 6.00AM, and with the current 'No Parking' restrictions commencing at 7.00AM, has caused access issues with parked and travelling vehicles due to the narrow road width.

Residents have also raised concerns with traffic issues due to parked vehicles between the end of the 'Bus Zone' to Paradise Avenue intersection.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to replace and install 'No Parking' restrictions, relocate a 'Bus Zone' entry sign and extend the existing double barrier centre line.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impacts on pedestrians and people cycling:

- The proposal improves safety for people cycling along Riverview Road by providing a wider road width and improved sightlines for through traffic.

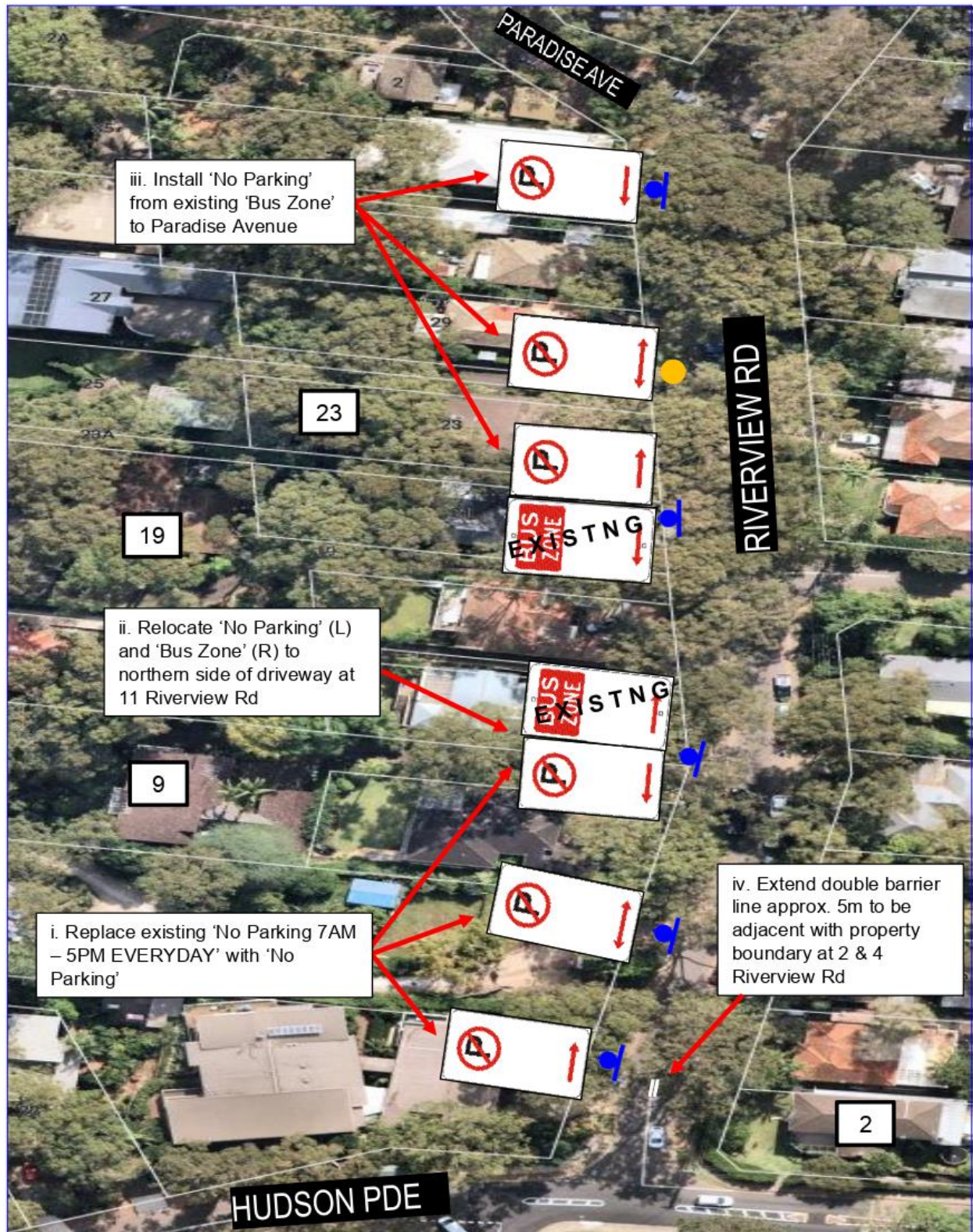
CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Replacement of existing 'No Parking 7AM – 5PM EVERYDAY' with 'No Parking'
- B. Relocation of 'No Parking' (L) and 'Bus Zone' (R) to northern side of driveway at 11 Riverview Road
- C. Install 'No Parking' from existing 'Bus Zone' to Paradise Avenue
- D. Extend double barrier line approx. 5m to be adjacent with property boundary at 2 & 4 Riverview Road



