

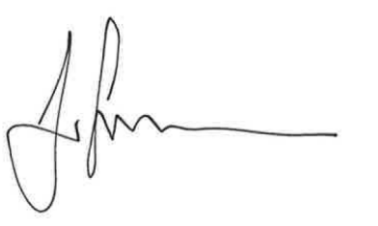
AGENDA

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 10 NOVEMBER 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
 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 Caty Pilley

Visitors

Nil

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

to be held on Tuesday 10 November 2020

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10:00am

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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 6 October 2020	
2.2	Declaration of Pecuniary and Conflicts of Interest	
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NEXT MEETING Tuesday 8 December 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 6 OCTOBER 2020

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 6 October 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 BOWER STREET, MANLY - PART TIME NO PARKING

REPORTING OFFICER TRAFFIC ENGINEER

TRIM FILE REF 2020/456440

ATTACHMENTS

- 1 [Bower St, Manly - Plan \(Dec & Jan\)](#)
- 2 [Bower St, Manly - Plan - 1 Feb to 30 Nov](#)
- 3 [Table of Consultation](#)

GEOCODES: -33.801299, 151.295011

REPORT

BACKGROUND

Over the summer of 2019/20 Council trialed a part time No Parking restriction in parts of Bower Street to ease congestion and maintain traffic flow. Following the trial, Council sought feedback from the community on the success or otherwise of the trial and a revised proposal was then prepared and placed on Council's Your Say page for further feedback.

LOCATION

Bower Street is a local road a little over 8m in width along its full length. It is the only road access to Shelley Beach. The width of Bower Street is insufficient to allow for parking on both sides and still maintain enough road width for two cars to pass abreast. While parts of Bower Street have had parking restrictions introduced which restrict parking on one or both sides of the road, there are long lengths where parking is still permissible on both sides.

The eastern end of Bower Street terminates at the carpark serving Shelley Beach. This carpark contains 77 car spaces and 2 motorcycle spaces. The carpark is controlled by a 4P Ticket parking restriction to which Northern Beaches Beach Parking Permit holders are exempt.

ISSUES

- Parked vehicles on both sides of the road restrict access along the street to a single lane.
- On weekdays and during winter, traffic volumes and visitor levels to Shelley Beach are low enough that parking activity on both sides of the road does not create congestion.
- On weekends in summer, the popularity of Shelley Beach leads to increased traffic in the street and queues in both directions can form.
- There is a real concern that parked vehicles and associated congestion could potentially restrict a timely emergency vehicle response to an incident at Shelley Beach or to a residential address on Bower Street.
- There is a distance of approximately 800m along Bower Street between the last side street (College Street) and the Shelley Beach carpark. Once past College Street, the only way drivers can turn around is either at the Shelley Beach carpark or by using residential driveways.
- The pre-existing 10P restriction at Shelley Beach was changed to 4P last summer to increase turnover of parking and reaction to that change has been positive
- Pre-existing No Parking restrictions which applied on both sides of the road adjacent to Dividing Barrier Lines were replaced by No Stopping restrictions last summer and have assisted Rangers to enforce parking within 3m of those lines.
- Feedback on the trial revealed a high level of concern about the amount of lost parking. At peak times the Shelley Beach carpark is filled to capacity and people then try to park in Bower

Street. With so much parking having been removed last summer, high degrees of illegal parking activity occurred. To minimize parking loss, the length of kerbspace covered by restrictions has been reduced and restrictions will be in place only on the northern side of the road as there are few driveways on the south side (maximizing the number of available parking spaces)

- Feedback on the trial suggested that signage used during the trial was too confusing with reports of motorists being unsure if they were parked legally or not. Simpler signage was requested.
- Feedback on the trial suggested that the long lengths of No Parking which applied during last summer led to increased speeds on Bower Street. Speed surveys conducted during the trial did not reveal this to have been the case however the length of kerb space covered by the part time No Parking has been reduced and some locations maintained where vehicles may park on both sides of the road to act as a natural form of traffic calming.
- The restrictions that were trialed last summer were in place between November and February inclusive. While there are mixed views from residents, many are supportive only of restrictions which apply during the busiest months when parking and traffic is most congested, i.e December and January. After considering all feedback, Council is now proposing to proceed with No Parking restrictions which apply only during these months and to utilize flip style signs which will be locked in place during the applicable timeframes.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to implement a No Parking restriction which applies 10am to 4pm Saturday, Sunday and Public Holidays but only between 1 December and January 31.

The part time No Parking restriction will apply only over parts of the northern side of the street, along the frontages of No.s 80-86 and 44-52 Bower Street. This will remove 11 parking spaces at those times.

Existing 2P Permit Parking restrictions which apply in the street would continue to apply at other times.

The signage for December and January are illustrated on Attachment 2 while the signage for the remainder of the year are shown on Attachment 3.

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 the pedestrian facilities or impacts on walking paths

CONSULTATION

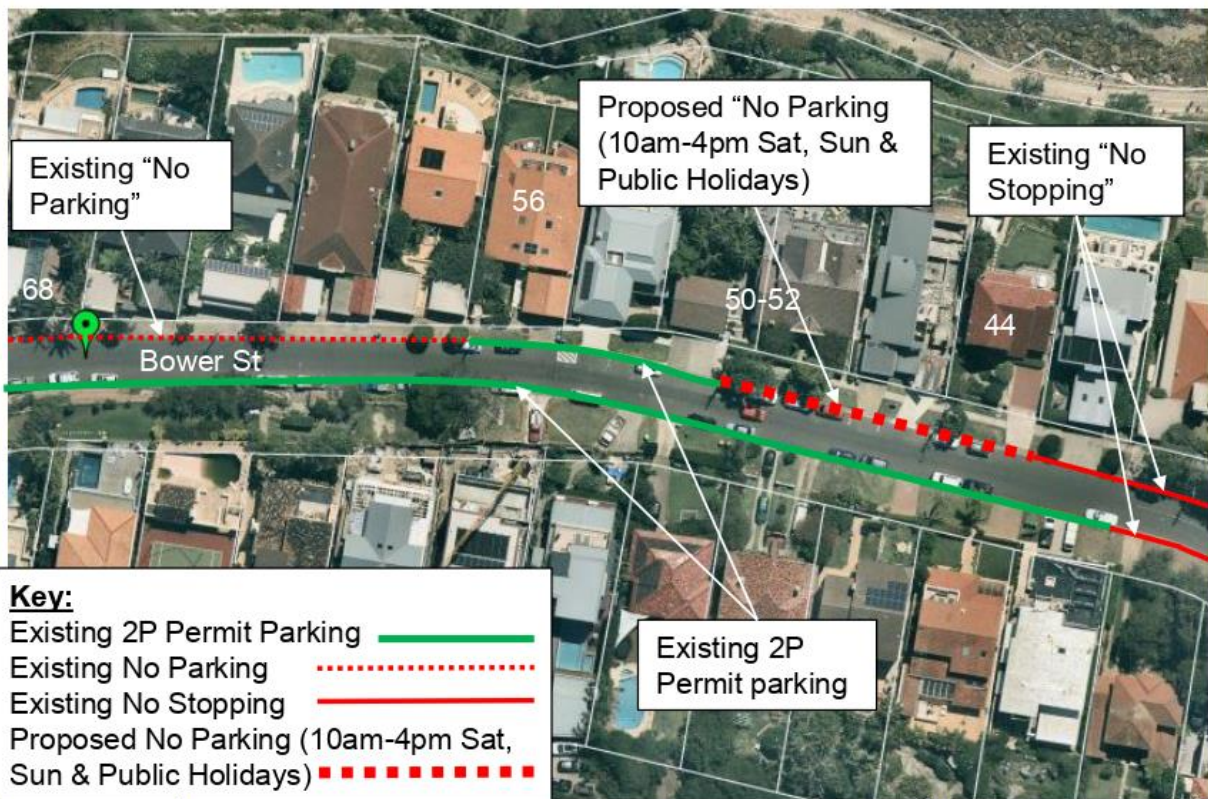
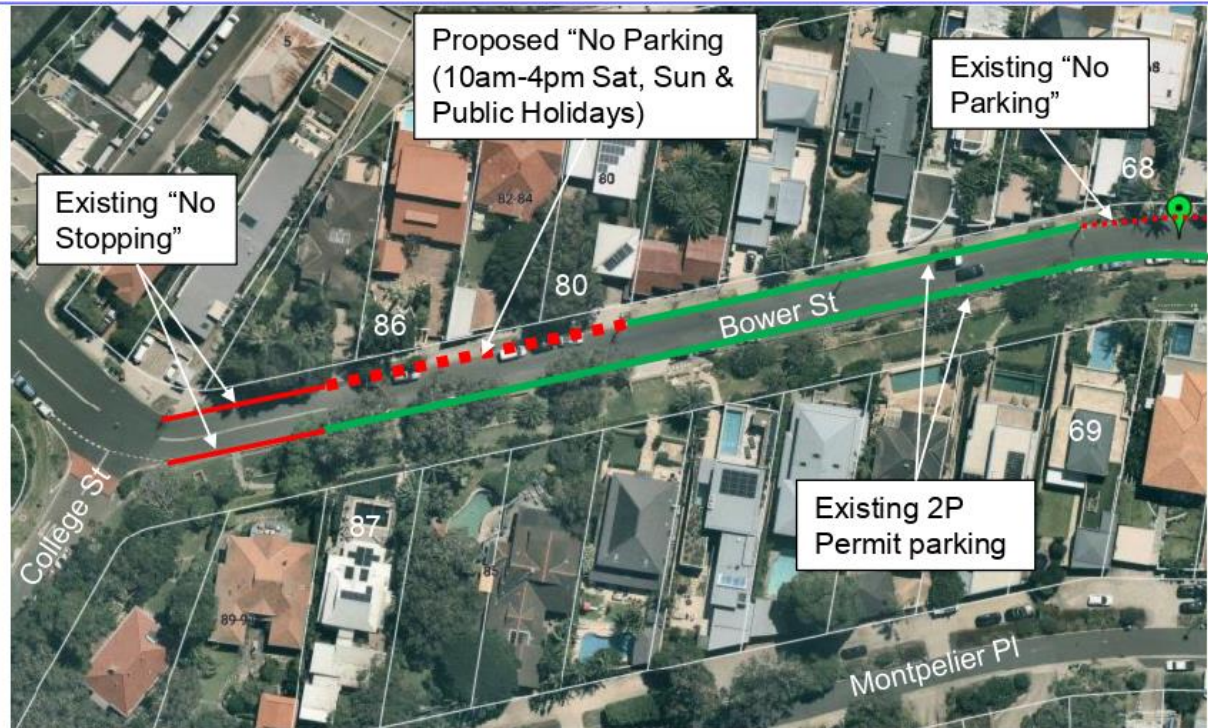
Consultation was conducted via Council's website on its Your Say page. Notification letters were distributed to 78 properties within the immediate vicinity of the location providing notification of the on line consultation. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- i. The introduction of the following restrictions: The introduction of No Parking (10:00am to 4:00pm Saturday, Sunday and Public Holidays) and applying 1 December to 31 January on the north side of Bower Street, Manly, between No.s 44-52.

- ii. The introduction of No Parking (10:00am to 4:00pm Saturday, Sunday and Public Holidays) and applying 1 December to 31 January on the north side of Bower Street, Manly, between No.s 80-86.
- B. The retention of existing 2P permit parking restrictions at times when the part time No Parking does not apply
-



Key:
Existing 2P Permit Parking —————
Existing No Parking
Existing No Stopping —————
Proposed No Parking (10am-4pm Sat, Sun & Public Holidays) - - - - -



PROPOSAL

Bower Street, Manly
No Parking (10am-4pm, Sat, Sun & Public Holidays) –
Dec & Jan Only

Drawn JB

Approved 







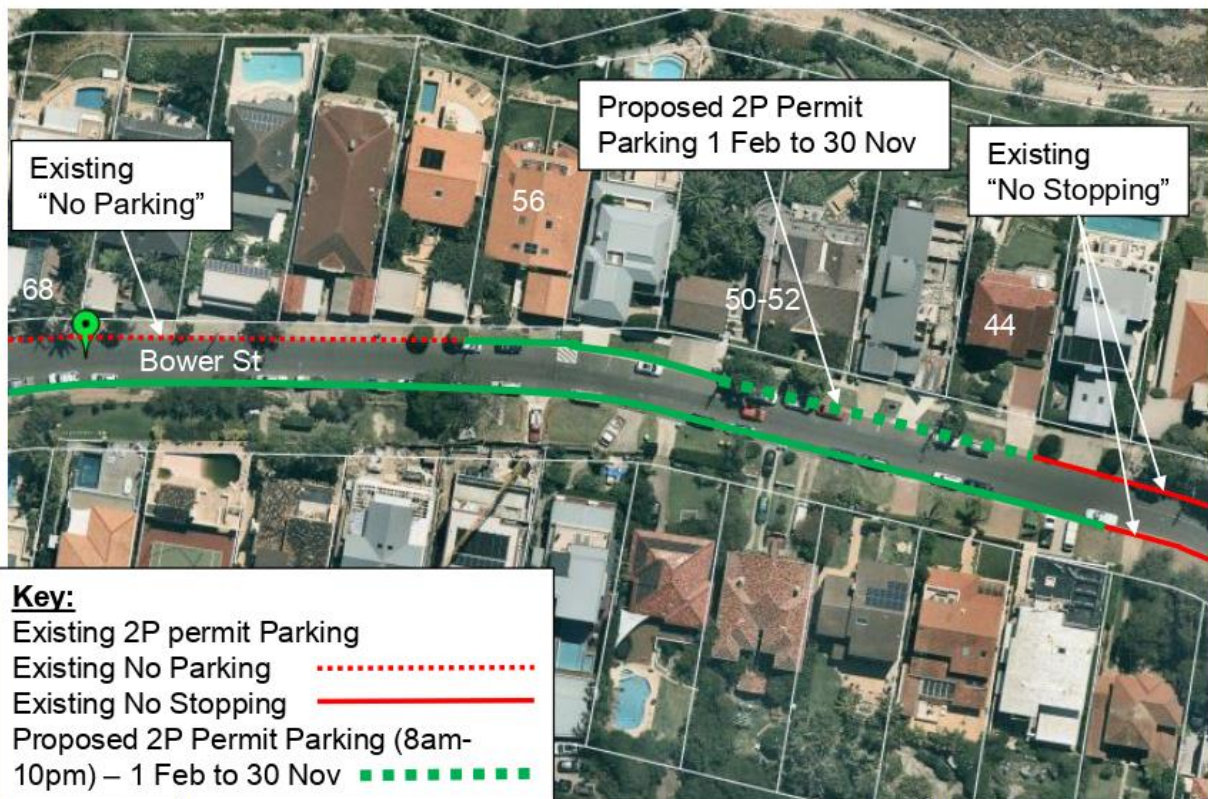












Key:
Existing 2P permit Parking
Existing No Parking
Existing No Stopping ———
Proposed 2P Permit Parking (8am-10pm) – 1 Feb to 30 Nov ■■■■



PROPOSAL

Bower Street, Manly
No Parking

Drawn JB

Approved 



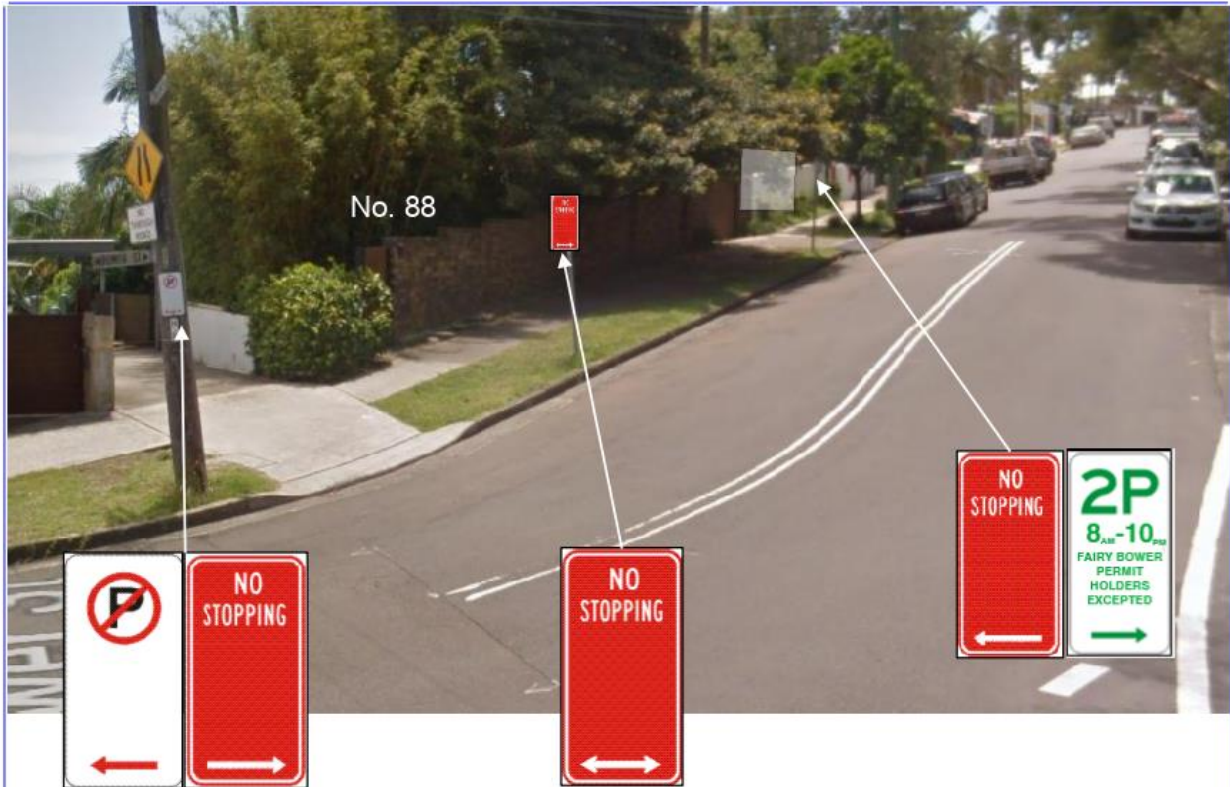














Table of Consultation

Address	Bower Street, Manly
Proposal	No Parking (10am-4pm, Saturday Sunday & Public Holidays)

Properties Consulted	78 plus on-line via Council's Your Say Page
Responses Received	33
Support	6
Partial Support	18
unclear	1
Do Not Support	14

Issue	Resident Comment	Council Response
summer time only	restrictions should only apply in the busiest months December & January	Council was hoping to avoid restrictions which apply only over two months of the year which are logistically problematic, however it is acknowledged that these are the worst times for parking congestion in this location and Council will therefore seek approval for this change
parking to be retained in front on No.52	parking should also be retained in front of No.52 Bower Street	the extent of parking restrictions has already been trimmed to 11 spaces. Further reduction in the extent of the restrictions is likely to result in the No Parking being less effective in terms of easing traffic congestion.
2P at other times	2P permit parking should continue to apply at times when the No parking does not apply	2P permit parking will continue to apply outside of the hours over which the No Parking restriction applies.
trial only	the restrictions should be implemented on a trial basis and reviewed next year	Council may revisit the restrictions in the future however restrictions were trialled last year and further trials are unlikely to reveal any new issues at this time
North side restrictions	the restrictions should be expanded to cover the whole of the north side of Bower Street	this option is unlikely to receive a sufficient level of support and would result in excessively high demand for the remaining parking spaces
expand to 8am-6pm	the restrictions should apply between 8am and 6pm as the street can be busy in the early morning and later in the evening	conditions are significantly less congested outside of the proposed 10am to 4pm timeframe. This option is not being pursued
week day restrictions	the No Parking should also apply on week day mornings	conditions are significantly less congested outside of weekends. This option is not being pursued
extend restrictions to No.81-87	the weekend No Parking restrictions should also be added in front of No.s 81-87	the majority of respondents are seeking to minimise the extent of restrictions rather than expand them

extend restrictions in front of No. 76	the weekend No Parking restrictions be extended to include the frontage of No.76 (or even as far as No.68)	the majority of respondents are seeking to minimise the extent of restrictions rather than expand them
shift No Parking to south side	No Parking should be on the south side as it is safer to park on the north side given flatter nature strip and presence of footpath	this was explored in the option trialled last year and rejected by the community given the greater amount of parking loss

ITEM 4.2 HEATON AVENUE & KANANGRA CRESCENT, CLONTARF - TRAFFIC MANAGEMENT MEASURES**REPORTING OFFICER TRAFFIC ENGINEER****TRIM FILE REF 2020/456474****ATTACHMENTS**
1 [↓ Kanangra Cr & Heaton Ave, Clontarf - Plan](#)
2 [↓ Table of Consultation - stage 1](#)
3 [↓ Table of Consultation - stage 2](#)**GEOCODES:** -33.800415, 151.252470**REPORT****BACKGROUND**

Council has received concerns from local residents regarding the volume and speed of traffic using Kanangra Crescent and Heaton Avenue, Clontarf, particularly in peak periods. Concerns have also been expressed with regard to pedestrian safety due to the speed and volume of traffic.

Council has undertaken speed, volume and turning movement counts to establish the extent of the issues and has undertaken a two-stage consultation process with residents of Kanangra Crescent and Heaton Avenue and also residents of the surrounding residential area to explore options for traffic calming and traffic volume reduction.

The first stage of consultation sought feedback on the following options:

- Raised entry thresholds and speed cushions on Heaton Avenue and Kanangra Crescent
- Raised entry thresholds and at grade textured pavement bands on Heaton Avenue and Kanangra Crescent
- An AM and PM peak left turn ban from Ethel Street into Kanangra Crescent

A second stage of consultation was subsequently conducted seeking feedback on an option for an AM and PM peak No Entry restriction from Ethel Street into Kanangra Crescent

LOCATION

Kanangra Crescent and Heaton Avenue are local roads carrying moderate volumes of traffic. Kanangra Crescent slopes steeply downhill from north to south between Ethel Street and Heaton Avenue. The roads are sited between Sydney Road and Manly Road and are used by traffic as a means of avoiding delays and congestion on these State roads. Both roads are well used in the AM and PM peaks with traffic counts conducted in November 2019 revealing an average daily traffic volume of 3444 vehicles per day using Kanangra Crescent and a volume of 2735 vehicles per day using Heaton Avenue. The majority of the traffic travels south down Kanangra Crescent and west along Heaton Avenue. The 85th percentile speed in Kanangra Crescent was 49km/h and in Heaton Avenue was 44km/h

ISSUES

- Kanangra Crescent is narrow (approx. 7.5m), steep and winding with parking activity taking place on the western side. Parked vehicles restrict the available carriageway width. A boat trailer parked on the bend near No.7 Kanangra Crescent has been noted in many resident responses as creating a dangerous choke point.

- Heaton Avenue is slightly wider than Kanangra Crescent (approx. 9m) and on a flatter gradient but is also winding and has parking permitted on both sides of the road over most of its length which restricts two way traffic flow
- Both roads can carry over 300 vehicles per hour in peak periods and this makes it difficult for residents to safely leave driveways and for pedestrians to cross the road.
- A footpath is present on the west side of Kanangra Crescent between No.7 Kanangra Crescent and Ethel Street. It terminates at the driveway to No.7 with rocky embankments on either side of the road making extension of the footpath (on either side of the road) in a southerly direction difficult. Pedestrians must therefore cross Kanangra Crescent at this point to access an elevated footpath on top of the east side embankment to link with Harbourview Street or to continue south to Peronne Avenue or Heaton Avenue. Some residents have requested a pedestrian crossing on Kanangra Crescent at this point however the relatively low volume of pedestrians, the steep gradient and winding nature of the road make this an unsuitable option.
- Although the volume of traffic using Kanangra Crescent and Heaton Avenue is higher than desirable for local roads, the volumes are comparable to those in many other local roads in the Northern Beaches. Blocking access in peak periods to Kanangra Crescent would undoubtedly result in increased numbers of vehicles using the Sydney Road/Ethel St roundabout in order to access Manly Road. This roundabout and Sydney Road itself are already congested in peak periods. The increased congestion at the Ethel St roundabout would then lead to increased volumes choosing to travel via alternate local road routes, such as Beatrice Street, Maretimo Street and Peronne Avenue in order to access Heaton Avenue and then Manly Road. Each of these roads already carry quite high volumes in peak periods with Beatrice Street and Maretimo Street already carrying volumes in excess of those on Kanangra Crescent. If Council were to introduce a No Entry restriction into Kanangra Crescent residents of these roads would rightly ask why their roads were not given similar treatment. Closing off access to all of these roads is considered inappropriate, would severely limit local access options and result in unacceptable levels of congestion of the limited remaining local road options.
- The option of an AM and PM peak left turn ban into Kanangra Crescent from Ethel Street received a good level of support from residents of Kanangra Crescent and Heaton Avenue, however, was opposed by residents of other streets. After considering feedback, it is considered unlikely to be effective: (a) because a lower but still significant volume of traffic turns right into Kanangra Crescent; (b) it would divert left turning traffic to the choked Seaforth roundabout or alternate local access routes; (c) would result in vehicles U-turning in inappropriate locations on Ethel Street to legally turn right into Kanangra Crescent.
- Although supported by most respondents from Heaton Avenue and Kanangra Crescent, there has been overwhelming opposition to a No Entry restriction from residents of streets other than Heaton Avenue and Kanangra Crescent throughout the Clontarf and Balgowlah Heights area.
- Speeds on Heaton Avenue and Kanangra Crescent are within the prevailing 50km/h speed limit however, given the geometry of the roads and the volume of traffic using them, these speeds are higher than desirable. Traffic calming measures would therefore be appropriate followed by a request to Transport for NSW to consider a 40km/h speed limit
- Vehicles tend to cut the corner where Kanangra Crescent meets Heaton Avenue This was raised as a concern in a number of resident submissions. A narrow median island is therefore proposed on Kanangra Crescent to keep vehicles to the correct side of the carriageway

PROPOSAL

Council has undertaken a review of the location and issues and proposes to progress Option A from the initial round of consultations, i.e raised entry thresholds and speed cushions on Kanangra Crescent and Heaton Avenue. At this time the option of introducing a No Entry restriction or turn ban into Kanangra Crescent at Ethel Street will not be progressed, given the overwhelming opposition and likely adverse impacts on alternate routes.

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 will help improve safety for pedestrians crossing Kanangra Crescent to pass between footpaths on the east and western side of the road. It does not otherwise affect the pedestrian facilities or impact on walking paths

CONSULTATION

Consultation letters seeking feedback on the proposed changes have been distributed to 132 properties within the immediate vicinity of the location for the first stage of consultation. This consultation sought feedback on 3 options: (a) threshold devices and raised speed cushions; (b) threshold devices and at grade treatments; and (c) a left turn ban into Kanangra Crescent in the AM and PM peak periods. Following this consultation it was considered that there was enough support for Option A) to proceed, however, that a second stage consultation seeking feedback on an alternative for a No Entry restriction into Kanangra Crescent in the AM and PM peak period was required. This letter was distributed over a broader area to 185 properties. The responses to both consultation letters are noted in Attachments 2 & 3 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE




That the Traffic Committee supports the:

- A. Implementation of a raised entry threshold on Kanangra Crescent near Ethel Street
- B. Implementation of a raised entry threshold on Heaton Avenue near Manly Road
- C. Implementation of a raised entry threshold on Peronne Avenue south of Kanangra Crescent
- D. Implementation of raised speed cushions on Kanangra Crescent and Heaton Avenue at 60m-80m intervals
- E. Implementation of narrow median of approximately 10m in length on Kanangra Avenue at its intersection with Heaton Avenue

Noting that detailed designs for the items A to E will be prepared and circulated to TfNSW for comment prior to construction

- F. Ongoing monitoring of traffic conditions in Kanangra Crescent and Heaton Avenue following construction of the traffic calming measures but that the proposals for a Left Turn Ban or No Entry restriction into Kanangra Crescent at Ethel Street not be progressed at this time, given the overwhelming opposition to the proposals and the likely adverse traffic impacts on other local roads.



- Raised entry thresholds 
- Raised speed cushions 
- Narrow median island 



PROPOSAL

Kanangra Cr & Heaton Ave, Clontarf
Traffic Management

Drawn JB

Approved 



northern
beaches
council

Table of Consultation

Address	Kanangra Crescent & Heaton Avenue, Clontarf
Proposal	Traffic Calming Options & Left Turn Ban

Option A = raised entry thresholds and speed cushions at intervals along Kanangra Cr & Heaton Ave

Option B = raised entry thresholds and at grade textured pavement at intervals along Kanangra Cr & Heaton Ave

Option C = left turn ban from Ethel Street into Kanangra Crescent 6am to 9am and 4pm to 7pm, Mon to Fri

Properties Consulted	132
Responses Received	49
Support - Option A	34
Oppose - Option A	15
Support - Option B	27
Oppose - Option B	22
Support - Option C	28
Oppose - Option C	21

Issue	Resident Comment	Council Response
Left Turn Ban ineffective	the proposed left turn ban will be ineffective as vehicles need only U-turn in a driveway or at the RSL carpark to then legally enter Kanangra Cr via a right turn	This is acknowledged and a second letter proposing a No Entry restriction was subsequently sent
No Parking in Kanangra	vehicles and a boat trailer are always parked in the lower end of Kanangra Cr near a blind bend forcing uphill traffic into the path of downhill traffic	a missing No Stopping sign has been replaced and consideration is separately being given to extending the No Stopping past the bend
Centreline marking	centreline markings are required on Kanangra Cr to prevent parking and keep traffic to the correct side of the road	this would remove all parking from Kanangra Crescent given its width. This is not considered necessary however extension of the existing No Stopping restriction to prevent dangerous parking is being considered
AM peak issue	PM peak restrictions are not required. It is an AM peak issue	although the through traffic issue to Heaton Avenue is most pronounced in the AM peak, traffic volumes are higher in the PM peak on Kanangra Cr
Need a pedestrian crossing	a pedestrian crossing is needed on Kanangra Crescent at the point where the path swaps from one side to the other	although there is some pedestrian traffic the volume would be insufficient to meet the warrant for a marked crossing.
resident exemption to turn bans	much of the traffic using Kanangra Cr is residents of Clontarf and Balgowlah Heights and a resident exemption to the turn ban is required	it is not possible to have a resident exemption to a turn ban
Peronne Ave traffic calming	traffic calming is also needed on Peronne Ave	this is not part of the current scope of work but could be considered as a second stage subject to consultation outcomes
corner cutting	vehicles cut the corner turning into and out of Kanangra Cr at Heaton Ave	a narrow median island has been added to prevent this occurring

Table of Consultation

Address	Kanangra Crescent, Clontarf
Proposal	AM & PM Peak No Entry from Ethel Street into Kanangra Crescent

Properties Consulted	185
Responses Received	113
Support	24
partial support (AM peak only)	5
unclear	1
Do Not Support	83

Issue	Resident Comment	Council Response
congestion on alternate routes	banning entry to Kanangra Cr will divert traffic to Seaforth Roundabout, Beatrice Street, Maretimo Street, Amiens Rd, Peronne Ave etc in order to access Manly Rd, exacerbating problems at those locations and not solving the problem	diversion of traffic to alternate routes to some degree would be inevitable
blocking residents access	much of the traffic using Kanangra Rd is local traffic coming to and from work, schools, shops etc. It is unreasonable to block this local access route	
dangerous parking on Kanangra Cr	vehicles and a boat trailer are always parked in the lower end of Kanangra Cr near a blind bend forcing uphill traffic into the path of downhill traffic	a missing No Stopping sign has been replaced and consideration is separately being given to extending the No Stopping past the bend
AM peak issue	PM peak restrictions are not required, the problem is worst in the AM peak. PM peak restrictions would block residents returning home	volumes in Kanangra Crescent are highest in the PM peak however, it is acknowledged that the No Entry restriction would require residents to use longer, more circuitous routes to get home
resident exemption to turn bans	much of the traffic using Kanangra Cr is residents of Clontarf and Balgowlah Heights and a resident exemption to the turn ban is required	it is not possible to have a resident exemption to a turn ban
right turn ban into Heaton Ave	The right turn into Heaton Ave from Kanangra Cr would be a better option	this is undesirable and likely to be ineffective as it would lead to vehicles performing U-Turns in driveways or at Linkmead Ave to legally proceed west on Heaton Ave
traffic calming is enough	the proposed entry restrictions are effective, traffic calming should be sufficient. Trial the traffic calming then consider more radical measures	after considering all the feedback, this is the approach Council considers most appropriate

Ethel Street issues	the volume and speed of traffic on Ethel Street is also an issue	Council has listed traffic calming on Ethel Street as a proposal for future funding.
40 Speed limit	the speed limit should be lowered on Kanangra Cr, Heaton Ave and Peronne Ave	before TfNSW would consider lowering the speed limit traffic calming to physically enforce lower speeds would be required

**ITEM 4.3 BANGAROO STREET, NORTH BALGOWLAH - EXTENSION OF
NO PARKING RESTRICTION****REPORTING OFFICER TRAFFIC OFFICER****TRIM FILE REF 2020/524304****ATTACHMENTS 1 [↓](#) Table Of Consulation
 2 [↓](#) Plan****GEOCODES: -33.788891, 151.251663****REPORT****BACKGROUND**

Council has received concerns from local residents regarding obstructed sightlines when entering/exiting vehicles from Winsome Avenue to Bangaroo Street and vice versa. Vehicles parked close to the corner to the west of the intersection provide insufficient sight distance to allow vehicles to enter/exit the street safely.

LOCATION

Bangaroo Street is a local road of 8.5m in width carrying moderate volumes of two-way traffic. Winsome Avenue intersects Bangaroo Street at its western end with a 7m in width. There is a bus route that services Bangaroo Street, but there is no bus route on Winsome Avenue. No time parking restrictions have been allocated for the proposed location, except the existing No Parking restriction at the proposed location.

ISSUES

- Winsome Avenue meets Bangaroo Street and parked vehicles close to the intersection on the northern side of Bangaroo Street obstructs vision for the entering/exiting vehicles from Winsome Avenue or vice versa.
- Resident's concern regarding poor visibility exiting the driveway.

PROPOSAL

Council has undertaken a review of the location and proposes relocation of NO PARKING sign from the frontage of 39 Bangaroo Street to the western side of driveway at 41 Bangaroo Street

- The proposal will restrict the on-street parking of vehicles on the western section of Bangaroo Street
- Relocate the existing No Parking (R) sign at 39 Bangaroo Street 10m to the left at western side of driveway at 41 Bangaroo Street
- The proposal will help to have more visibility for upcoming vehicles from Winsome Avenue to Bangaroo Street and vice versa.

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 the pedestrian facilities or impacts on walking paths

CONSULTATION

- Consultation letters have been distributed to 39 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 13 submissions were received with 12 letters of support and 1 objection to the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Extension of No Parking sign from eastern side of No. 39 Bangaroo Street to the western side of driveway at No. 41 Bangaroo Street.

Table of Consultation

Address	39 Bangaroo Street North Balgowlah NSW
Proposal	<u>Extension of No Parking sign</u>

Properties Consulted	39
Responses Received	13
Support	12
Do Not Support	1

Issue	Resident Comment	Council Response
Lack of visibility	The visibility is terrible and forces you to be half way across the street to make a simple right hand turn as the cars parked down the hill on Bangaroo are blocking all visibility for the drivers coming out of winsome ave.	Extension of No Parking restriction will provide a clear lane for southbound traffic so that the amount of visibility will be enhanced.
Speeding Problem	At the moment street parking is at a premium and there is not enough for all the cars around to park. It is also to do with the speed the drivers are coming up and down Bangaroo street is more of a problem.	Currently, there are no time parking restrictions in the area and vehicles can park along the street freely. The street is under 40k speed limit and drivers are not allowed to speed up.
Safety/Lack of Visibility	We live at 39 Bangaroo Street and find the lack of visibility when exiting our driveway very dangerous. It would make this road a lot safer if cars could not park in this area.	Council has noted about unsafe condition of the proposed location while exiting the driveway and has undertaken to propose the extension of No Parking restriction.



PROPOSAL



41 Bangaroo St BALGOWLAH NSW 2093
Relocation of No Parking sign

Drawn: A.S.H

Approved

P. Deon



northern
beaches
council

ITEM 4.4 **LAWRENCE STREET & GIRARD STREET, NORTH MANLY -
RIGHT TURN BANS****REPORTING OFFICER** **TRAFFIC ENGINEER****TRIM FILE REF** **2020/551799****ATTACHMENTS** 1 [↓](#) **Lawrence Street & Girard Street, North Manly - Plan**
2 [↓](#) **Table of Consultation**
3 [↓](#) **Traffic Management Plan****GEOCODES:** -33.778157, 151.280299**REPORT****BACKGROUND**

Council has received concerns from local residents regarding the volume of traffic in peak periods using Lawrence Street, Rowe Street and Girard Street to short cut between Harbord Road and Pittwater Road.

LOCATION

Rowe Street, Lawrence Street between (Harbord Road and Rowe Street) and Girard Street are local roads carrying two-way traffic. Lawrence Street and Rowe Street are residential in nature with much of the development being home units. Girard Street is more commercial/industrial in nature with a number of commercial premises along the abutting Waine Street.

Lawrence Street is of variable width but typically 10m to 11m in width with parking permitted on both sides, Rowe Street is 9.6m in width with parking permitted on both sides and Girard Street is only 7.6m in width with parking permitted on one side.

Lawrence Street meets Rowe Street on a tight bend on a significant slope. The Traffic Committee approved the introduction of unbroken yellow No Stopping lines around this bend at its October meeting.

ISSUES

- The narrow width, steep slope and tight bend where Rowe Street meets Lawrence Street creates constrained conditions for two-way traffic flow.
- Vehicles can park on both sides of the Rowe Street which restricts available carriageway width.
- There is a high degree of unit development and therefore a high parking demand and quite high movements to and from driveways
- Traffic data reveals peak hour volumes well in excess of 400 vehicles per hour using Lawrence Street, Rowe Street and Girard Street. This volume of traffic on these roads is hazardous.
- There is a strong right turn movement into Lawrence Street from Harbord Road in the am peak (207 vehicles in the hour between 7:30am and 8:30am). This traffic is making this turn to avoid congestion on Oliver Street and much of it exits left out of Girard Street onto Pittwater Road (194 vehicles per hour between 7:30am and 8:30am) .
- There is a strong right turn movement into Girard Street from Pittwater Road in the pm peak (190 vehicles in the hour between 4:30pm and 5:30pm). This traffic is making this turn to

avoid congestion on Oliver Street and much of it exits left out of Lawrence Street onto Harbord Road (232 vehicles per hour between 4:30pm and 5:30pm)

- Crash data reveals a number of crashes involving the right turn into Girard Street. Between 2010 and December 2019 there were 12 right through crashes (RUM code 21) involving a vehicle turning right into Girard Street with 10 of those occurring between 3pm and 7pm. Over this timeframe there has only been one crash involving a right turn out of Girard Street. Banning the right turn into Girard Street in the pm peak would address this crash problem while reducing the traffic volume in Girard Street to below the 300 vehicles per hour desirable maximum for a local road.
- There is no reported crash history involving vehicles turning right turn into Lawrence Street from Harbord Road however banning the right turn in the am peak should reduce peak hour volumes in Lawrence to below 300 vehicles per hour.
- There is a shared path running along the east side of Pittwater Road and moderate number of pedestrians and cyclists cross Girard Street. Vehicles turning right into Girard Street are often more intent on watching for oncoming traffic than for pedestrians or cyclists crossing the road and there have been reports of near misses as vehicles often turn right at speed targeting a small gap in the southbound traffic stream on Pittwater Road.
- Heavy vehicles are currently able to turn right from Pittwater Road into Girard Street. If a right turn ban were to be implemented from Pittwater Road into Girard Street some of these vehicles particularly buses which need to access a small depot sited in Waine Street would be unable to safely turn left into Girard Street given its narrow width and the heavy use of the Girard Street to access Pittwater Road. TfNSW may therefore need to consider providing an exemption to any right turn ban for longer vehicles.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to ban the right turn into Lawrence Street from Harbord Road between the hours of 6am and 9am, Monday to Friday. Council has also written to Transport for NSW who manage Pittwater Road proposing that TfNSW ban the right turn into Girard Street from Pittwater Road between the hours of 4pm and 7pm, Monday to Friday.