PROPOSAL

Riverview Road, Avalon Beach
No Parking Restrictions

Drawn KT

Approved *PDevon*



northern
beaches
council

Table of Consultation

Address	Riverview Road, Avalon Beach
Proposal	No Parking Restrictions

Properties Consulted	47
Responses Received	11
Support	9
Do Not Support	2

Issue	Resident Comment	Council Response
Double line extension	Will unduly affect property and feel the no parking restrictions on the western side are enough	One parking space will be removed, with Two spaces still remaining. The extension of the double barrier centre line will assist with congestion at the Riverview Road and Hudson Pde intersection
Double line extension	Double lines should be extended further	Council is aware of demand for on-street parking and will not be removing any further on-street parking at this stage
Loss of parking	Severely limit the parking space available	Council is aware of demand for on-street parking. Most properties in the section of Riverview Road have off-street parking available. There is on-street parking available close by on Hudson Pde and Appian Way if required
Further restrictions	Would like 'No Parking' restrictions extended further north	TrP2020/01004 has been raised for further investigation by Councils Traffic Team

ITEM 4.17	LOQUAT VALLEY ROAD, BAYVIEW - NO PARKING RESTRICTIONS
REPORTING OFFICER	ENGINEERING INTERN
TRIM FILE REF	2020/475119
ATTACHMENTS	1 ↓ Loquat Valley Road, Bayview - Plan 2 ↓ Table of Consultation

GEOCODES: -33.660303, 151.292868

REPORT

BACKGROUND

Council has received concerns from local residents regarding unsafe and inadequate sight lines when entering and exiting a property. Concerns of illegal parking have also been raised in this area. In regard to this illegal parking, vehicles are parking too close to double white lines, obstructing safe passing of vehicles. Furthermore, vehicles that do leave a 3m gap from the double white lines are seen to be parking over a nature strip (also illegal parking).

LOCATION

- Loquat Valley Road is a local road with a 50km/h speed limit
- This street has two-way traffic with approximately 7m width (3.5m per lane)
- On-street parking is unrestricted and is permitted as long as vehicles retain 3m from the dividing barrier lines and do not park over nature strips
- This street has low density housing
- St Luke's Grammar School is located at the bottom of Loquat Valley Road (at the intersection with Pittwater Road). There is a 40km school zone at this section.

ISSUES

- Residents are concerned about vehicles speeding
- Parking is in high demand by residents
- Residents find difficulty in entering and exiting properties

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install No Parking zone of 5m outside House 32 Loquat Valley Road to provide safe sight lines of traffic and to provide better passing of vehicles on the carriageway.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impacts 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 the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 5 properties within the surrounding vicinity of the location providing notification of the proposed changes. Table of Consultation has been attached

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. The installation of a No Parking Zone 5m from the property of No.32 Loquat Valley Road, Bayview



PROPOSAL

Loquat Valley Road, Bayview
No Parking Restrictions

Drawn: JO

Approved *P. Devan*



northern
beaches
council

Table of Consultation

Address	<u>Loquat Valley Road, Bayview</u>
Proposal	<u>No Parking Restrictions</u>