A Traffic Management Plans supporting the proposed turn ban into Lawrence Street has been prepared and submitted to Transport for NSW for endorsement. Consultation outcomes and relevant data have also been provided to TfNSW to support the banning of the right turn in the PM peak into Girard Street.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

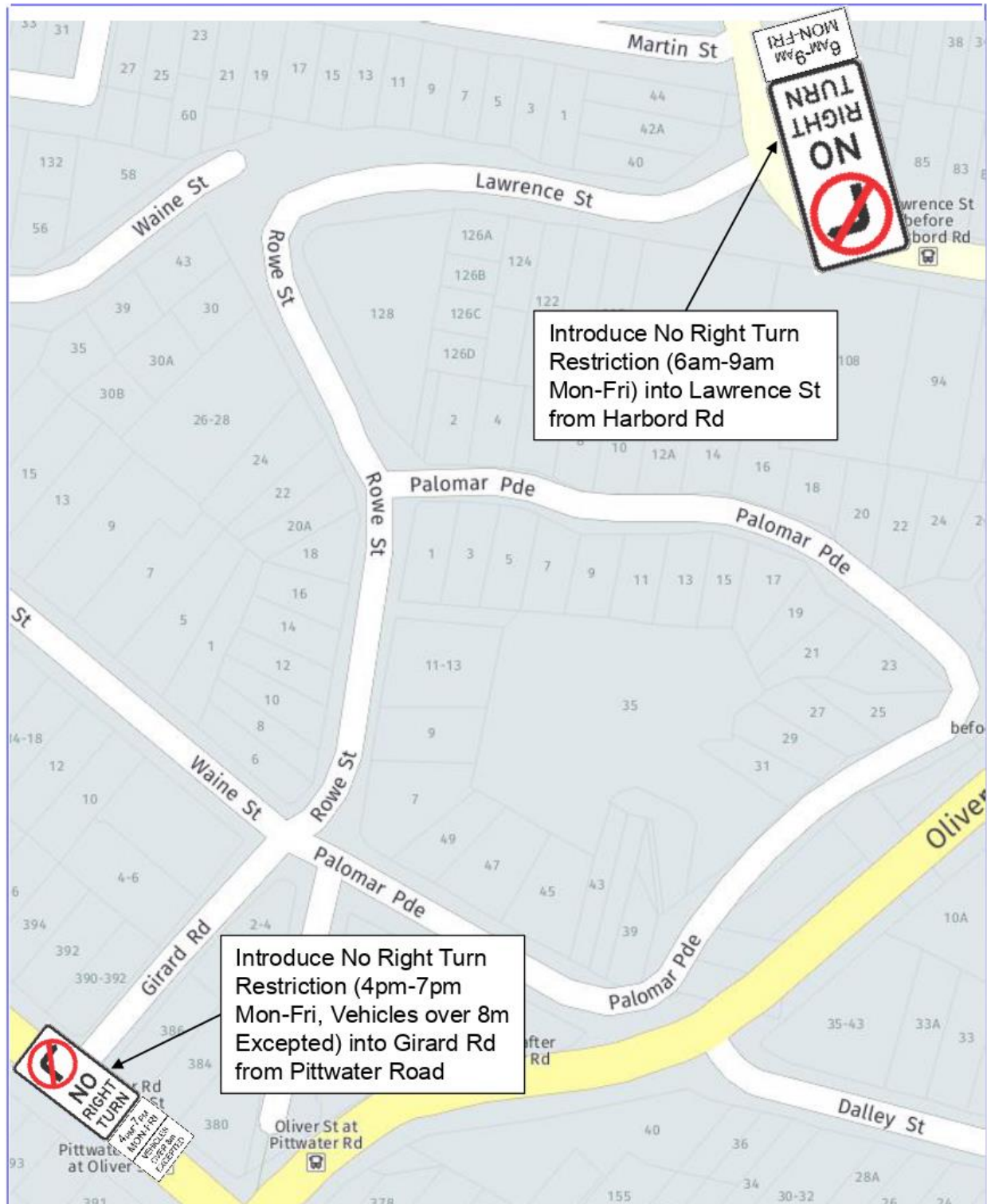
Consultation letters have been distributed to 632 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

1. That subject to Transport for NSW approval of a TMP in regard to the changes, the Traffic Committee supports the:

- A. Implementation of an AM peak right Turn Ban (6am-9am Mon-Fri) into Lawrence Street, Freshwater from Harbord Road

2. That it be noted that Council has written to Transport for NSW urging their consideration of a PM peak right turn ban (3pm to 7pm Mon-Fri) into Girard Street, North Manly from Pittwater Road with an exemption for long vehicles



PROPOSAL

Lawrence St and Girard Rd, North Manly
Right Turn bans

Drawn JB

Approved 



northern
beaches
council

Table of Consultation

Address	Lawrence Street and Girard Road, North Manly
Proposal	peak period right turn bans

Properties Consulted	632
Responses Received	74
Support	38
Partial support (Harbord Rd turn ban only)	4
Partial support (Girard Rd turn ban only)	1
Do Not Support	31

Issue	Resident Comment	Council Response
Bus & Truck turning	buses and other larger vehicles need to turn right into Girard Rd to access industrial premises in Waine Street. The alternative of turning left into Girard is not feasible and entering via Lawrence St is also inappropriate given grades, speed humps and parking both sides of Rowe St	This issue is acknowledged, the narrow width of Girard Rd would make turn left difficult for larger vehicles and use of Rowe Street as an access route for heavy vehicles is also inappropriate. A right turn ban into Girard Rd, if approved by TfNSW, may need to have supplementary signposting "Vehicles over 8m Excepted" or similar
right turn out of Girard	a low number of vehicles waiting to right turn out of Girard Rd block left turning traffic and this turn is more dangerous than the right turn in. This turn should be banned instead	crash data reveals a low number of crashes associated with the right turn out of Girard Rd, however, the delays created by right turning vehicles are acknowledged. Introducing a right turn ban out of Girard may backfire by making the route more attractive for through traffic wanting to turn left
right turn out of Lawrence St	a low number of vehicles waiting to right turn out of Lawrence Street block left turning traffic. This turn should be banned instead	residents rely on the right turn out of Lawrence St to access the Freshwater shops and beach. Banning this turn is not considered warranted
turn ban at Lawrence St ineffective	the turn ban at Lawrence Street may be ineffective as vehicles blocked from turning right will U-turn at the Cavill St roundabout and enter Lawrence St legally via a left turn	some vehicles may choose to do so however the distance between Lawrence Street and the roundabout is a little over 200m and quite congested, so this is unlikely to be attractive to most drivers
congestion on Oliver St	banning the right turns into Girard Rd and Lawrence will redirect traffic to Oliver Street which is already highly congested	Oliver Street does suffer from congestion particularly in the AM peak on approach to Pittwater Road. The volume of traffic using Lawrence Street and Rowe Street in peak periods is however unsuitable and Oliver Street is better designed to cater for larger volumes

limited access options	banning the right turns into Girard Rd and Lawrence will limit the access options for residents going to and from work	the proposal has been widely circulated and is supported by a majority of respondents with particularly strong support from residents of Lawrence St & Rowe Street (24 of 29 responses from those streets support both turn bans) despite their access options being impacted
full time turning restrictions into Lawrence St	Lawrence Street should be redesigned at its intersection with Harbord Rd to physically prevent right turns at all times	traffic volumes are considerably lower on Rowe St outside of the peaks and a part time turn ban allows local residents to continue to use the street freely outside of peak periods. A full time turn ban and kerb reconstruction could be considered in future if volumes continue to grow
shared path on Pittwater Rd	cars turning right are not watching for pedestrians and cyclists using the shared path on Pittwater Rd	banning the right turn into Girard Rd in the pm peak would address the worst time for this issue
KEEP CLEAR on Pittwater Rd	A Keep Clear restriction should be added on Pittwater Rd at Girard Rd to prevent vehicles queing across the intersection	This is a matter for Transport for NSW
traffic calming	additional traffic calming measures should also be considered on Rowe Street and Lawrence St	there are already traffic calming measures in place. If the turn bans are not approved consideration could be given to additional traffic calming to reinforce the prevailing 40km/h speed limit

Traffic Management Plan

Harbord Road, Freshwater - AM peak No Right Turn into Lawrence St

October 2020



About this release

Document Number: /XXXXX Edition 1 / Revision 0

Title: Harbord Road, Freshwater - AM peak No Right Turn into Lawrence
St - Traffic Management Plan (TMP)

Author: James Brocklebank

Issue	Date	Description / Amendment	Author	Reviewed / Approved

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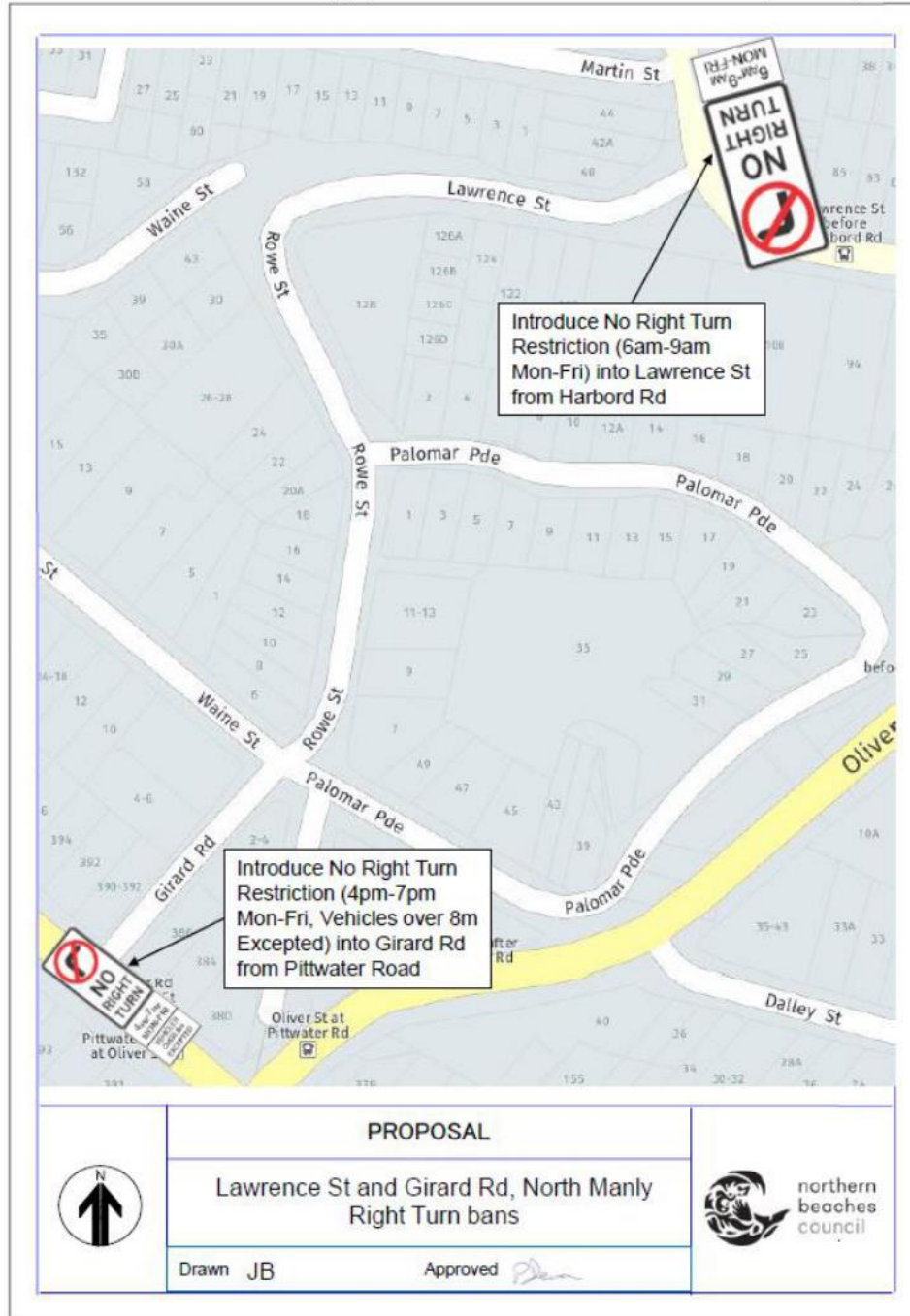
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TRAFFIC MANAGEMENT PLAN

This document provides a Traffic Management Plan (TMP) for the proposal to introduce an AM Peak right turn ban from Harbord Road into Lawrence Street at Freshwater. The TMP has been prepared in accordance with the Roads and Maritime Services (RMS) guideline for *Preparation of a TMP* (2001).

A. DESCRIPTION OR DETAIL PLAN

Council proposes to introduce a right turn ban into Lawrence Street, Freshwater from Harbord. The turn ban would apply between the hours of 6am and 9am, Monday to Friday



B. IDENTIFICATION AND ASSESSMENT OF IMPACT

i. Existing Condition

Harbord Road is a Regional Road carrying approximately 12,000 vehicles per day. Traffic flows are reasonably balanced between north and southbound flows however in the AM peak period many vehicles turn right off Harbord Road into Lawrence Street to short cut between Harbord Rd and Pittwater Road an avoid congestion on Oliver Street on Pittwater Road.

The traffic shortcutting into Lawrence Street results in traffic volumes in Lawrence Street exceeding 450 vehicles per hour in the am peak hour. Lawrence Street is a local road and connects to Rowe Street at a tight 90 degree bend and on a steep gradient. Rowe Street is only 9.6m in width with parking permitted on either side of the road. Both Lawrence Street and Rowe Street are residential in nature with many of the properties being unit development, many residents are seeking to exit from driveways onto these roads from between parked cars in the am peak period and with high volumes of through traffic the crash risk is high. These roads are unsuitable to cater for volumes of traffic in excess of 300 vehicle per hour.

Traffic counts reveal up to 207 vehicles per hour turning right into Lawrence Street from Harbord Rd in the AM peak period. Up to 209 vehicles per hour then turn left from Girard Rd onto Pittwater Road. See **attached** traffic data

A similar issue exists in the PM peak but in the reverse direction where high volumes of vehicles turn right from Pittwater Road into Girard Road and then exit left from Lawrence Street onto Harbord Rd. Traffic counts reveal up to 190 vehicles per hour turning right into Girard Rd in the pm peak and up to 236 vehicles per hour turning left out of Lawrence Street onto Harbord Road.

There is a high right turn crash history at the Pittwater Road/Girard Street intersection mostly involving the right turn into Girard Rd (RUM code 21) with the PM peak the time when a significant proportion of these crashes occur.

ii. Proposed arrangement

To reduce traffic volumes on Lawrence Street and Rowe Street and force traffic to use the more appropriately designed roads (Oliver Street and Cavill Street) to travel between Harbord Rd and Pittwater Road. It is proposed to ban the right turn from Harbord Rd into Lawrence Street in the AM peak period (6am to 9am) on weekdays.

Council also seeks the banning of the right turn into Girard Road in the PM peak period (3pm to 7pm Mon-Fri) however as this turn ban impacts upon access from a State Road this is a matter for TfNSW to consider.

The proposed turn bans will redirect traffic to more suitable alternate routes via Oliver St and Cavill Street which are wider and controlled by roundabouts and traffic signals and designed to better cater to higher traffic volumes.

C. MEASURES TO AMELIORATE THE IMPACT OF RE-ASSIGNED TRAFFIC

Some residents are suggesting that the right turn should be banned into Lawrence Street on a permanent basis. This is however not considered appropriate as weekday average volumes in Rowe Street drop below 300 vehicles per hour after 9am and remain below 300 vehicles per hour until 3pm. Volumes early in the morning and late at night are also low. (See attached traffic count summary)

By limiting the hours over which the proposed turn bans apply to those when volumes in Lawrence Street and Rowe Street are unacceptably high, the impact of reassigned traffic is minimised. Reassigned traffic prevented from entering Lawrence Street from Harbord Rd can proceed east on Lawrence to turn into Cavill Street at the existing roundabout, from there traffic can turn right in Oliver Street at a signalised intersection and then left or right onto Pittwater Road at another signalised intersection. This is the most appropriate and desired route for traffic seeking to access Pittwater Rd to take.

Some vehicles prevented from turning right into Lawrence Street at Harbord Rd may choose to perform a U-turn at the Lawrence/Cavill roundabout to re-enter Lawrence legally via left turn. This arrangement would prove attractive particularly for local residents accessing their homes in Lawrence Street, Rowe St, Waine Street or Palomar Pde. Most Drivers seeking to access Pittwater Rd are considered unlikely to double back once they have reached the Cavill Street roundabout.

D. ASSESSMENT OF PUBLIC TRANSPORT SERVICES AFFECTED

There are no bus routes which use Lawrence Street, Rowe Street or Girard Rd so the right turn ban into Lawrence Street has no impact on public transport services.

E. DETAILS OF PROVISION MADE FOR EMERGENCY VEHICLES, HEAVY VEHICLES, CYCLISTS AND PEDESTRIANS

The turn ban is only a signposted restriction, emergency services vehicles attending to an emergency would undoubtedly turn contrary to the turn ban if it was adjudged to be the quickest route to get to the emergency.

The related PM peak right turn ban from Pittwater Road into Girard Street which is being considered by Transport for NSW in conjunction with this TMP would have an impact on heavy vehicles and possibly emergency services vehicles. Heavy vehicles are currently able to turn right from Pittwater Road into Girard Rd. If a right turn ban were to be implemented from Pittwater Road into Girard Rd some of these vehicles particularly buses which need to access a small depot sited in Waine Street would be unable to safely turn left into Girard Rd given its narrow width and the heavy use of the Girard St to access Pittwater Road. TfNSW may therefore need to consider providing an exemption to any right turn ban for longer vehicles.

Both the Harbord Road and Pittwater Road turn bans will have a positive impact on pedestrians and cyclists seeking to cross Lawrence Street and Girard Road respectively. By reducing the number of vehicles entering the streets there will be more opportunity to cross the road and one less traffic movement for pedestrians and cyclists to have to watch as they cross the road.

A Shared Path is present on the north side of Pittwater Road, there is quite a strong pedestrian and cyclist movement across Girard Rd as evidenced by the attached traffic, pedestrian and bicycle count at Pittwater Road/Girard Rd. Vehicles turning right into Girard Rd are often more intent on watching for oncoming traffic than for pedestrians or cyclists crossing the road and there have been reports of near misses as vehicles often turn right at speed targeting a small gap in the southbound traffic stream on Pittwater Rd. Banning the right turn into Girard Rd in the PM would assist pedestrians and cyclists to safely cross.

F. ASSESSMENT OF EFFECT ON EXISTING AND FUTURE DEVELOPMENTS WITH TRANSPORT IMPLICATIONS IN THE VICINITY OF THE PROPOSED MEASURES

No Impact

G. ASSESSMENT OF EFFECT ON TRAFFIC MOVEMENTS IN ADJOINING COUNCIL AREAS

No impact, the traffic impacts would be confined to the Northern Beaches Local Government Area

H. PUBLIC CONSULTATION PROCESS

As the banning of the right turns into Lawrence Street and Girard Road will impact upon access to residential and business premises in Lawrence Street, Rowe Street, Girard Rd, Waite Street and Palomar Parade Council has consulted widely on the matter. 632 copies of a consultation letter were sent to property owners and residents in these streets and 74 responses from individual properties have been received. The letter sought feedback on both the turn bans into Girard Rd and Lawrence Street. 38 of the responses were supportive of both turn bans proceeding.

The major issue raised by those in opposition to the turn bans was that it would result in delays for residents returning home to their properties as residents would be forced to use longer more circuitous and congested routes to access their homes. Importantly, this did not seem to be as much of an issue for residents of Lawrence Street and Rowe Street 24 of whom gave support for both turn bans despite the additional travel time it would create in accessing their homes. These residents who are the most impacted by the current high volumes of traffic on their streets would prefer to travel longer to get to their homes knowing that they would have improved quality of life and greater safety when accessing their driveways or crossing their road.

RECOMMENDATION

1. That the Transport for NSW support Council's proposal to implement an AM peak right Turn Ban (6am-9am Mon-Fri) into Lawrence Street, Freshwater from Harbord Rd
2. That Transport for NSW also give consideration to a PM peak right turn ban (3pm to 7pm Mon-Fri) into Girard Rd, North Manly from Pittwater Road with an exemption for long vehicles

ATTACHMENTS

1. Average Weekly Traffic Summary Report – Rowe Street
2. Peak Period Traffic Counts – Pittwater Road and Girard Rd
3. Peak period Traffic Counts – Harbord Rd and Lawrence Street

ITEM 4.5 GRIFFITHS STREET, BALGOLWAH - RAISED PEDESTRIAN CROSSING**REPORTING OFFICER TRAFFIC ENGINEER****TRIM FILE REF 2020/551950****ATTACHMENTS 1 [↓](#) Griffiths Street, Balgowlah - Plan
 2 [↓](#) Table of Consultation****GEOCODES:** -33.792556, 151.268672**REPORT****BACKGROUND**

Council has received concerns from local residents regarding vehicles failing to slow and/or stop at the existing at grade pedestrian crossing on Griffiths Street east of Waratah Street

LOCATION

Griffiths Street is a local road carrying moderate volumes of two-way traffic. Traffic data reveals it carries approx. 3300 vehicles per day and peak hour volumes in excess of 300 vehicle per hour. It is approximately 9.5m in width with parking generally permitted on both sides of the road. The Manly West public school is sited on the north side of Griffiths Street between Hill Street and Boyle Street. A marked pedestrian crossing is sited on the school frontage approximately midway between Hill Street and Boyle Street, just east of Waratah Street

ISSUES

- Speed counts reveal an 85th percentile speed of 48km/h on Griffiths Street near the pedestrian crossing. The crossing lies within a 40km/h school zone and 85th percentile speeds during school zone hours are also over 40km/h
- The crossing is used by children attending Manly West Public School and although the crossing does have a school crossing supervisor, it is used by residents and children outside of the hours when it is manned and near misses have been reported on numerous occasions
- A large childcare centre is sited off Griffiths Street less than 100m from the pedestrian crossing which also generates use of the pedestrian crossing.
- Griffiths Street carries over 300 vehicles per hour in peak periods
- Raising the existing crossing will assist in creating a safer pedestrian environment around the school and childcare centre

PROPOSAL

Council has undertaken a review of the location and issues and proposes to reconstruct the existing at grade pedestrian crossing as a raised "wombat" crossing.

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 will improve pedestrian safety crossing Griffiths Street and does not otherwise affect pedestrian facilities or impact upon walking paths.

CONSULTATION

Consultation letters have been distributed to 25 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. Reconstruction of the existing at grade pedestrian crossing on Griffiths Street east of Waratah Street as a raised wombat crossing.



PROPOSAL

Griffiths St, Balgowlah
Raised Pedestrian Crossing

Drawn JB

Approved *P. Deane*



northern
beaches
council

Table of Consultation

Address	Griffiths Street, Balgowlah
Proposal	Raised Pedestrian Crossing

Properties Consulted	25
Responses Received	3
Support	3
Do Not Support	0

Issue	Resident Comment	Council Response
noise	although supportive have some concerns about noise	there will be some increase in noise as vehicles bump over the device but this will be offset by reduced speeds and improved pedestrian safety
drainage	the raised crossing may create drainage issues as water rushes down Waratah St in heavy rain	there are kerb inlet pits on Griffiths St on either side of Waratah St and another on Waratah Street up hill of Griffiths Street. These would not be removed by the work. Some temporary ponding issues may eventuate in heavy rain however this is the case at present and at many other local road intersections.

ITEM 4.6	THYRA ROAD, PALM BEACH - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/574009
ATTACHMENTS	1 ↓ Thyra Road, Palm Beach - Plan 2 ↓ Thyra Road, Palm Beach - Table of Consultation

GEOCODES: -33.611343, 151.326336

REPORT

BACKGROUND

Council has received concerns from residents regarding the narrow road width when vehicles park on both sides of Thyra Road, Palm Beach, affecting safety and vehicle access including waste collection services.

LOCATION

- Thyra Road lies between two intersections with Barrenjoey Road, Palm Beach.
- This section of Thyra Road is a local road with a speed limit of 50km/h.
- Thyra Road has a varying road width of approximately 5.5-metres and caters for two-way traffic movements.
- There is generally unrestricted on-street parking along both kerb sides, with exception to No Stopping restrictions along the frontage of Property No. 913 Barrenjoey Road and at the southern intersection.
- The intersections are controlled by a Stop line and sign.
- There is no footpath on Thyra Road and kerb and guttering on the eastern kerbside.
- Adjacent land uses consist of primarily Low-Density Residential housing.
- There are no bus routes that service this section of Thyra Road.

ISSUES

- Parallel parking is generally unrestricted on both sides of the road.
- Vehicles parked on both sides create a potential traffic hazard to road users by restricting the road width for through traffic.
- In narrower sections of Thyra Road, vehicles parked on the one side of the road restricts the free movement of vehicles (especially emergency and service vehicles) along that section.
- Council's refuse and recycling contractor, URM, have reported difficulties accessing the area due to on-street car parking interfering with waste removal operations and resulting in a number of missed collections.
- Most driveways on Thyra Road form right angles (90-degrees) with the kerb, however, due to the topography of Thyra Road, some properties on the eastern side (high side) have driveways that are skewed.
- The skewed driveways each vary in angles with the kerb and can become difficult for drivers entering and exiting the property when in certain directions.
- It is recommended that the requested No Parking restrictions be granted to improve access and safety for all road users including waste collection vehicles and emergency services.

PROPOSAL

Council has undertaken a review of the above location and proposes to install '**No Parking 6AM – 6PM Monday**' restrictions on certain sections of Thyra Road. In efforts to minimise the overall loss of parking, the 'No Parking' restrictions are proposed on sides where there are more driveways and where vehicles are not able to stop. The proposal maintains longer kerbside space for on-street parking.

The alternating 'No Parking' restrictions create an environment to discourage speeding and restrict parking to improve traffic flow during waste collection days. The proposal acts to regulate parking on one side of the road, as random and haphazard parking creates blockages and restricts access especially for larger vehicles

In addition, Council is proposing '**No Stopping**' restrictions on the approaches to the intersections with Barrenjoey Road where the width of road cannot accommodate for parking on either side and maintain a 3-metre wide lane for traffic to pass.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

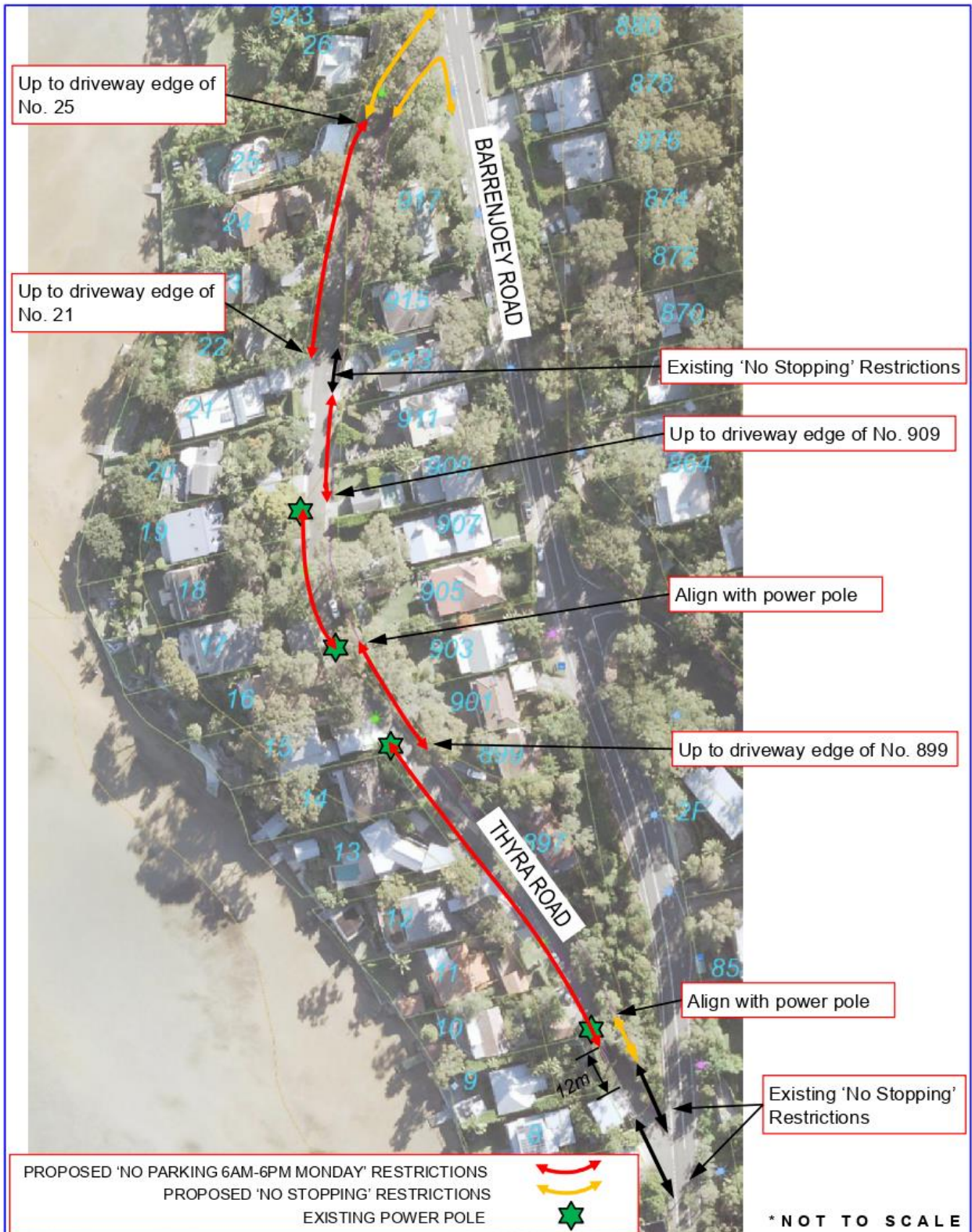
CONSULTATION

- Consultation letters have been distributed to 50 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 10 submissions were received during the time of consultation with 8 submissions supporting and 2 objecting the proposal

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of '**No Parking 6AM-6PM Monday**' restriction along Thyra Road, Palm Beach between:
 - a. Property No. 9 to No. 15 Thyra Road,
 - b. Property No. 17 to No. 19 Thyra Road,
 - c. Property No. 21 to No. 25 Thyra Road,
 - d. Property No. 899 to No. 903 Barrenjoey Road, and
 - e. Property No. 909 to No. 913 Barrenjoey Road.
- B. Installation of '**No Stopping**' restrictions along Thyra Road, Palm Beach between:
 - a. Existing No Stopping restrictions up to Property No. 10, and
 - b. Property No. 25 Thyra Road to the intersection with Barrenjoey Road.



PROPOSAL

Thyra Road, Palm Beach No Parking Restrictions

DRAWN	BD	APPROVED	<i>P. Devan</i>
LAYOUT	1 OF 1	REVISION NO.	A
		DATE	17/07/2020

Table of Consultation

Address	Thyra Road, Palm Beach
Proposal	No Parking Restrictions

Properties Consulted	50
Responses Received	10
Support	8
Do Not Support	2

Issue	Resident Comment	Council Response
Location of No Parking Restrictions	<p><i>"[Comments that] the problem arose because there is parking allowed on both sides of Thyra Road at the south end and opposite 9 Thyra Road."</i></p> <p><i>"[Requests] that the 'No Standing' sign be moved back in line with No 10 Thyra Road"</i></p>	Council has noted resident's comments. The No Stopping has been removed and No Parking has been relocated further south where the section of road is 4.7-metres wide.
Limited Parking	<i>"[Comments] making such a regulation on rubbish day is confusing and problematic to visitors and residents alike as there is no nearby street parking for a Sunday night/Monday if the garage is being used."</i>	In efforts to minimise the overall loss of parking, the No Parking restrictions are proposed on sides where there are more driveways and where vehicles are not able to stop. The proposal maintains longer kerbside space for on-street parking. Parking will be allowed before the hours of 6AM and after 6PM Mondays.
One-Way	<i>"Recommend making Thyra Road one-way, going from south to north"</i>	Council has noted residents suggestion. Due to the skewed driveways on Thyra Road, a one-way will not be possible without restricting or causing difficulties for residents to enter and exit their property.
No Parking Signage	<i>"[Requests to] make the NO PARKING sign on Barrenjoey Road near the corner of Thyra Road more visible"</i>	<p>Council will install line marking at the intersections of Thyra Road and Barrenjoey Road to indicate No Stopping Zones.</p> <p>Council will also request vegetation to be trimmed around the No Parking signage.</p>

No Parking Restrictions	<i>"[Restriction are] either permanent or on weekends as we find it difficult to drive through as people park anywhere (there seems to be a lot of holiday rentals in summer and weekends)"</i>	Council will monitor the current proposal in the future to determine the effectiveness. Council will re-consult with residents if No Parking restrictions are required full-time.
One-way	<i>"One way heading North, as it is very dangerous to exit Thyra onto Barrenjoey on the South end"</i>	Council has noted residents suggestion. Due to the skewed driveways on Thyra Road, a one-way will not be possible without restricting or causing difficulties for residents to enter and exit their property.
No Parking Restrictions on eastern side	<i>"No parking on the eastern side of Thyra Road permanently"</i>	Council previously consulted with residents proposing full-time No Parking restrictions on the western side of Thyra Road. Residents did not support the proposal due to the lost of on-street parking.
No Parking on western side	<i>"[Comments] whether it would not be simpler to ban the parking on Mondays all along the western side of Thyra Road"</i>	Council previously consulted with residents proposing full-time No Parking restrictions on the western side of Thyra Road. Residents did not support the proposal due to the lost of on-street parking.

ITEM 4.7	SEABEACH AVENUE, MONA VALE - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/574015
ATTACHMENTS	1 ↓ Seabeach Avenue, Mona Vale - Plan 2 ↓ Seabeach Avenue, Mona Vale - Table of Consultation

GEOCODES: -33.676729, 151.311503

REPORT

BACKGROUND

As part of our commitment to children access and safety, Council is proposing a drop-off and pick-up zones to provide parents and carers with a safe environment to drop off and collect their children on Seabeach Avenue, Mona Vale.

LOCATION

- The section of the road lies between the intersection of Terrol Crescent and Surfview Road.
- This section of Seabeach Avenue a local road with a speed limit of 50km/h.
- Seabeach Avenue has a measured width of 9-metres from kerb-to-kerb and caters for two-way traffic movements.
- There is unrestricted on-street parking along both kerbsides, with exception to statutory No Stopping restrictions 10-metres from the intersection with Terrol Crescent.
- There is a footpath along the southern side of Seabeach Avenue.
- Adjacent land uses consist of Low-Density Residential and Medium-Density Residential housing on the northern and southern side, correspondingly.
- Mona Vale Kindergarten and Only About Children Mona Vale lies on the northern and southern side, correspondingly. These businesses serve as care and education centre for children under the age of 6 years old.
- There are no bus routes that service this section of Seabeach Avenue.

ISSUES

- The vehicles parked near or on the frontage prevents parents and carers from using the area for drop off/pickups.
- Mona Vale Kindergarten and Only About Children Mona Vale provides three and seven off-street car park spaces, correspondingly.
- Five-year crash data shows there have been no crashes on this section of Seabeach Avenue, Mona Vale.

PROPOSAL

Council has undertaken a review of the above location and proposes to install '**P15 7AM-10AM 3PM-6PM MON-FRI**' between the driveways on the frontage of Mona Vale Kindergarten (No. 14 Seabeach Avenue) and Only About Children Mona Vale (No. 17 Seabeach Avenue).

'**No Stopping**' restriction is proposed between Only About Children Mona Vale and Property No. 15 where the kerbside length is 3 metres and cannot accommodate for parked vehicles, without obstructing driveway access.