Properties Consulted	5
Responses Received	3
Support	2
Do Not Support	1

Issue	Resident Comment	Council Response
On-street parking is a high demand	<i>"Many properties do not have sufficient off-street parking requiring some vehicles to be parked roadside. Some resident's vehicles are not able to traverse the steep driveways in this area, and this also requires they be parked roadside"</i>	In general, driveways are constructed to suit B85 or B99 vehicles (a standard that represents 85% or 99% of all standard vehicles). It is the responsibility of the owner/buyer of the vehicle to select ones that would be appropriate for their home/needs. The No Parking Restriction addresses a road safety matter of sight lines. In a case of Safety VS Convenience, safety takes precedent.
Traffic Mirrors	<i>"Installation of additional mirrors would assist many residents in viewing traffic"</i>	Traffic Mirrors are now a non-preferred treatment as it distorts distance and approach speed of traffic. Furthermore these mirrors are no longer accepted on Public Land, however they may be installed in Private land (i.e within a property boundary)
Speeding	<i>"...often cars are going quite fast down the hill and around the comers"</i>	Council will request to install additional signage further up the hill
Neighbourhood Dispute	Comments for this issue are withheld for their privacy	Residents are advised to contact the Community Justice Centre (CJC) which offere free mediation to neighbourhood disputes, illegal activity should be passed on to Police for investigation.

ITEM 4.18	ALFRED STREET, NARAWEEENA - THRESHOLD TREATMENT
REPORTING OFFICER	CONTRACTOR - TRAFFIC ENGINEER
TRIM FILE REF	2020/478968
ATTACHMENTS	1 ↓ Plan

GEOCODES: -33.749961, 151.274673

REPORT

BACKGROUND

As a Consent condition (DA2018/1800) of the development at 91-93 McIntosh Road, Narraweena for the construction of three-storey mixed use developments comprising three retail units, two commercial units and nine residential apartments, the applicant is required to improve the Local Safety Infrastructure at no cost to Council. The development and the presence of retail shops in the surrounding area, are likely to attract more people in this vicinity. Therefore, the pedestrian activity in this area is anticipated to increase.

LOCATION

- Alfred Street is a local road with a speed limit of 50km/h and runs in north-south direction between Warringah Road and McIntosh Road.
- This section of the road has pavement width of approximately 12m with accommodating four delineated trafficable lanes.
- Alfred Street forms a 4-way signalised intersection with McIntosh Road.
- The surrounding land is a Zone B1 Neighbour Centre. St. John's Primary School, Narraweena Public School and many retail outlets are nearby.
- There are 90 degree angle parking with timed restrictions near the intersection and parallel parking near the school. An existing raised pedestrian crossing is located outside St. John's Primary School. Footpaths are also present on both sides of the street.
- Alfred Street is the Bus Route for services 169m 169x, 173 and school bus running approximately in every 5 minutes in peak hour.

ISSUES

The construction of the three-storey mixed use development with three retail units, two commercial units and nine residential apartments is anticipated to attract more people. Therefore, the pedestrian activity surrounding this development is likely to increase. The applicant of the development has to improve the local safety infrastructure at no cost to Council, as part of the consent of the development, to minimise the environmental impacts of the development.

PROPOSAL

Council's Transport Network has undertaken a review of the above location and is proposing to install a threshold treatment to alert drivers that they are entering a High Pedestrian Activity Area. The threshold treatment is to be installed with textured road surface and in colour matching the existing raised pedestrian crossing to alert drivers that they are entering a High Pedestrian Activity Area.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impacts on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities. The tactile treatments are suitable for bicycle riding.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

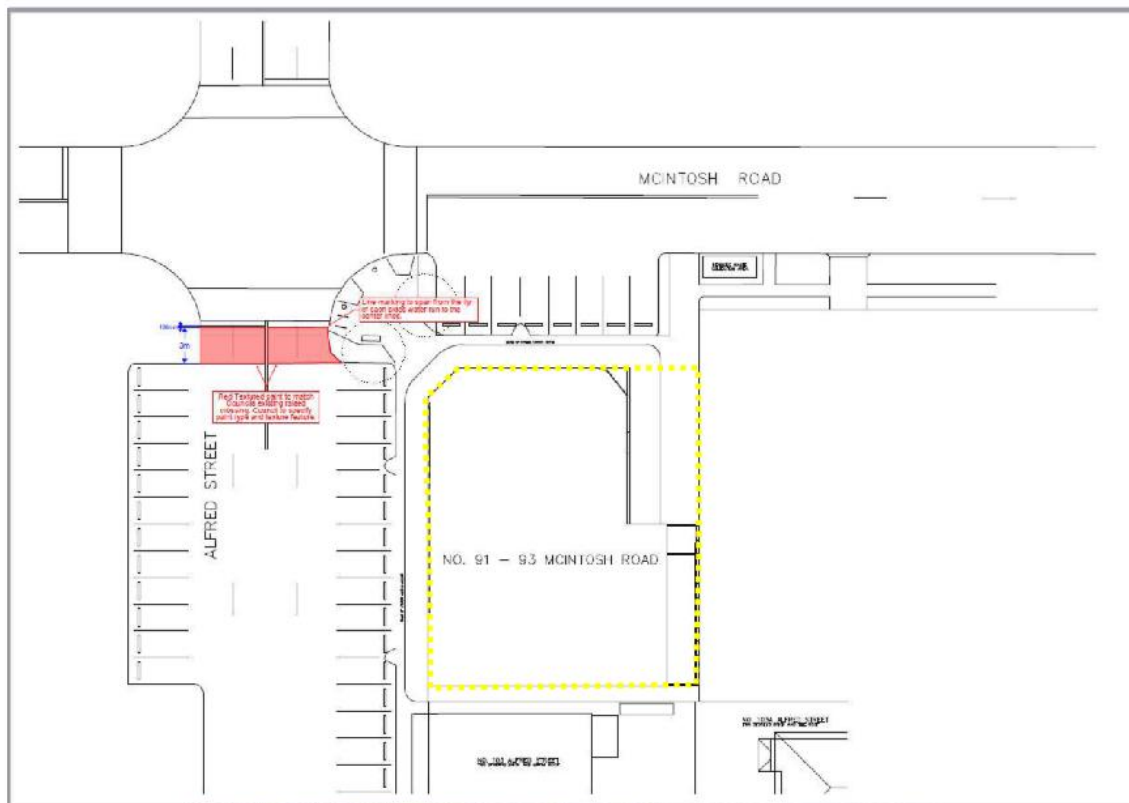
CONSULTATION

Consultation letters have been distributed to 69 properties within the immediate vicinity of the location providing notification of the proposed changes. At the time of reporting no responses were received.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. The installation of the Threshold Treatment by the developer of 91-93 McIntosh Road, Narrabeena at no cost to Council.
- B. Council obtain TfNSW technical advice prior to the implementation of the device.
- C. After the installation of the Threshold at Alfred Street, the Transport for New South Wales to review the speed limit to bring it down to 40km/h High Pedestrian Activity Area between the proposed threshold and the existing raised pedestrian crossing.



PROPOSAL

Alfred Street, Narrabeena
Threshold Treatment



Drawn AS

Approved

P. Deane



northern
beaches
council

ITEM 4.19	GROVER AVENUE & CARRINGTON AVENUE, CROMER - NO LEFT TURN (VEHICLES UNDER 9M EXCEPTED)
REPORTING OFFICER	CONTRACTOR - TRAFFIC ENGINEER
TRIM FILE REF	2020/479752
ATTACHMENTS	1 ↓ Plan 2 ↓ Swept Path 3 ↓ Table of Consultation

GEOCODES: -33.735192, 151.272713

REPORT

BACKGROUND

Staff have received concerns from Council's Maintenance Team regarding oversized vehicles damaging the kerbs and other utility assets located at the south-east corner of the roundabout of Grover Avenue and Carrington Avenue, Cromer. When westbound oversized vehicles make the left turn at Carrington Avenue, they tend to mount the vehicle wheels over the kerb. Council has investigated the roundabout and analysed the swept path with Heavy Vehicles (12.5m) and Medium Rigid Vehicles (8.8m). The vehicle tracking demonstrates that the standard bus of length 12.5m are able to turn right onto Carrington Avenue (north) from Grover Avenue (east) and turn left from Carrington Avenue (north) to Grover Avenue (east) without encroaching. The chevron alignment signs over the central island has been removed to further assist the buses to manoeuvre the roundabout. Service vehicles with a length of 8.8m are also able to turn left from Grover Avenue (east) to Carrington Avenue (south) without damaging the kerbs and this has been demonstrated in the swept path.