The proposal will ease waiting periods outside the centres and improve vehicle turnover during morning and afternoon peak times by providing additional car park space for drop off/ pickups.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- Seabeach Avenue is proposed to form a section of the Safe Cycling Network Route and serves as a local connection to and from Mona Vale Town Centre and Mona Vale beach.
- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal will improve pedestrian amenity and safety by enabling parents and carers to drop off/pick up children on the kindergarten and child care frontage

CONSULTATION

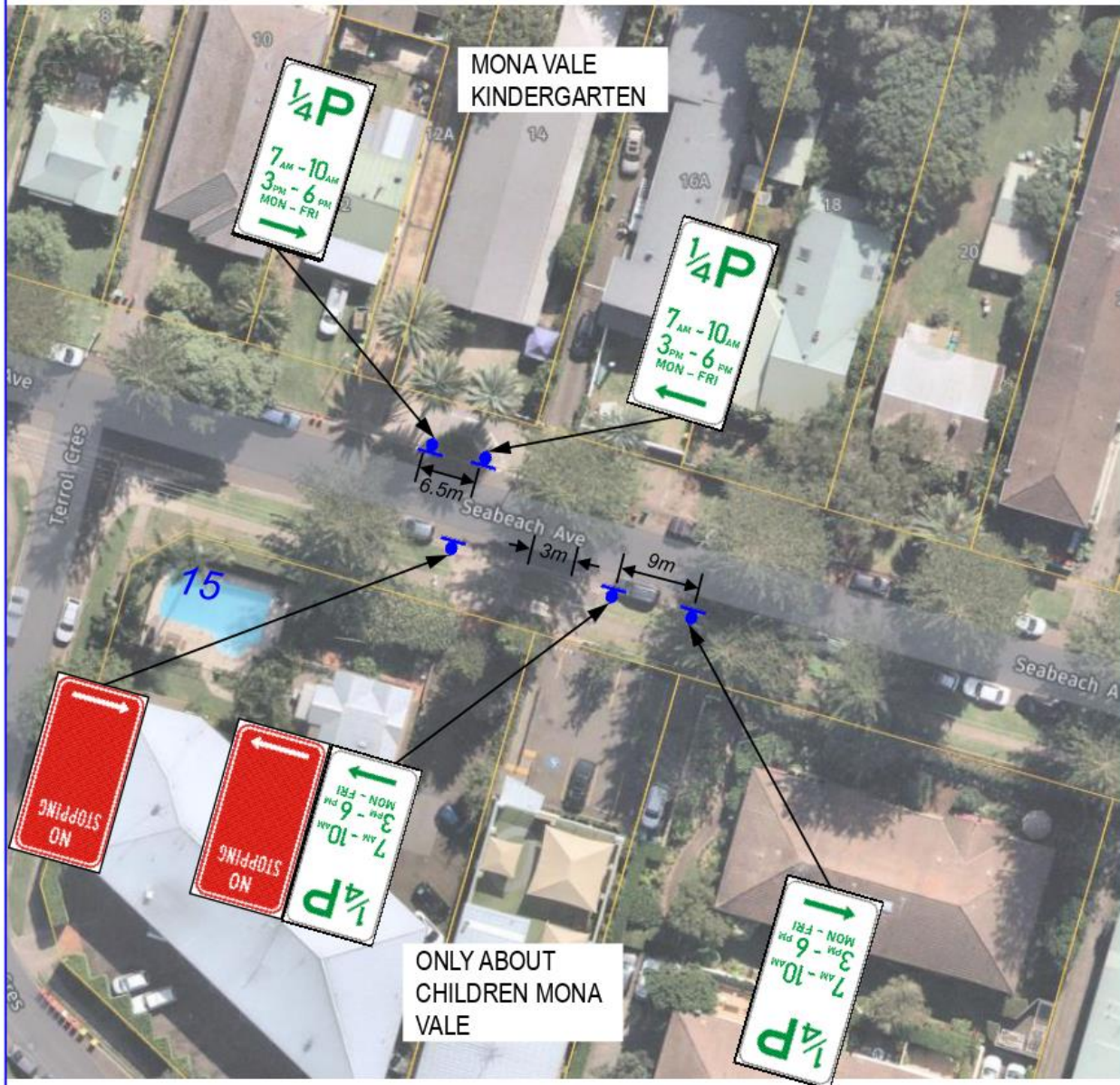
- Consultation letters have been distributed to 85 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 4 submissions were received during the time of consultation with 3 submissions supporting and 1 objecting the proposal.
- Council has noted the resident's comments and further reviewed the issues and recommends that the proposal be modified so that the timed parking restrictions are extended from '**P5**' to '**P15**'. An amended plan of the proposal is shown in Attachment.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of '**P15 7AM-10AM 3PM-6PM MON-FRI**' between the driveways on the frontage of Mona Vale Kindergarten (No. 14 Seabeach Avenue) and Only About Children Mona Vale (No. 17 Seabeach Avenue, Mona Vale)
- B. Installation of '**No Stopping Restrictions**' between the driveways of No. 15 Seabeach Avenue and Only About Children Mona Vale (No. 17 Seabeach Avenue, Mona Vale).

Proposed 1/4P 7AM-10AM 3PM-6PM MON-FRI
between the driveways of Mona Vale
Kindergarten and Only About Children




Proposed NO STOPPING RESTRICTIONS
between the driveways of Only About Children
and No. 15 Seabeach Avenue

*NOT TO SCALE



PROPOSAL

Seabeach Avenue, Mona Vale
Timed Parking

DRAWN	BD	APPROVED	
LAYOUT	1 OF 1	REVISION NO.	B DATE 01/10/2020



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council

Table of Consultation

Address	Seabeach Avenue, Mona Vale
Proposal	Timed Parking Restrictions

Properties Consulted	85
Responses Received	4
Support	3
Do Not Support	1

Issue	Resident Comment	Council Response
On-street Parking Availability	<i>"[Comments] as there is sufficient parking space at the Only About Children Mona Vale Kindergarten. There is an ongoing issue with parking as a lot of the kindergarten workers park outside and on the street. A lot of people park on this street to catch the bus to work. The weekends it is also impossible to park as people park on our street to go to the beach instead of paying for parking. I would like for the Council to have a timed parking on this street but have an exemption for local resident permit sticker"</i>	Council noted resident's comments. Resident Parking Permit Schemes can only be approved by Roads and Maritimes Services (RMS). The situation in Seabeach Avenue, Mona Vale does not satisfy the necessary RMS guidelines and eligibility criteria. All properties have parking spaces on their property and there is unrestricted on-street parking available nearby. If timed parking restriction is proposed, it will affect all residents on Seabeach Avenue.
Speed Restrictions	<i>"[Recommends] implementing 40km/h zones in all kindergarten areas as exists in other school zones"</i>	The speed zones are administered on NSW roads by the Roads and Maritime Services (RMS), however, Council has forwarded resident's request to the RMS for review.
Extending Restrictions	<i>"[Recommends] timed parking is extended to the 2 parking spots, directly opposite our kindergarten, outside 15 Seabeach Avenue"</i>	The timed parking has been designated along the frontage of the kindergarten and childcare, so that it enables parents or carers to drop their children off safely and quickly. These zones minimise congestion and risk when used properly by all parents and carers. Extending the parking restrictions will further remove on-street parking for residents on Seabeach Avenue, where parking is in high demand. Additional drop-off/pick-up could be allocated within site.
Increase Timed Restrictions	<i>"[Recommends] increasing to 15 minutes instead of 5 minutes for a parent to take their child into kindergarten, settle them and return to the car"</i>	The proposal has been amended and timed restrictions extended to 15-minutes.
Extending Restrictions	<i>"Consider introducing even more limited parking spaces"</i>	Extending the parking restrictions will further remove on-street parking for residents on Seabeach Avenue, where parking is in high demand. Additional drop-off/pick-up could be allocated within the site.

ITEM 4.8 **FLORIDA ROAD, PALM BEACH - PAVEMENT MARKING FORMALISATION****REPORTING OFFICER** **TRAFFIC OFFICER****TRIM FILE REF** **2020/613306****ATTACHMENTS** **1 [↓](#) Florida Road, Palm Beach - Plan****GEOCODES: -33.602120, 151.326466****REPORT****BACKGROUND**

Council has received concerns from local residents regarding vehicles travelling on the incorrect side of the road, when vehicles are parked near the 90° bend outside 21 Florida Road, Palm Beach.

LOCATION

- The section of Florida Road lies between the intersection with Whale Beach Road and with Ocean Place, Palm Beach.
- The section of Florida Road is a local road that caters for two-way traffic, with a speed limit of 40km/h.
- Florida Road has an approximate width of 7.2m
- There is no footpath on either side of Florida Road
- Buses do not service this section of Florida Road

ISSUES

- Florida Road is a narrow, windy road and when a vehicle stops or parks it obstructs travel paths of two-way traffic and creates traffic congestion and a potential traffic hazard to road users by restricting the road width for travel.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a double white unbroken centre dividing barrier line adjacent to guard rail (approx. 28m) on Florida Road, between 27 to 21 Florida Road, Palm Beach.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

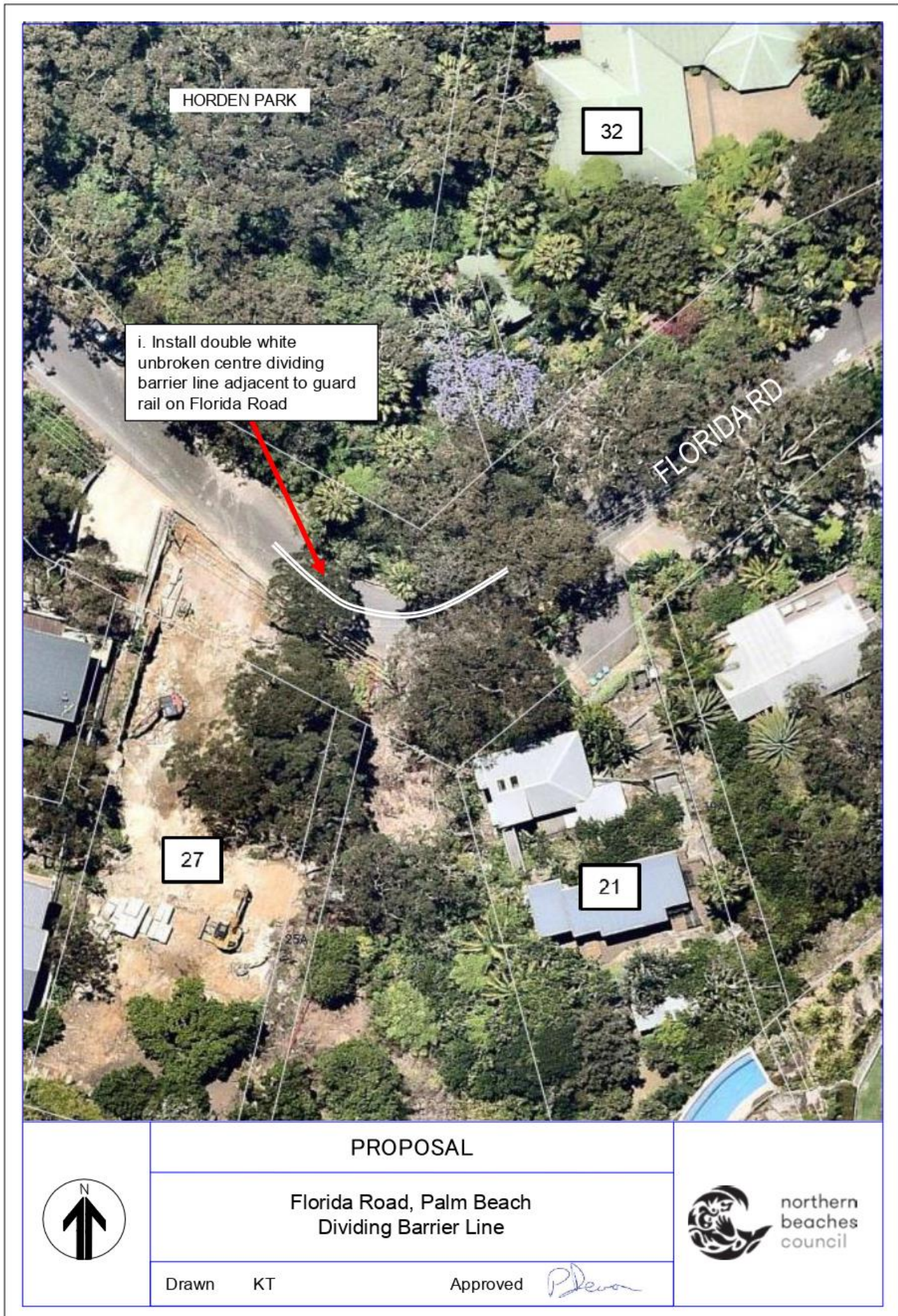
- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 31 properties within the immediate vicinity of the location providing notification of the proposed changes. 1 support submission was received.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of a double white unbroken centre dividing barrier line adjacent to guard rail on Florida Road, between 27 to 21 Florida Road, Palm Beach.



ITEM 4.9	THERRY STREET, AVALON BEACH - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/613437
ATTACHMENTS	1 ↓ Therry Street, Avalon Beach - No Parking Restrictions 2 ↓ Therry Street, Avalon Beach - Table of Consultation

GEOCODES: -33.625409, 151.323573

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles causing visibility concerns when exiting driveways on Therry Street, Avalon Beach.

LOCATION

- Therry Street is a local road with an average width of 7.2m and a speed limit of 50km/h.
- Therry Street is a 'No Through Road'. There is access to Therry Street off Queens Avenue, Patrick Street and George Street, Avalon Beach.
- There are existing No Stopping Restrictions at the 90° bends in Therry Street, near this location.

ISSUES

There is approximately 4.5m between the two existing driveways 37 and 39 / 41 – 49 Therry Street. Driveways 41 – 49 are positioned on a 45° angle and due to the topography of the road and driveways, vision of oncoming traffic is impaired when exiting due to parked vehicles.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install 'No Parking' from the eastern side of driveway at 37 Therry Street to the western side of driveways at 39 / 41-49 Therry Street, Avalon Beach.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

Consultation letters have been distributed to 17 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of 'No Parking' from the eastern side of driveway at 37 Therry Street to the western side of driveways at 39 / 41-49 Therry Street, Avalon Beach.



	PROPOSAL		 northern beaches council
	Therry Street, Avalon Beach No Parking Restrictions		
	Drawn KT	Approved 	

Table of Consultation

Address	Therry Street, Avalon Beach
Proposal	No Stopping Restrictions

Properties Consulted	17
Responses Received	1
Support	0
Do Not Support	1

Issue	Resident Comment	Council Response
No Stopping Restrictions	Would prefer not to see the two no parking signs placed and would like to see instead a yellow line	No Parking restrictions allow for residents to still stop in this section to drop-off or collect. No Stopping restrictions would not allow for any quick parking. These restrictions will be located on a straight section of roadway
Lose of parking	Can make it difficult for us and our visitors to find parking	Council understands the need for on-street parking. All residents in this area have off-street parking available. Only 1 small car space will be lost with the implementation of this proposal

ITEM 4.10 **PITT ROAD, NORTH CURL CURL - EXTENSION OF NO STOPPING YELLOW LINE****REPORTING OFFICER** **TRAFFIC OFFICER****TRIM FILE REF** **2020/619995****ATTACHMENTS** **1** [↓ Table of Consultation](#)
2 [↓ Plan](#)**GEOCODES:** -33.762322, 151.293131**REPORT****BACKGROUND**

Council has received concerns from local residents regarding obstructed sightlines when entering/exiting vehicles from Pitt Road to Spring Road and vice versa. Vehicles parked close to the corner to the west of the intersection provide insufficient sight distance to allow vehicles/buses to enter/exit the street safely.

LOCATION

Pitt Road is a regional road of 11.5m in width carrying moderate volumes of two-way traffic. Spring Road intersects Pitt Road at its western end with a 9.5m in width. There are bus routes that service Pitt Road and Spring Road. No time parking restrictions has been allocated for the proposed location, except the existing No Stopping yellow line restriction at the proposed location.

ISSUES

- Spring Road meets Pitt Road and parked vehicles close to the intersection on the western side of Pitt Road obstructs vision for the entering/exiting vehicles from Pitt Road to Spring Road.
- Unsafe conditions of the proposed location for long turning vehicles such as buses from Pitt Road to Spring Road.
- Resident's concern regarding poor visibility of the exiting vehicles from driveway at 45 Pitt Road into Pitt Road due to parked vehicles.

PROPOSAL

Council has undertaken a review of the location and proposes 5m extension of No Stopping yellow line from the frontage of 47 Pitt Road to the eastern side of driveway No. 45 Pitt Road in addition to installation of No Stopping (R) sign at ending point of No Stopping yellow line.

- The proposal will restrict on-street parking of vehicles on the western section of Pitt Road.
- Extend the existing No Stopping yellow line 5m to the left and install No Stopping (R) sign at eastern side of 45 Pitt Rd 15m away from intersection of Pitt Road and Spring Road.

The proposal will help to have more visibility for upcoming vehicles from Spring Road to Pitt Road and vice versa.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will have impact on people who cycling on Pitt Road and wish to make a left turn into Spring Road, as they will have more visibilities in order to turn left or pass the proposed location safely.

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.
- A total of 5 submissions were received with 4 letters of support and 1 objection to the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. That the Traffic Committee supports the extension of 5m Yellow No Stopping line from the frontage of No. 47 Pitt Road to eastern side of driveway at No. 45 Pitt Road.
- B. Installation of No Stopping (R) sign at end point of the extended No Stopping yellow line at eastern side of driveway at 45 Pitt Rd.

Table of Consultation

Address	47 Pitt Road, North Curl Curl NSW 2099
Proposal	Extension of No Stopping Yellow Line

Properties Consulted	35
Responses Received	5
Support	4
Do Not Support	1

Issue	Resident Comment	Council Response
Lack of visibility	Unable to see in either direction due to the number of parked cars along the road. Also I propose it would be extended to 49 Pitt Road on the other side as the construction on the house No. 49B Pitt Rd will be finished soon and has opened up additional parking on Spring Rd.	Extension of No Stopping restriction will provide a clear lane for southbound traffic so that the amount of visibility will be enhanced.
Safety Issue	It is dangerous and difficult to turn from Spring Road into Pitt Rd especially to the right, I have had several near misses with cars approaching from my left at way over the street speed limit.	Council has noted about unsafe condition of the proposed location while turning from Spring Rd into Pitt Rd and has undertaken proposing of extension of No Stopping restriction.
Lack of Parking Space	Additional No Stopping sign proposed near 47 Pitt Road will no doubt cause even further parking restrictions for other residents, as less parking is now available for residents due to construction of large two story building at 47A.	Long term parking of private vehicles must be on private properties as the residents are responsible to utilise garages and existing driveways for off-street parking in case of the increased parking demands.



PROPOSAL

**47 Pitt Road North Curl Curl 2099
Extension of No Stopping Yellow Line**

Drawn: A.S.H

Approved

P. Deon



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council

ITEM 4.11	TOWER STREET, MANLY - 90 DEGREE ANGLE PARKING
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/624306
ATTACHMENTS	1 ↓ Tower Street, Manly - Plan 2 ↓ Table of Consultation

GEOCODES: -33.797293, 151.282295

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles mounting the wheel stops in the 90 degree angle parking bays in Tower Street and damaging the grassed area in the adjacent reserve.

LOCATION

Tower Street is a local road carrying low volumes of two-way traffic. It is a No Through Road with residential dwellings, mainly home units, on its northern side and a reserve on its southern side. Parking is permitted on both sides of the road over most of its length although at its north eastern end, where it is narrow, a No Parking restriction is present on one side of the road.

Parking on the southern (reserve) side of the road occurs at a 90 degree angle and wheel stops have been introduced to prevent vehicles driving too far into the reserve area. The 90 degree parking arrangement is not currently signposted.

ISSUES

- Tower Street is too narrow to accommodate parallel parking on one side and 90 degree angle parking on the other.
- To ensure they are able to exit from angle parking spaces drivers regularly mount the wheel stops and park partly on the reserve. This damages the reserve and the wheel stops
- Parts of the reserve fall steeply away from the parking bay area and vehicles have, on occasion reversed too far and been unable gain traction to re-enter the road
- There is a high demand for parking in the location given the amount of older unit development with insufficient off-street parking and the proximity of the location to the Manly Town Centre
- Although it is clearly intended that parking on the southern side of Tower Street is to occur at 90 degrees, it is not signposted as such and this therefore needs to be formalised.

PROPOSAL

Council has undertaken a review of the location and it is evident that Tower Street is not wide enough to allow for 90 degree angle parking on the reserve side with parallel parking on the other. Rather than banning parking, Council intends to widen the paved area of Tower Street by approximately 2.5m into the reserve to facilitate 90 degree rear to kerb parking on one side and parallel parking on the other.