LOCATION

- This section is the roundabout of Carrington Avenue and Grover Avenue, Cromer.
- Carrington Avenue is a local road with a posted speed limit of 50km/h and a pavement width of approximately 10m between the kerbs.
- Grover Avenue is a local road with a posted speed limit of 50km/h and a pavement width of approximately 11m between the kerbs.
- Surrounding land uses consist of low-density housing.
- A shared pedestrian and cyclist path and a footpath lies along the western side of Carrington Avenue.
- The 136, 146, 169 and 178 bus routes service the section of Carrington Avenue including school bus services.

ISSUES

Council has recently upgraded the roundabout with pedestrian refuge islands at 3 sides of the roundabout. The construction of the islands has reduced the trafficable lane. Therefore, heavy vehicles damage the kerb while manoeuvring from Grover Avenue (east) to Carrington Avenue (south). Swept path analysis suggested that medium rigid vehicles with a length of 8.8m can negotiate the manoeuvre without mounting the kerbs. The roundabout is fully mountable, and buses can negotiate the turn as well. This has been demonstrated in the swept path. Council has

removed the central chevron alignment marker to allow buses to mount the central island and manoeuvre without impacting the kerbs at the south-east corner.

PROPOSAL

Council has undertaken a review of the above location and proposes to install No Left Turn – Vehicles Under 9m Excepted to restrict westbound traffic in Grover Avenue at Carrington Road. This roundabout has recently been upgraded with three pedestrian refuge facilities. The left turn ban of oversized vehicles is necessary to prevent any future damages of road assets and to enhance safety.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impacts 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 the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 33 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Provision of No Left Turn 'Vehicles under 9m Excepted' for westbound traffic on Grover Avenue at Carrington Avenue.
- B. Install No Left Turn 'Vehicles Under 9m Excepted' signs at the south-east and south-west corner of the roundabout.



Install 'No Left Turn - Vehicles under 9m
Excepted' signs to prevent larger vehicles to
make the left turn from Grover Avenue (East)
to Carrington Avenue (South).