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 the pedestrian facilities or impacts on walking paths

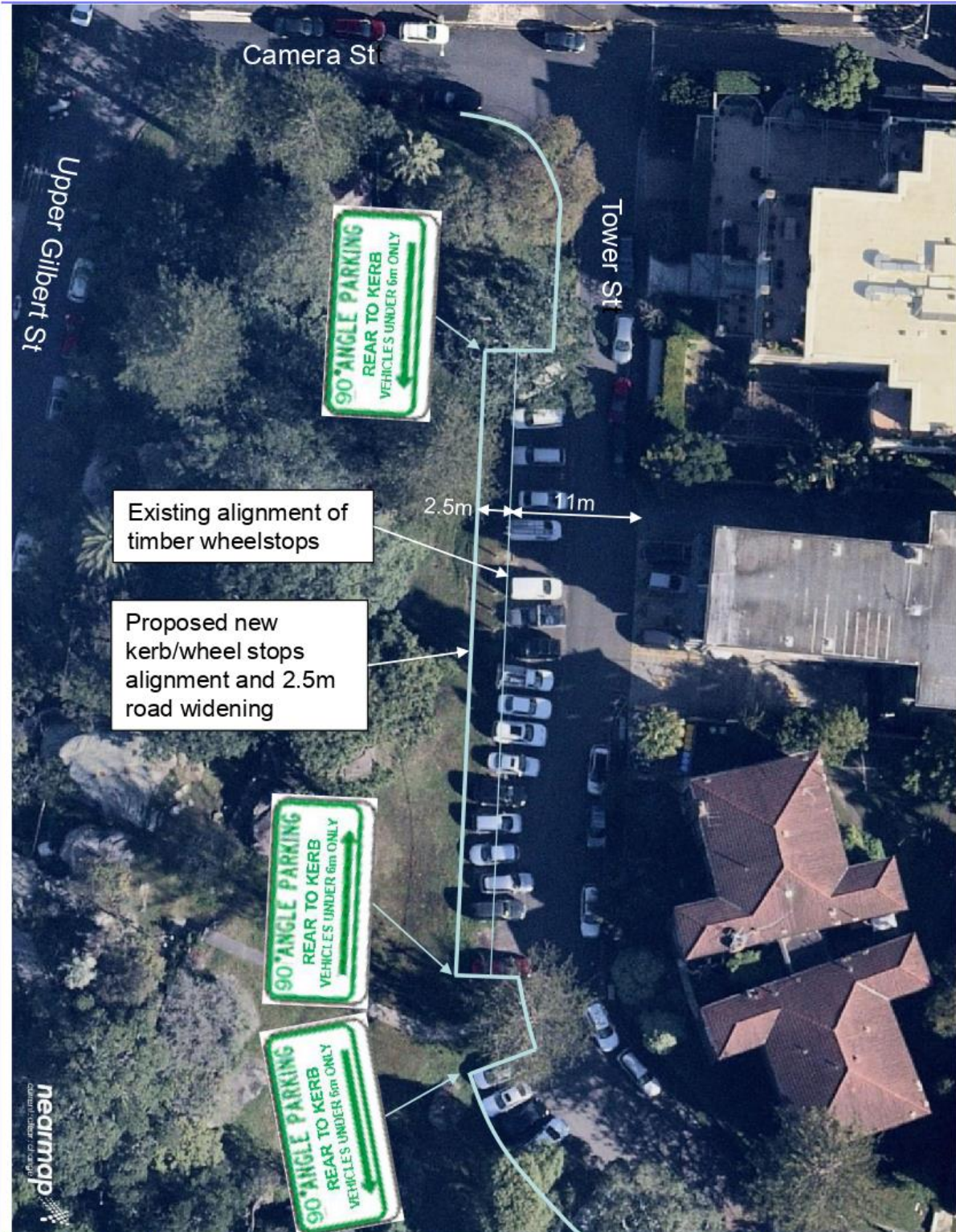
CONSULTATION

Consultation letters have been distributed to 91 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. Widening of Tower Street by approximately 2.5m and formalisation of signposting for 90 degree angle parking rear to kerb on the southern (reserve) side of Tower Street.



PROPOSAL

Tower Street, Manly
90 degree angle parking

Drawn JB

Approved *P. Deane*



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Table of Consultation

Address	Tower Street, Manly
Proposal	road widening and 90 degree angle parking

Properties Consulted	91
Responses Received	4
Support	3
Do Not Support	1

Issue	Resident Comment	Council Response
impact on reserve	the proposal removes approx 100 sqm of reserve but creates no additional parking space. All that is required is replacement of wheel stops and signposting for 90 degree parking	the road needs to be widened to allow 90 degree parking that is compliant with Australian Standards
increased speeds	the proposal will lead to increased speeds in the street	the street is still narrow, carries low volumes of traffic and is not a through road. It is unlikely that speeding will be an issue
bike racks	it would be good if some bike racks could be added	this can be considered

ITEM 4.12 GREYCLIFFE STREET, QUEENSCLIFF - ONE WAY**REPORTING OFFICER TRAFFIC ENGINEER****TRIM FILE REF 2020/624319****ATTACHMENTS**
1 [↓ Greycliffe Street, Queenscliff - Plan](#)
2 [↓ Table of Consultation](#)
3 [↓ Traffic Management Plan](#)**GEOCODES:** -33.784389, 151.287394**REPORT****BACKGROUND**

Council has received Council has received a petition from residents of Greycliffe Street requesting that the existing One Way restriction on Greycliffe Street be extended in an easterly direction so that it commences at Bridge Road.

LOCATION

Greycliffe Street is a Regional Road it is split into three levels. The lower level is a No Through Road carrying very low volumes of two way traffic, the centre section, the main leg of Greycliffe Street, carries high volumes of traffic between Freshwater/Queenscliff and the Manly beachfront. The upper level carries low volumes of traffic predominantly in an eastbound direction. A One Way eastbound traffic flow and No Entry restriction is currently signposted at the western end of Upper Greycliffe Street to prevent vehicles heading west onto the busier part of Greycliffe Street. The upper level serves mainly as an access road for residents residing in the Queenscliff Point area returning home.

ISSUES

- Despite the presence of No Through Road signage on Queenscliff Rd at Bridge Road and on upper Greycliffe Street at Bridge Road, westbound vehicles continue to enter Greycliffe Street west of Bridge Rd in the mistaken belief that they can proceed west and enter Greycliffe Street.
- Vehicles reaching the western end of Upper Greycliffe often proceed illegally through the No Entry restriction to try to enter Greycliffe Street via a left or right turn. This is dangerous, given the volume of traffic on Greycliffe Street and the poor sight distance.
- Vehicles seeking to illegally enter Greycliffe Street from upper Greycliffe Street endanger drivers who are legally trying to enter Greycliffe Street as they are blocked from doing so and stopping unexpectedly on Greycliffe Street, which may result in a rear-end collision. Crash data for the intersection suggests that such manoeuvres may have resulted in at least one crash
- Relocating the starting point of the No Entry restriction further east would assist in preventing these dangerous manoeuvres.
- Residents accessing driveway to homes between No.21-35 Greycliffe Street can currently do so by heading east or west on upper Greycliffe Street. These residents have all either signed a petition or responded to Council's consultation letter, supporting a proposal to extend the One Way section of Upper Greycliffe Street in an easterly direction to commence at Bridge Street.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to extend the One Way section of Greycliffe Street so that it commences at its junction with Bridge Road.

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 the pedestrian facilities or impacts on walking paths.

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Extension of the No Entry and One Way traffic flow in upper Greycliffe Street so that it commences at its intersection with Bridge Street



PROPOSAL

Greycliffe Street, Queenscliff
One Way

Drawn JB

Approved *P. Deane*



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Table of Consultation

Address	Greycliffe Street
Proposal	One Way

Properties Consulted	38
Responses Received	11
Support	11
Do Not Support	0

Issue	Resident Comment	Council Response
No Through Road signs	No Through Road signs in Bridge Road should be improved or larger	a second No Through Road sign will be added on Bridge Rd at Queenscliff Rd

Traffic Management Plan

Greycliffe St, Queenscliff

One Way Traffic Flow

About this release

Document Number: 2020/642429

Title: Greycliffe Street, Queenscliff – One Way Traffic Flow - Traffic Management Plan (TMP)

Author: James Brocklebank

1	21/10/20	TMP for One Way Traffic Flow	JB	
Issue	Date	Description / Amendment	Author	Reviewed / Approved

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TRAFFIC MANAGEMENT PLAN

This document provides a Traffic Management Plan (TMP) for the proposal to permanently extend the existing No Entry and One Way traffic flow in the upper level of Greycliffe Street, Queenscliff. The TMP has been prepared in accordance with the Roads and Maritime Services (RMS) guideline for *Preparation of a TMP* (2001).

A. DESCRIPTION OR DETAIL PLAN

It is proposed to extend an existing One Way eastbound traffic flow on the upper level of Greycliffe Street, Queenscliff to its intersection with Bridge Street. The One Way traffic flow will apply over a length of approximately 125m. A No Entry restriction is already present at the western end of Upper Greycliffe Street to prevent exit from Upper Greycliffe Street onto Greycliffe St. This restriction will be maintained but signposting shifted to the east to the junction of Upper Greycliffe Street and Bridge Street. One way linemarking will also be added to more clearly define permissible traffic movements. A plan illustrating the change is attached



	<p>PROPOSAL</p> <p>Upper Greycliffe Street, Queenscliff No Entry & One Way</p> <p>Drawn JB Approved </p>	 northern beaches council
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B. IDENTIFICATION AND ASSESSMENT OF IMPACT

i. Existing Condition

Greycliffe Street is divided into three levels. The lower level is a cul-de-sac carrying low volumes of traffic. The middle level is a Regional Road carrying high volumes of traffic between Manly and Queenscliff and the upper level is a local access road with an existing No Entry restriction preventing westbound egress from Upper Greycliffe Street onto the regional road section of Greycliffe Street. Some drivers, mainly those unfamiliar with the area who have become lost, will try to exit from Upper Greycliffe Street contrary to the No Entry restriction.

ii. Proposed arrangement

It is proposed to retain the existing No Entry restriction which is considered necessary from a road safety perspective. It is hazardous to turn from upper Greycliffe Street, particularly to the left and residents of the street always enter from the western end of the street and park facing east. Two way traffic flow is not needed or wanted by residents of the street. To reinforce the No entry restriction and one way traffic flow it is proposed to install an additional set of No Entry signs and One Way pavement marking further to the east at the junction of Upper Greycliffe Street and Bridge Street. This will effectively prevent westbound traffic movements in upper Greycliffe Street between Bridge Street and the Regional Road level of Greycliffe St.

C. MEASURES TO AMELIORATE THE IMPACT OF RE-ASSIGNED TRAFFIC

The change will impact upon low volumes of traffic with One Way traffic flow already operating for the majority of vehicle movements in this section of Upper Greycliffe Street. The existing No Entry restriction at its western end means that no appreciable change to traffic conditions is occurring and, as such, no specific amelioration measures are proposed.

D. ASSESSMENT OF PUBLIC TRANSPORT SERVICES AFFECTED

No Impact on public transport services, upper Greycliffe Street is not used by buses.

E. DETAILS OF PROVISION MADE FOR EMERGENCY VEHICLES, HEAVY VEHICLES, CYCLISTS AND PEDESTRIANS

Nil.

There is nothing to physically prevent access contrary to the No Entry restriction and emergency services vehicles would be able to travel contrary to the One Way traffic flow and through the No Entry signage to attend to an emergency

F. ASSESSMENT OF EFFECT ON EXISTING AND FUTURE DEVELOPMENTS WITH TRANSPORT IMPLICATIONS IN THE VICINITY OF THE PROPOSED MEASURES

Nil

G. ASSESSMENT OF EFFECT ON TRAFFIC MOVEMENTS IN ADJOINING COUNCIL AREAS

No Impact

H. PUBLIC CONSULTATION PROCESS

Council received a petition signed by most residents of the impacted section of Upper Greycliffe Street requesting the extension of the One Way section of upper Greycliffe Street to its junction with Bridge Street. Council subsequently consulted with all residents of upper Greycliffe Street and the adjacent homes in Bridge Street and Queenscliff Rd.

There has been no opposition to the change.

RECOMMENDATION

That Transport for NSW give concurrence to Council's proposal to relocate the starting point of the existing No Entry restriction on Upper Greycliffe St to its junction with Bridge St and to reinforce One Way traffic throughout the length of Upper Greycliffe St between Bridge Street and Greycliffe St with extra pavement arrows.

ITEM 4.13 LANTANA AVENUE, NARRABEEN – MODIFIED PARKING RESTRICTIONS**REPORTING OFFICER ENGINEER - TRAFFIC****TRIM FILE REF 2020/624947****ATTACHMENTS**
1 [↓ Lantana Avenue, Narrabeen - Plan](#)
2 [↓ Table of Consultation](#)**GEOCODES:** -33.724239, 151.284661**REPORT****BACKGROUND**

Council imposed 160m length of 'No Parking' restriction to alleviate residents' parking and traffic concerns due to the development that was underway within the RSL LifeCare Narrabeen Village in consultation with Local Traffic Committee (Reference: Item no: 4.3 on 6 August 2019). Furthermore, the Local Traffic Committee recommended reviewing the parking restriction once the development was completed, or in 12 months.

Now that the development has been completed, Council has undertaken a review and proposes to remove the 'No Parking' restriction and few other parking modifications.

LOCATION

- Lantana Avenue is a cul-de-sac with an average width of 8m and a default speed limit of 50 km/h.
- Lantana Avenue is a bus route and parking demand is reasonably high at times.

ISSUES

- The majority of Lantana Lodge residents are elderly people having limited driving ability.
- Most residents have an off-street parking facility.

PROPOSAL

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

- Remove the existing 160m 'No Parking' restrictions.
- Maintain the previously imposed 10m 'No Parking' restriction across the driveway of 30 Lantana Avenue (Lantana Lodge).
- Formalising the existing two (2) Bus Stops on the northern side of Lantana Avenue into 30m Bus Zone.
- Proposing 5m 'No stopping unbroken yellow kerb line' between driveways of properties 41 and 43-45 and directly opposite to the other side of the street as shown for future 'kerb ramp'.
- Proposing 'Statutory No Stopping Unbroken Yellow Kerb Line' at the north-west corner of Lantana Avenue and Veterans Parade as shown.

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 the pedestrian facilities or impacts on walking paths

CONSULTATION

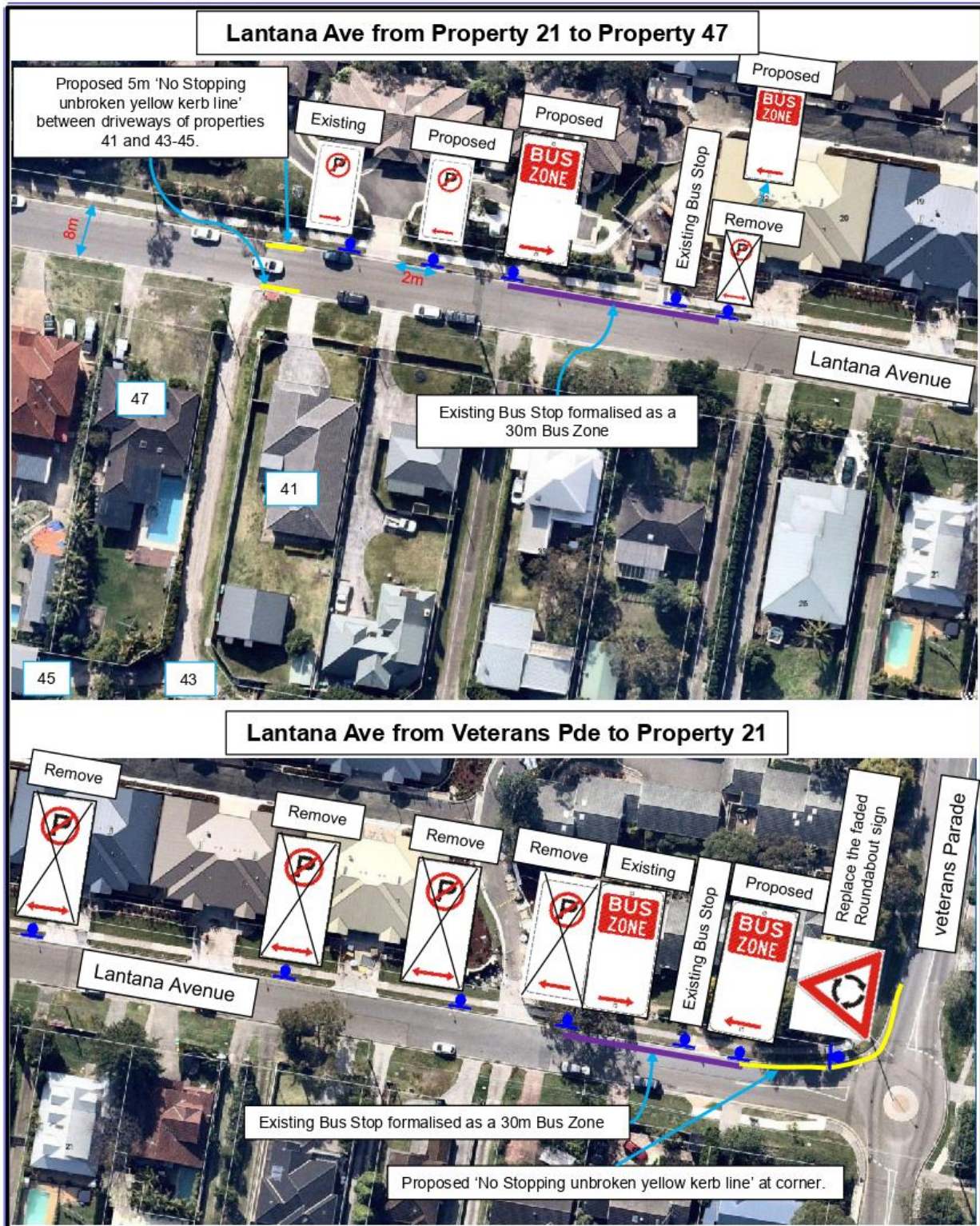
Consultation letters have been distributed to 56 properties within the immediate vicinity of the location providing notification of the proposed changes.

The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Removal of the existing 160m 'No Parking' restrictions.
 - B. Maintaining the previously imposed 10m 'No Parking' restriction across the driveway of 30 Lantana Avenue (Lantana Lodge).
 - C. Formalising the existing two (2) Bus Stops on the northern side of Lantana Avenue into 30m Bus Zone.
 - D. Proposal of 5m 'No Stopping Unbroken Yellow Kerb Line' between driveways of properties 41 & 43-45 and directly opposite to the other side of the street as shown for future 'kerb ramp'.
 - E. Proposal of 'Statutory no stopping unbroken yellow kerb line' at the north-west corner of Lantana Avenue and Veterans Parade as shown.
-



PROPOSAL



Lantana Avenue, Narrabeen
Modified Parking Restrictions

Drawn: VS

Approved

P. Deon

Table of Consultation

Address	Lantana Avenue, Narrabeen
Proposal	Modified parking restrictions

Properties Consulted	56
Responses Received	4
Support	3
Do Not Support	1

Issue	Resident Comment	Council Response
Existing parking restriction	Parking restrictions are working well in this narrow street. It improves the traffic flow and visibility. Further, buses are facing difficulties to navigate if cars parked on both sides of the street. Therefore existing restrictions should remain and not support to remove them.	Parking restrictions were imposed temporarily to alleviate parking impacts during construction works and agreed to review after construction. Parking is premium on local street and removing this facilities are creating more speeding and safety risks. Buses operate without any major issues. As Lantana Avenue is a cul-de-sac traffic volume is relatively low.
Remove parking restrictions.	Parking is premium and important to regain. Also, during parking restriction, vehicles' speed increased significantly and create potential risks. So support the proposal.	Comments have been considered.
Parking in-between driveways.	Vehicles park very often in-between driveways where not enough space to park and block access. Request parking restriction.	Blocking driveway is illegal and any such instances need to be reported to Rangers. It is not practical to impose parking restrictions in this nature for all driveways in Council area.

ITEM 4.14	BRINAWA STREET, MONA VALE - NO STOPPING RESTRICTIONS
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2020/633307
ATTACHMENTS	1 ↓ Brinawa Street, Mona Vale - No Stopping restrictions 2 ↓ Table of Consultation

GEOCODES: -33.678595, 151.294194

REPORT

BACKGROUND

Council has received concerns from local residents regarding traffic safety and vehicles parking near the bend outside No.5 Brinawa Street, Mona Vale.

LOCATION

- Brinawa Street is a local road with a 50km/h speed limit, and a road pavement width of approximately 7m between kerbs.
- The section of Brinawa Street under consideration is unrestricted on both sides of the road.
- There are existing 'No Stopping' signs to indicate the statutory 'No Stopping' 10m from the intersection with Vineyard Street.
- Kerb and gutter exists on both sides of Brinawa Street, however there is no constructed footpath.

ISSUES

- 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.
- 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 install 'No Stopping' restrictions (yellow line) to prevent parking on the inside of the curve. The installation of 'No Stopping' restrictions (yellow line) were also proposed on the outside of the curve, to further increase the road width for through traffic.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Improves safety for all road users including people cycling along Brinawa Street by providing a wider road and improved sightlines for through traffic.
- Brinawa Street is part of the future Safe Cycling Network. The proposal does not affect pedestrian facilities or impacts on walking paths.

CONSULTATION

- Consultation letters have been distributed to 14 properties within the immediate vicinity of the location providing notification of the proposed changes. A summary of the responses is noted in Attachment 2 - Table of Consultation.
- Council initially consulted on a proposal to install 'No Stopping' restrictions on the inside of the curve, north of the driveway to No.3 to a location opposite the driveway of No.12. Two submissions were received supporting the proposal including a request for additional restrictions on both sides of the curve. A revised proposal which included the installation of 'No Stopping' restrictions (unbroken yellow line) on the outside of the curve, from a location 23m north of the driveway to No.4 to the driveway of No.12, was sent out to residents for further comments. An amended plan of the proposal is shown in Attachment 1 - Brinawa Street, Mona Vale - Plan.

RECOMMENDATION TO TRAFFIC COMMITTEE

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

- A. Installation of 'No Stopping' restrictions (unbroken yellow line) on the inside of the curve, north of the driveway to No.3 to a location opposite the driveway of No.12.
- B. Installation of 'No Stopping' restrictions (unbroken yellow line) on the outside of the curve, from a location 23m north of the driveway of No.4 to the driveway of No.12.



PROPOSAL

BRINAWA STREET, MONA VALE
NO STOPPING RESTRICTIONS

Drawn RK

Approved *P. Deva*



northern
beaches
council

Table of Consultation

Address	Brinawa Street, Mona Vale
Proposal	No Stopping restrictions

Properties Consulted	14
Responses Received	5
Support	4
Do Not Support	1

Issue	Resident Comment	Council Response
'No Stopping' restrictions	<p>- I am in support of the proposal of the NO STOPPING restriction on both sides of the curve. This change will be life changing. With the cars parked around the curve, when I leave my driveway it is impossible to see any cars coming.</p> <p>- We do not support the proposal of No Stopping restrictions on the outside curve between driveways 8 & 10 Brinawa Street, Mona Vale. Statistics show households have multiple cars, I feel it is a basic right that we should be allowed to park our vehicle in front of our property.</p>	<p>- The proposal will improve safety by providing sufficient road width for opposing traffic flow and improved sightlines on the curve.</p> <p>- Parking for private vehicles remains the responsibility of the property owners. Residents with multiple vehicle should consider utilisation of garages and existing driveways for off-street parking.</p>
Suggestions	<p>- The street regularly has 3 or more boats, trailers, a caravan, and a break down vehicle plus many large 4 wheel drives parked on the road. This makes it very difficult for the council garbage truck, and other large vehicles to drive down the street. Hence it may be worth considering having a yellow line down the inside on the remainder of the street so that cars only park on one side.</p> <p>- On Vineyard Street, where it crosses the top junction of Brinawa St, vans regularly park very close to the corner. This makes it blind to turn right.</p> <p>- We would also request that council give consideration to placing restrictions regarding the length and width of vehicles parking outside numbers 1,2,3, 4 and 6 Brinawa Street.</p> <p>- Can we have a no-stopping sign but council garbage trucks allowed to stop so I can at least get my bins picked up, they normally do this on Friday around 11.00 am when no cars are around.</p>	<p>- Council needs to consider providing a balance of parking restrictions to improve access and traffic safety, and to maintain some on-street parking for the local community. Parking restrictions are therefore only proposed in the most critical areas where existing parking restricts both the road width and sight distances due to the road geometry.</p> <p>- Council previously implemented a proposal to address parking on the crest in Vineyard Street with the installation of 'No Stopping' signs and dividing barrier lines on the approaches to the intersection with Brinawa Street.</p> <p>- Heavy and long vehicles cannot stop on a length of road in a built up area for longer than 1 hour. This includes the long term parking of trucks or trailers with a Gross Vehicle Mass (GVM) of 4.5 tonnes or more, or exceeding 7.5m in length.</p> <p>- Council Waste Collection services will not be affected and bins can still be left in the proposed restricted area for garbage collection.</p>

ITEM 4.15	PINDRIE PLACE, BELROSE - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/638071
ATTACHMENTS	1 ↓ Pindrie Place, Belrose - Plan

GEOCODES: -33.738445, 151.208716

REPORT

BACKGROUND

Council has received concerns from local residents regarding the parking of vehicles in the turning area of Pindrie Place, Belrose, affecting waste collection services in the cul-de-sac.

LOCATION

- This section of Pindrie Place is a local road that caters for two-way traffic, with a speed limit of 50km/h.
- Belrose Tennis Club, Glenrose Shopping Centre and Lionel Watts Reserve are located within distance of Pindrie Place, Belrose.
- The road lies between the intersection of Kyeema Parade and the cul-de-sac of Pindrie Place, Belrose
- Adjacent land uses consists of low to medium density housing.
- On-street parking is generally unrestricted on Pindrie Place, Belrose.

ISSUES

- Parallel parking is generally unrestricted on both sides of the road.
- Vehicles parked on both sides create a potential traffic hazard to road users by restricting the road width for through traffic.
- On-street car parking is interfering with waste removal operations and resulting in a number of missed collections.

PROPOSAL

Council has undertaken a review of the location and proposes to introduce No Parking 6:00am – 3:00pm Thursday Waste Vehicles Excepted restrictions from the western side of the driveway of No.4 and on the eastern side of the driveway at No.9 Pindrie Place, Belrose. It is recommended that the requested No Parking restrictions be granted to improve access for waste collection 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 the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 15 properties within the immediate vicinity of the location providing notification of the proposed changes. Five responses were received in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of No Parking 6:00am – 3:00pm Thursday Waste Vehicles Excepted restrictions from the western side of the driveway of No.4 and on the eastern side of the driveway at No.9 Pindrie Place, Belrose.



ITEM 4.16	FISHER ROAD, DEE WHY - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/638287
ATTACHMENTS	1 ↓ Fisher Road, Dee Why - Plan

GEOCODES: -33.753620, 151.284699

REPORT

BACKGROUND

Council has received concerns from local businesses regarding access to on-street parking for customers and the existing No Parking restrictions located outside No.10- No.12 Fisher Road, Dee Why affecting parking turnover for businesses in the area.

LOCATION

- Fisher Road is a Regional Road carrying high volumes of traffic.
- Timed Parking is generally permitted on both sides of Fisher Road, however, No Parking restrictions exist on eastern side of Fisher Road between 6.30am-9.30am & 3.30pm - 6.30pm Monday to Friday.
- The 136 Bus route travel along Fisher Road.
- Bus stops are present on either side of Fisher Road midway between McIntosh Street and St. David Avenue.
- Adjacent land uses consists of low to medium density housing and businesses along the both sides of Fisher Road, Dee Why.
- Dee Why Police station is sited on the south-east corner of the intersection.
- Dee Why Fire Station is sited on the north-west corner of the intersection.

ISSUES

- The existing section of No Parking outside No.10- No.12 Fisher Road is providing limited parking opportunities and therefore, businesses are having difficulty attracting customers.
- Due to the high amount of mixed business in the area and high volume of traffic, parking opportunities are limited.
- Illegal parking does occur with vehicles overstaying the existing designated timed parking restrictions.

PROPOSAL

Council has undertaken a review of the location and proposes to replace existing 'No Parking 8.30am-6pm MON-FRI 8.30am-12.30pm SAT' restrictions on the western side of Fisher Road outside No.10 to No.12 Fisher Road, with '1/2P 8.30am-6pm MON-FRI 8.30am-12.30pm SAT' consistent with restrictions adjacent to No.12-14 Fisher Road, Dee Why.

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 the pedestrian facilities or impacts on walking paths

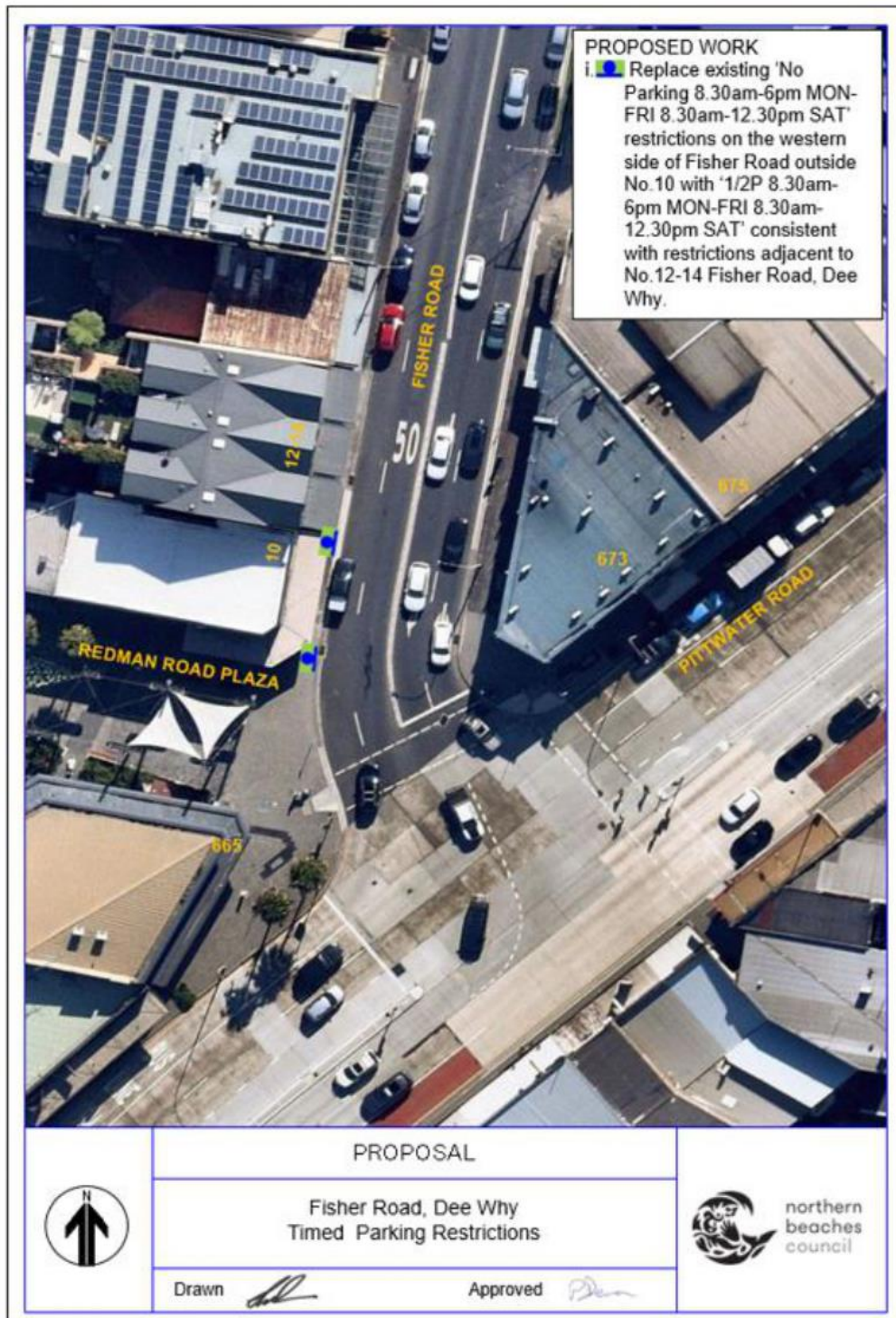
CONSULTATION

Consultation letters have been distributed to 40 properties within the immediate vicinity of the location providing notification of the proposed changes. One response was received in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Amendment of the existing 'No Parking 8.30am-6pm MON-FRI 8.30am-12.30pm SAT' restrictions on the western side of Fisher Road outside No.10 to No.12 Fisher Road, with '1/2P 8.30am-6pm MON-FRI 8.30am-12.30pm SAT' consistent with restrictions adjacent to No.12-14 Fisher Road, Dee Why.



ITEM 4.17 GRIFFIN ROAD, CURL CURL - NO RIGHT TURN

REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/640282
ATTACHMENTS	1 ↓ Griffin Road, Curl Curl - Plan

GEOCODES: -33.767615, 151.294567

REPORT**BACKGROUND**

Council has received concerns from local residents regarding significant traffic queuing particularly in summer due to the position of the Timed Parking and No Parking signs on the western side of Griffin Road, opposite Mid Curl Curl carpark.

It has also been requested that the exit from the Mid Curl Curl car park onto Griffin Road should be Left Turn Only as vehicles attempting to turn right out of the car park cause significant traffic queuing in the carpark and road safety concerns.

LOCATION

- Griffin Road is a Regional Road carrying moderate volumes of two-way traffic including buses.
- The road has a 50km/h speed limit and a pavement width of approximately 12.5m between kerbs.
- It performs a support role to Pittwater Road carrying north south traffic between Dee Why and Manly. Given its proximity to Curl Curl Beach it attracts high levels of parking activity, particularly on weekends, over the summer months.
- Council's Traffic Committee approved the installation of 6P Timed Parking restrictions on both sides of Griffin Road, between Adams Street and Abbott Road, North Curl Curl. The restrictions will apply 8:00am to 8:00pm Everyday as well as on sections of kerb not already subject to parking restrictions in March 2020.
- Adjacent land use in Griffin Road consists of low to medium density housing, John Fisher Park, Flora & Ritchie Roberts Reserve (off-leash dog area), North, South and Curl Curl Beach and Council Pay and Display carparks.

ISSUES

- Visibility entering and exiting their Mid Curl Curl car park is affected by vehicles parked close to the driveway.
- Traffic queuing particularly in summer due to the position of the Timed Parking and No Parking signs on the western side of Griffin Road, opposite Mid Curl Curl carpark.
- Vehicles attempting to turn right out of the car park cause significant traffic queuing in the carpark and road safety concerns.

PROPOSAL

Council has undertaken a review of the location and proposes to install a 'No Right Turn' sign to power pole LR93090, opposite the entrance/exit of Mid Curl Curl carpark

Move the 'No parking' sign south of power pole LR93090, approximately 6.5 metres south of the existing position on Griffin Road, Curl Curl.

Install a 'Left only' sign approximately 6.5 metres east of the existing stop sign at the exit to Mid Curl Curl carpark.

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 the pedestrian facilities or impacts on walking paths

CONSULTATION

Five corflute signs were installed at the location to advise residents and visitors of the proposal.

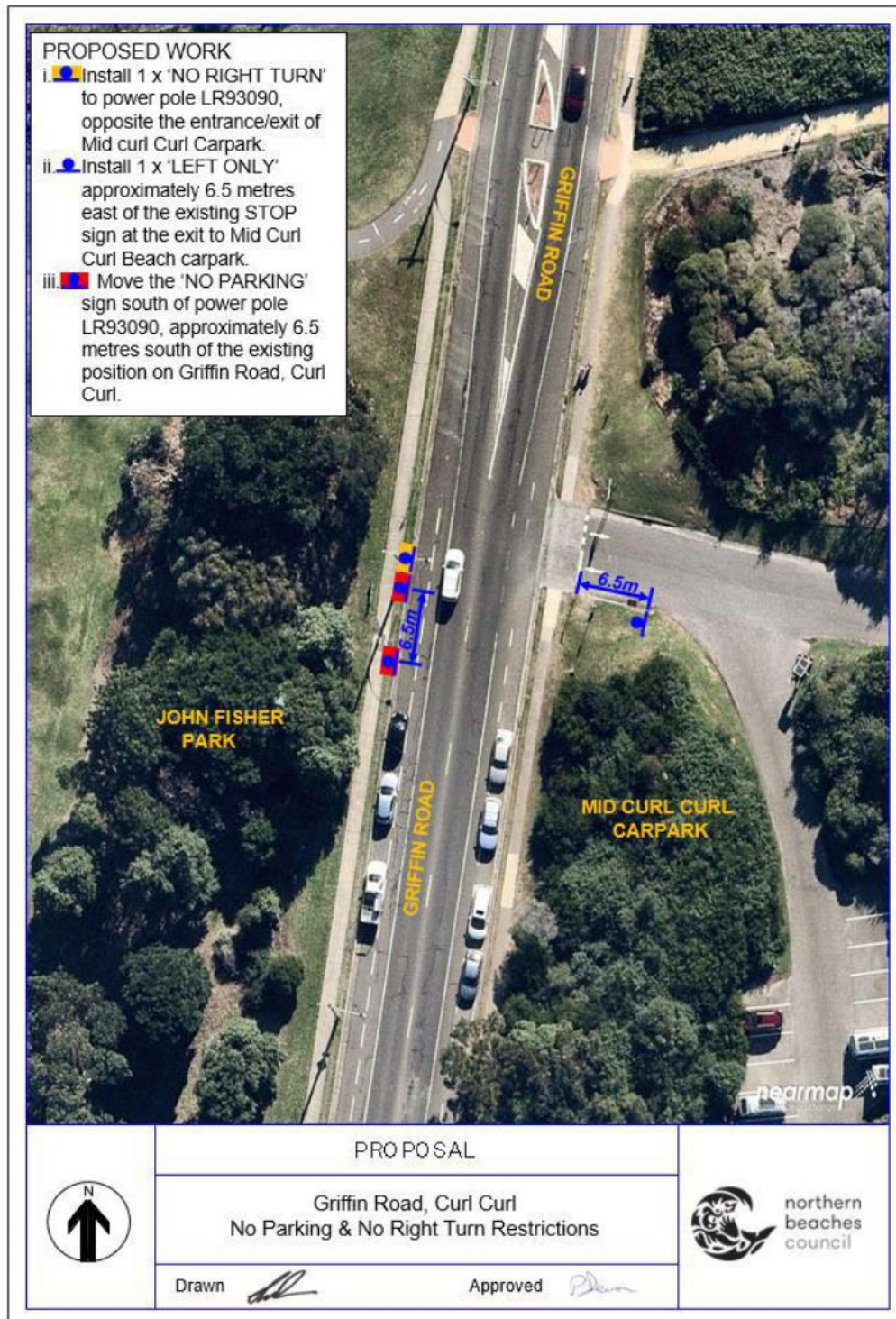
RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

Installation of a 'No right hand turn' sign to power pole LR93090, opposite the entrance/exit of Mid Curl Curl carpark.

Move the 'No parking' sign south of power pole LR93090, approximately 6.5 metres south of the existing position on Griffin Road, Curl Curl.

Installation of a 'Left only' sign approximately 6.5 metres east of the existing stop sign at the exit to Mid Curl Curl carpark.



ITEM 4.18	ALAN AVENUE, SEAFORTH - ONE & TWO WAY TRAFFIC FLOW
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2020/642017
ATTACHMENTS	1 ↓ Alan Avenue, Seaforth - Plan 2 ↓ Table of Consultation 3 ↓ Attachment to report 2020/642017 (Title: Salisbury Square TMP)

GEOCODES: -33.800533, 151.240862

REPORT

BACKGROUND

Council has received concerns from local residents regarding confusion about the permitted traffic movements on the two legs of Alan Avenue, Seaforth. The existing situation makes it unclear whether two-way traffic flow is permitted and which traffic movements are permissible at the junctions of Alan Avenue with Princes Promenade and Salisbury Square.