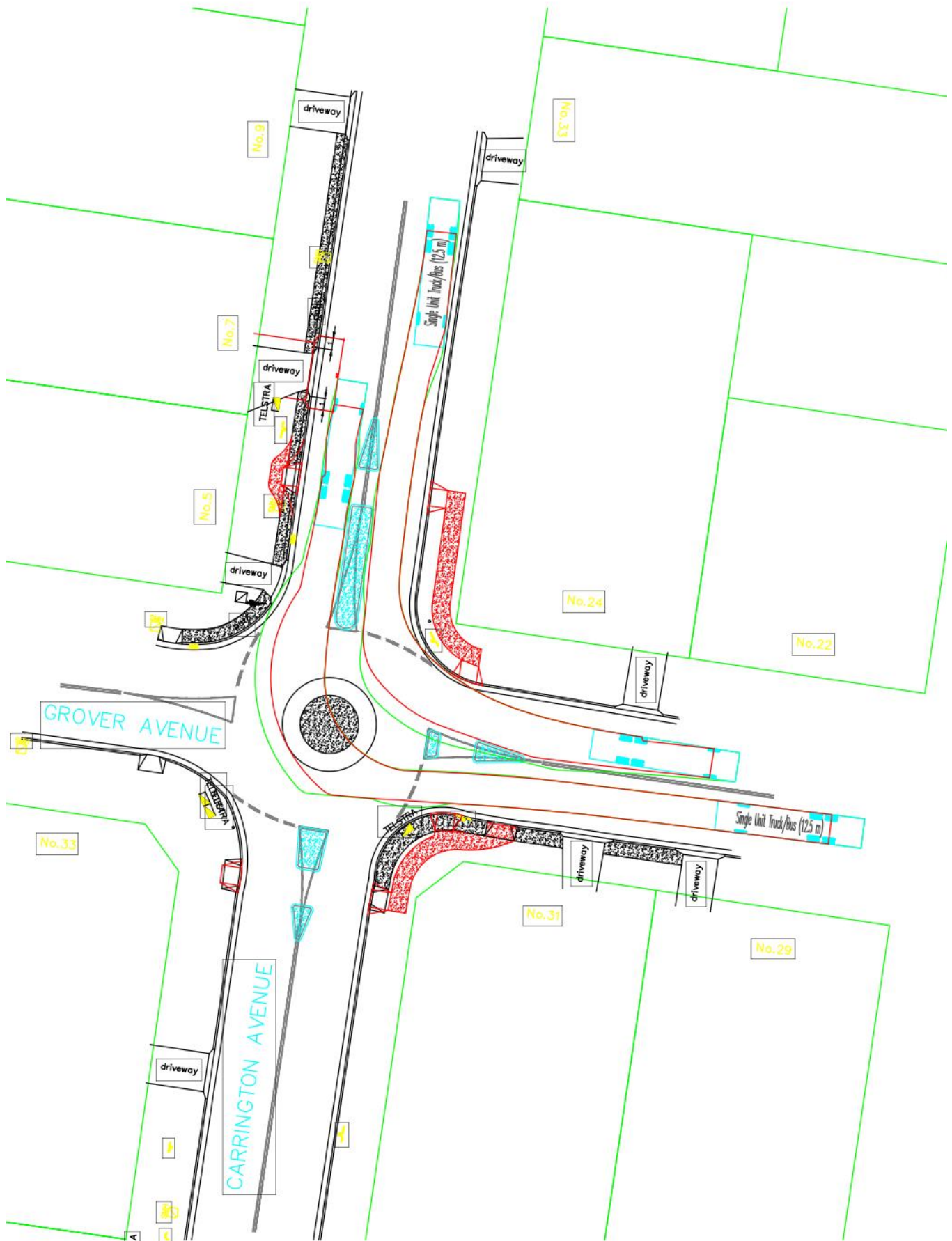
PROPOSAL

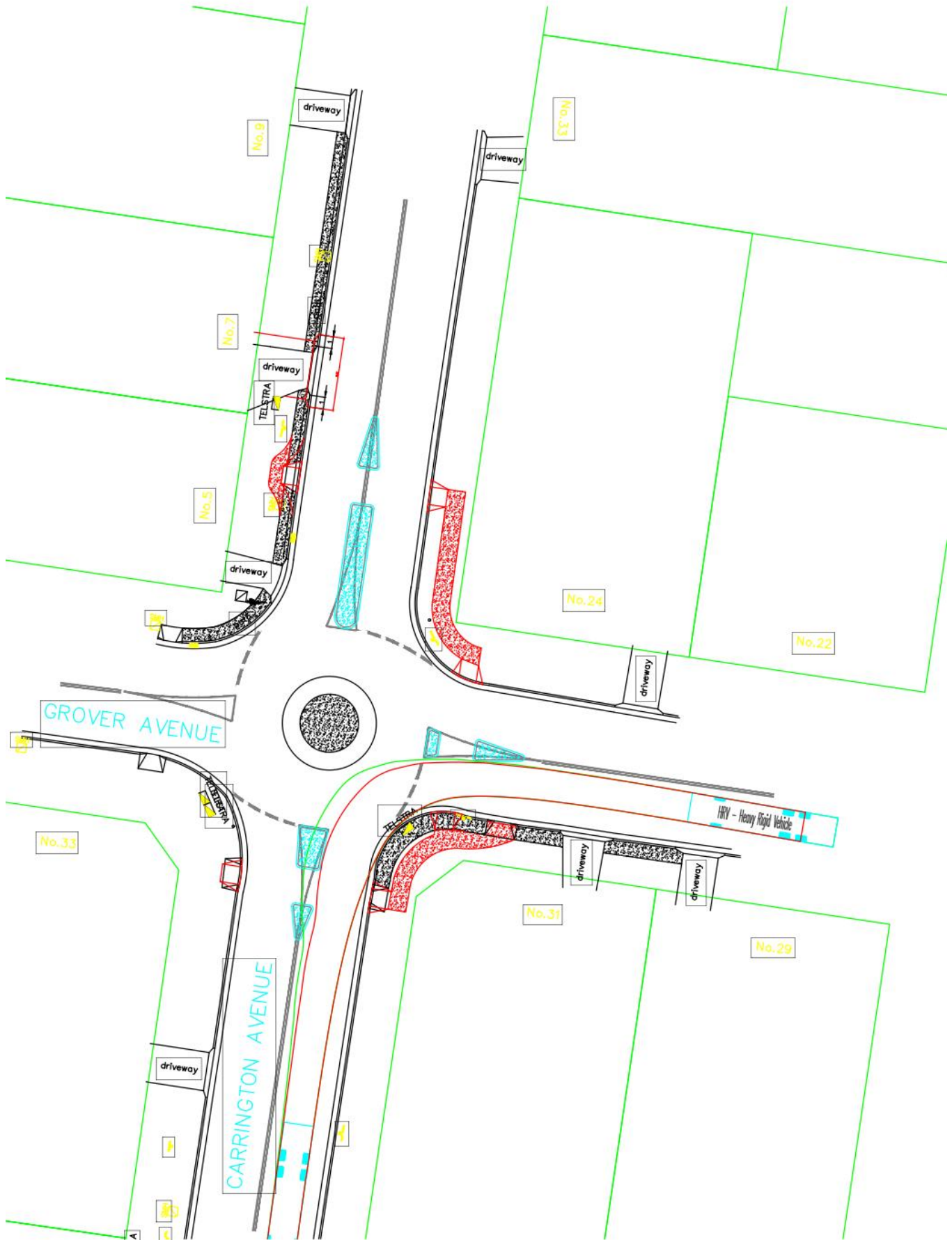


Grover Avenue & Carrington Avenue, Cromer
No Left Turn 'Vehicles under 9m Excepted'

Drawn AS

Approved 





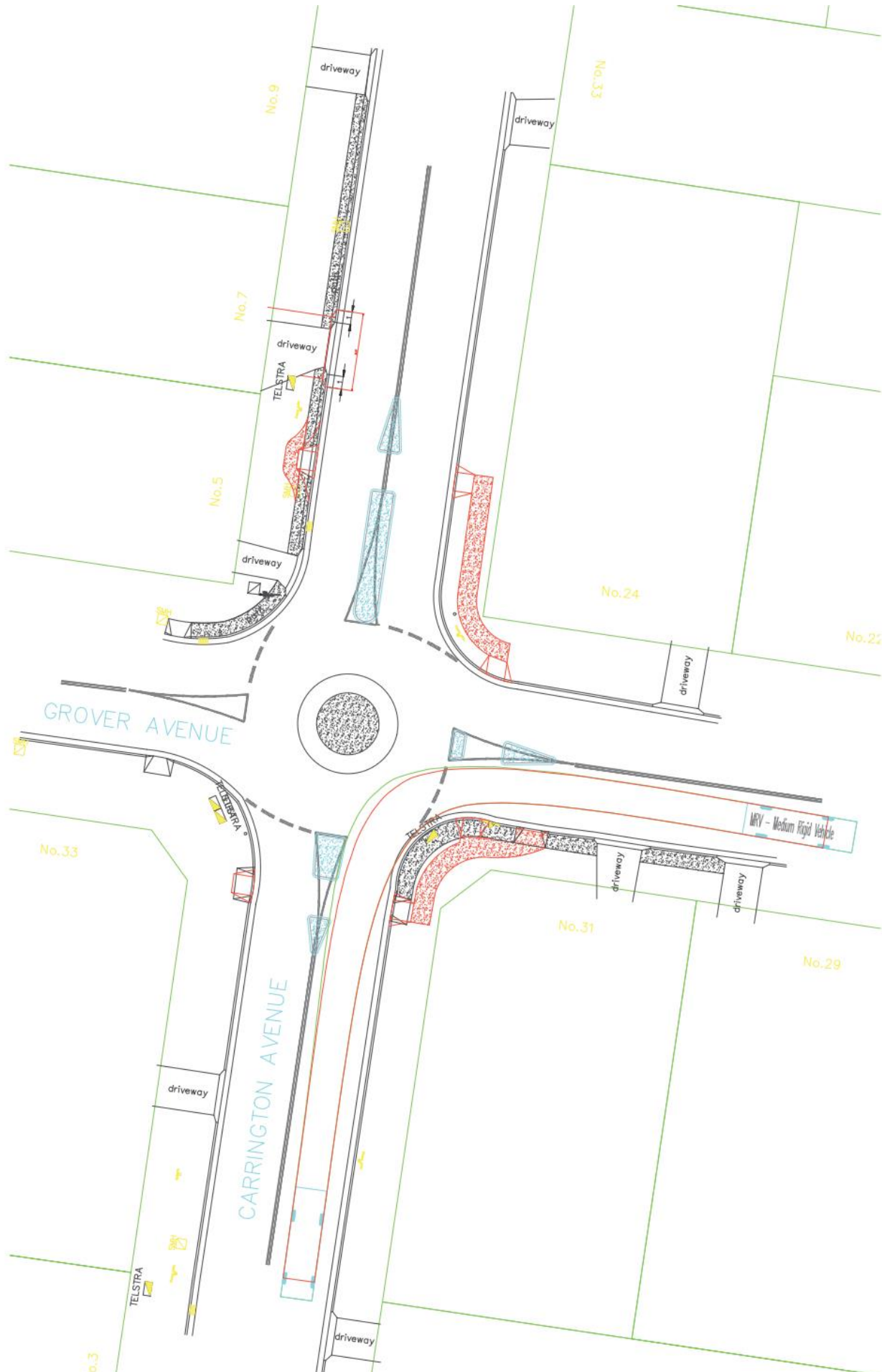


Table of Consultation

Address	Grover Avenue & Carrington Avenue, Cromer
Proposal	No Left Turn 'Vehicles Under 9m Excepted'

Properties Consulted	33
Responses Received	2
Support	1
Do Not Support	1

Issue	Resident Comment	Council Response
Signs will not address the problem	Administrative control with signs will not prevent further damages at the south east corner of the roundabout. Instead, concrete the entire south- east corner and install a trafficable pit instead.	The installation of the pedestrian refuges has changed the width of the approach and departure lanes at the roundabout. Swept path demonstrates that Vehicles over 9m cannot turn left from Grover Avenue (east) to Carrington Avenue (south). Therefore, council has to ban this turn for vehicles over 9m. Concreting the footpath will not resolve the issue. Footpaths are not designed for vehicles to mount while manoeuvring.

5.0 MATTERS FOR NOTATION

ITEM 5.1

APPROVALS UNDER DELEGATION

REPORTING OFFICER

SPECIALIST ADMINISTRATION OFFICER - BUSINESS
SUPPORT

TRIM FILE REF

2020/498654

ATTACHMENTS

1 [↓](#) Table of Approvals Under Delegation - Traffic Committee -
September 2020

GEOCODES: Various

REPORT

BACKGROUND

- 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

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

Table of Approvals Under Delegation - 1 September 2020

Location	Action	Consultation	Referral Sent Date	Approval Date
Government Road & Maxwell Street, Mona Vale	- Install dividing barrier lines (two-way) in Government Road, 10m from the intersection with Maxwell Street - Install a 'GIVE WAY' sign and holding line in Government Road at the intersection with Maxwell Street	Properties consulted: 19 Support: 2 Object: 0 Reason for approval: Formalise the 'Give Way' priorities and help delineate the road by separating the opposing traffic flows on the approach to the intersection.	10 August 2020	17 August 2020