This item was deferred from the October meeting at the request of the Transport for NSW (TfNSW) representative as he required a TMP to be submitted supporting the change to One Way traffic flow in the western leg of Salisbury Square. This has now been prepared and submitted to TfNSW for concurrence. A copy is also attached.

LOCATION

Alan Avenue is a local road carrying low volumes of traffic. It is unusual in that it is divided into two legs separated by a wide grassy median island. Both legs are currently two-way traffic, however, this is not signposted or line marked. The 145 Bus route and school buses use Alan Avenue, but travels along its wider southern leg.

The northern leg of Alan Avenue is 5 to 5.5m in width, the southern leg is wider, being approximately 6.8m in width. Most traffic including the bus uses the southern leg.

ISSUES

- There is currently no signposting or linemarking to define what traffic movements are permissible on either leg of Alan Avenue. Residents advise that in the past, two-way traffic was signposted on both legs.
- The northern leg, being very narrow with parking permitted, is unsuitable for higher volumes of traffic. At present it is used primarily by residents of the street, with most through traffic using the southern leg
- The introduction of One-Way traffic flow on the two legs has been opposed by the majority of residents, as they feel it will lead to higher speeds on the southern leg and increased volumes of traffic on the northern leg. Neither is a desirable outcome. Council's original proposal to introduce One Way traffic flow has therefore been revised to one where the prevailing two-way traffic flow is reinforced with signage and linemarking with One Way only being progressed on the northern leg of the triangular traffic island at the junction of Salisbury Road and Alan Avenue, where residents have expressed support for such action.

PROPOSAL

Council has undertaken a review of the location and issues and after taking on board feedback during the consultation period, Council proposes to formalise two-way traffic movements on each leg of Alan Avenue, but will implement One Way traffic flow on the narrow northern leg of the triangular traffic island at the junction of Alan Avenue and Salisbury Square. Signposting and linemarking will be implemented to more clearly define the permissible traffic movements

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 the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 73 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 signposting and linemarking to clarify that two-way traffic flow is permissible on both legs of Alan Avenue.
- B. Introduction of One Way signposting and linemarking to clarify that One Way eastbound traffic flow is permitted on the northern leg of the triangular traffic island at the junction of Alan Avenue and Salisbury Square.



PROPOSAL

Alan Avenue, Seaforth
One & Two Way traffic flow

Drawn JB

Approved *Plemon*



northern
beaches
council

Table of Consultation

Address	Alan Avenue, Seaforth
Proposal	One & Two Way traffic flow

Properties Consulted	73
Responses Received	30
Support	8
Do Not Support	22

Issue	Resident Comment	Council Response
missing two way signs	Two Way signs were once present but have long since disappeared. They should be reinstated	This may have been the case but we have no record of this
speed	One Way traffic flow will encourage greater speeds. The existing Two Way encourages caution	One Way flow may have the unintended consequence of increasing speeds
driving on greased centre area	The introduction of One Way would lead to increased numbers of vehicles driving over the grassy centre island	This is possible given the relatively long length of the One Way stretch
confusion at Alan/Salisbury	there have been numerous near misses at the Alan Ave/Salisbury Rd junction. One way flow around this section will improve safety	agreed
northern leg is narrow	the northern leg of Alan Ave is very narrow and tends to be used mainly by residents on that leg. One Way flow would increase volumes making it less safe	The northern leg varies between 5 and 5.5m in width. It does currently carry very low volumes of traffic and One Way traffic flow would tend to increase its use
145 bus route	the 145 Bus Route uses Alan Ave. If One Way was introduced in the northern leg the bus would have difficulty turning from Princes Promenade and would have difficulty proceeding along the northern leg of Alan Ave	It is agreed that the Northern leg of Alan Ave is not currently suitable for use by buses. The southern leg is more appropriate
U-Turns	One Way will lead to safety issues as vehicles perform U-Turns at Princes Promenade	The two legs of Alan Ave are sited only 18m apart. It is likely that vehicles turning at Princes Promenade to access the other leg will cut the corner or turn from the wrong side of the carriageway

Traffic Management Plan

Salisbury Square, Seaforth

One Way Traffic Flow

About this release

Document Number: 2020/642429
Title: Salisbury Square – One Way Traffic Flow - Traffic Management Plan (TMP)
Author: James Brocklebank

1	20/10/20	TMP for One Way Traffic Flow	JB	
Issue	Date	Description / Amendment	Author	Reviewed / Approved

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TRAFFIC MANAGEMENT PLAN

This document provides a Traffic Management Plan (TMP) for the proposal to permanently establish One way traffic flow in the western leg of Salisbury Square , Seaforth. The TMP has been prepared in accordance with the Roads and Maritime Services (RMS) guideline for *Preparation of a TMP* (2001).

A. DESCRIPTION OR DETAIL PLAN

It is proposed to establish One Way northbound traffic flow on the western leg of Salisbury Square for a length of approximately 40m adjacent to the existing triangle shaped traffic island at its junction with Alan Avenue. Two way traffic flow will be retained Salisbury Square on the eastern side of the triangle shaped traffic island. A plan illustrating the change is attached



B. IDENTIFICATION AND ASSESSMENT OF IMPACT

i. Existing Condition

Alan Avenue is divided into two legs as is the southern part of Salisbury Square where it meets Alan Ave. At present two way traffic flow is permitted on both legs of both streets.

ii. Proposed arrangement

It is proposed to retain two way traffic flow on both legs of Alan Avenue but to clarify the permitted movements by way of signage and markings. On the western leg of Salisbury Square, which is a little over 5m in width, it is proposed introduce a One Way northbound traffic flow and install signs and markings to highlight the permitted movements. The One way section would only be 40m in length and impact traffic flow in front of two residences, both of whom support the change. The eastern leg of Salisbury Square and the section of Salisbury Square to the north of the triangle shaped traffic island would remain two way.

C. MEASURES TO AMELIORATE THE IMPACT OF RE-ASSIGNED TRAFFIC

As the change will impact upon low volumes of traffic and the eastern leg of Salisbury Square will remain available for two way traffic flow, including buses, no specific amelioration measures are proposed.

D. ASSESSMENT OF PUBLIC TRANSPORT SERVICES AFFECTED

No Impact on public transport services, the 145 Bus Route proceeds north from Alan Avenue into Salisbury Square however the bus uses the wider southern leg of Alan Ave and does not traverse the western leg of Salisbury Square. Even if it did, the introduction of One Way traffic flow in this leg would assist the bus as the western leg is narrow and meeting an opposing vehicle would require the bus to Give Way.

E. DETAILS OF PROVISION MADE FOR EMERGENCY VEHICLES, HEAVY VEHICLES, CYCLISTS AND PEDESTRIANS

Nil

F. ASSESSMENT OF EFFECT ON EXISTING AND FUTURE DEVELOPMENTS WITH TRANSPORT IMPLICATIONS IN THE VICINITY OF THE PROPOSED MEASURES

Nil

G. ASSESSMENT OF EFFECT ON TRAFFIC MOVEMENTS IN ADJOINING COUNCIL AREAS

No Impact

H. PUBLIC CONSULTATION PROCESS

Council consulted with residents of Alan Avenue and Salisbury Square on a proposal for the introduction of One Way traffic flow in the northern and southern legs of Alan Avenue and in the western leg of Salisbury Square. There was widespread opposition to the proposal for One way traffic flow in Alan Ave with residents highlighting that most traffic used the wider southern leg of Alan Avenue for travel in both directions with the narrower northern leg used predominantly by residents fronting the northern leg, but in both directions.

There was however support for the establishment of one way northbound traffic flow in the western leg of Salisbury Square. There are only two residences fronting this section of Salisbury Square and they were both supportive of the change.

RECOMMENDATION

That Transport for NSW give concurrence to Council's proposal to introduce One Way northbound traffic flow on the 40m length of the western leg of Salisbury Square to the north of Alan Avenue.

ITEM 4.19 GEORGE STREET, AVALON BEACH - NO PARKING MOTOR VEHICLES EXCEPTED RESTRICTIONS**REPORTING OFFICER TRAFFIC OFFICER****TRIM FILE REF 2020/649972****ATTACHMENTS 1 [↓](#) George Street, Avalon Beach - Plan
 2 [↓](#) George Street, Avalon Beach - Table of Consultation****GEOCODES: -33.621079, 151.324130****REPORT****BACKGROUND**

Council has received concerns from local residents regarding the parking of caravans, boat trailers and box trailers along the western end of George Street, Avalon Beach.

LOCATION

- George Street is a local road with a speed limit of 50kmh
- This section of George Street is a No Through Road and is located between Therry Street and the turning circle
- Careel Bay Wharf is located within this vicinity
- There is footpath and mountable kerb on the eastern side of George Street from the Therry Street intersection to No. 86 George Street
- There is also a section of footpath on the eastern side of George Street from Careel Bay Wharf to the turning circle, which includes indented parking bays.

ISSUES

George Street is a narrow 'No Through Road' with current unrestricted on-street parking available. A number of trailers, boats and caravans are parked causing visibility and pedestrian safety concerns.

PROPOSAL

Following the consultation period and an onsite meeting with a number of residents and staff from Careel Bay Wharf, Council has undertaken a review of the location and amended the initial proposal of installing timed parking and now proposes to install 'No Parking Motor Vehicles Excepted' restrictions and 'No Stopping Unbroken Yellow Kerb Line' restrictions.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- As there is no footpath in half of this section of street, pedestrians and people cycling will need to travel on the road. Installing No Parking Motor Vehicles Excepted and No Stopping restrictions will provide extra space and improve sight lines for vehicles, pedestrians and people cycling. Pedestrian warning signs will also be installed.

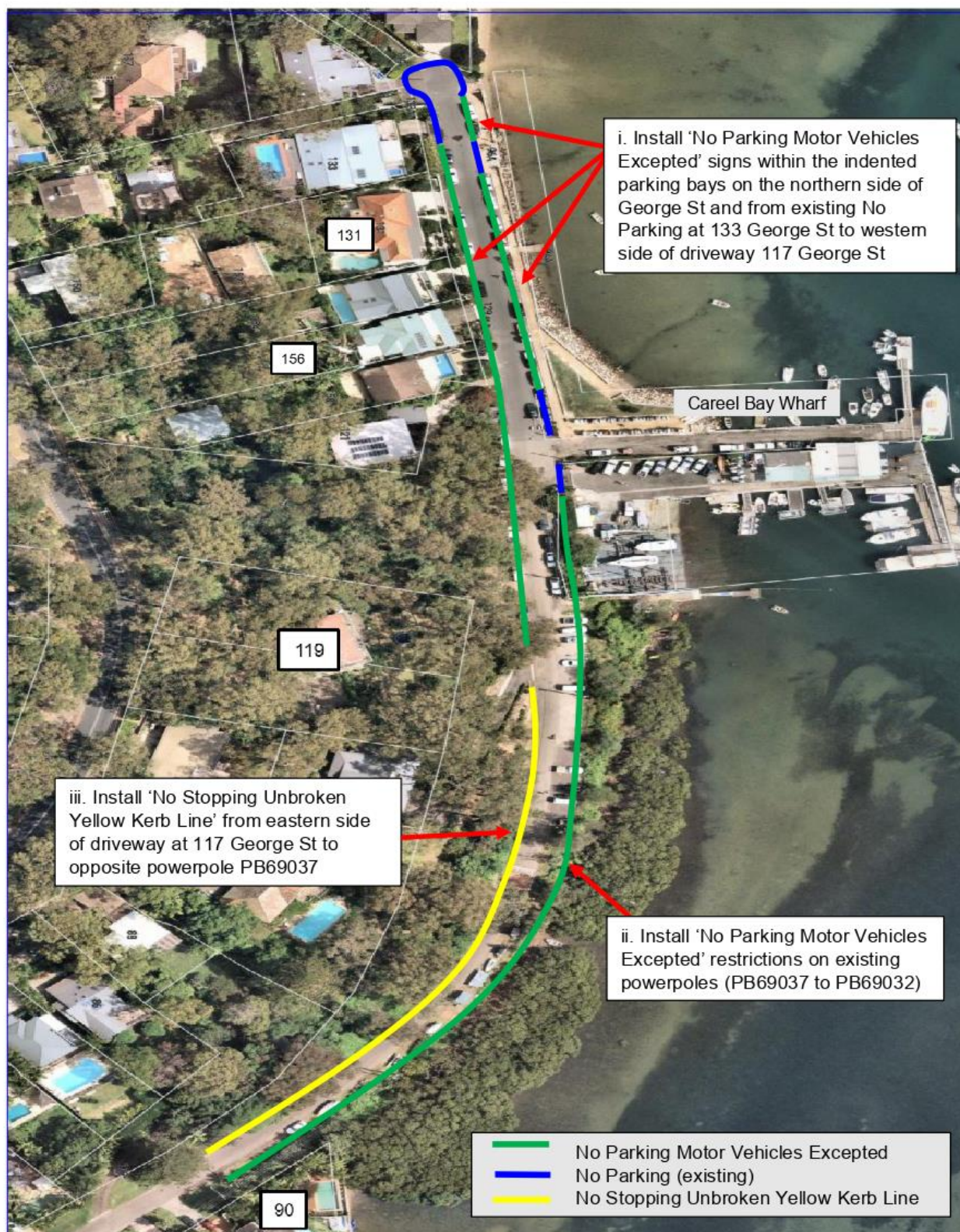
CONSULTATION

Consultation letters have been distributed to 39 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 'No Parking Motor Vehicles Excepted' signs within the indented parking bays on the northern side of George Street and from existing No Parking at No. 133 George Street to western side of driveway 117 George Street
- B. Installation of 'No Parking Motor Vehicles Excepted' restrictions on existing powerpoles (PB69037 to PB69032)
- C. Installation of 'No Stopping Unbroken Yellow Kerb Line' from eastern side of driveway at No. 117 George Street to opposite powerpole PB69037




	PROPOSAL	 northern beaches council
	George Street, Avalon Beach No Parking Motor Vehicles Excepted Restrictions	
	Drawn KT Approved 	

Table of Consultation

Address	George Street, Avalon Beach
Proposal	No Parking Motor Vehicles Excepted Restrictions

Properties Consulted	39
Responses Received	21
Support	15
Do Not Support	6

Issue	Resident Comment	Council Response
Overnight parking	Boat owners often spend overnights and holiday stays on their boats and they will no longer be able to park their cars overnights to access their boats	Following consultation and an onsite meeting, proposal has been amended from timed parking to 'No Parking Motor Vehicles Excepted' restrictions
Extend time restrictions	Make it 12P as it then allows boatowners a full day on the Marina	Following consultation and an onsite meeting, proposal has been amended from timed parking to 'No Parking Motor Vehicles Excepted' restrictions
Relocation of trailers	Current problem will be moved further east in George St. Extend restrictions to Terry St intersection	Council will monitor and implement additional restrictions as required. The western side of George St does not have any kerb and gutter, so it is illegal if vehicles park on the nature strip
Amend restrictions	Install 'No Parking Motor Vehicles Excepted' or issue exemptions for local residents and morning holders of Careel Bay	Following consultation and an onsite meeting, proposal has been amended from timed parking to 'No Parking Motor Vehicles Excepted' restrictions
Insufficient parking	Insufficient parking at Careel Bay Marina and insufficient policing / tow-away monitoring	Implementing 'No Parking Motor Vehicles Excepted' restrictions will assist with the removal of the large number of trailers parked which will provide more parking for motor vehicles
Footpath	Footpath needs to be constructed	This section has been identified in Council's Footpath Delivery Program, and is not scheduled for delivery in the current 5 year plan
Parking Bays	Demarcated parking bays would be helpful	Council will monitor the indented parking bays and can install pavement markings if this is a continuing issue. As the parking area between 90 George St and the Marina is on gravel, installing lines will not last on this surface
Metered parking	Some metered parking as an option for people going away on boats	Following consultation and an onsite meeting, proposal has been amended from timed parking to 'No Parking Motor Vehicles Excepted' restrictions. Metered parking will not be installed at this location at this time

ITEM 4.20	FRIENDSHIP PLACE, BEACON HILL - NO PARKING
REPORTING OFFICER	CONTRACTOR - TRAFFIC ENGINEER
TRIM FILE REF	2020/650389
ATTACHMENTS	1 ↓ Plan 2 ↓ Table of Consultation

GEOCODES: -33.747876, 151.259997

REPORT

BACKGROUND

Council has received concerns from Waste Services Team and local residents regarding the difficulty of turning their vehicles at the end of Friendship Place, Beacon Hill due to parked cars.

LOCATION

- Friendship Place is a local road with a posted speed limit of 50km/h.
- The available pavement width of this section is around 5m with unrestricted parking.
- This section is a cul-de-sac and has access to stairs leading to Endeavour Reserve

ISSUES

- Friendship Place is a very narrow street with a pavement width of approximately 5m available for vehicular traffic.
- Parked cars on the kerbside and at the cul-de-sac makes it very difficult for service vehicles to manoeuvre and sometimes have to drive over the nature strip.
- Waste vehicles often have to reverse out of this section of Friendship Place in order to get out of the street.
- 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

PROPOSAL

Council has undertaken a review of the above location and proposes to install 'No Parking' from 6:00AM - 4:00PM Tuesday, Waste Vehicles Excepted. The proposed parking restriction will facilitate waste collection and a safe turnaround area for service vehicles. A concept plan is enclosed with this letter for your information.

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 the pedestrian facilities or impacts on walking paths.**CONSULTATION**

Consultation letters have been distributed to 6 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 6:00AM – 4:00PM Thursday, Waste Vehicles Excepted restrictions on Friendship Place, Beacon Hill.



PROPOSAL

Friendship Place, Beacon Hill
No Parking Restriction



Drawn AS

Approved *P. Levan*

Table of Consultation

Address	Friendship Place, Beacon Hill
Proposal	No Parking Tuesdays (6AM-4PM Waste Vehicles Excepted)

Properties Consulted	6
Responses Received	2
Support	2
Do Not Support	0

Issue	Resident Comment	Council Response
Access due to parked vehicles	We would also support any proposal to extend the no parking zone further along Friendship Place. On multiple occasions waste vehicles were not able to access the road. Sometimes, normal vehicles are not able to access the road due to parked cars.	Council will monitor the street with the proposed parking restriction is implemented. If there is further concern council will take necessary action as required.

ITEM 4.21	TRALEE AVENUE, KILLARNEY HEIGHTS - DROP OFF & PICK ZONE AND INTERSECTION IMPROVEMENT
REPORTING OFFICER	CONTRACTOR - TRAFFIC ENGINEER
TRIM FILE REF	2020/650688
ATTACHMENTS	1 ↓ Plan 2 ↓ Table of Consultation

GEOCODES: -33.775951, 151.215614

REPORT

BACKGROUND

Council has received concerns from local residents and parents for a school drop-off and pick-up area on Tralee Avenue, Killarney Heights outside the Killarney Heights Public School.

LOCATION

- Tralee Avenue is a local road with a posted speed limit of 50km/h. This section falls under school zone and during school days the speed limit is 40km/h
- Tralee Avenue is through road running east-west between Killarney Drive and Starkey Street.
- There is an existing raised pedestrian crossing on Tralee Avenue located at the southern boundary of the school. Footpath is also available on the northern side of the road.
- The surrounding properties are comprised of medium density residential housing with Carlisle Swimming centre and youth facility are nearby.

ISSUES

- Parents often queue and park their cars in the existing No Stopping Zone to drop off/pick up their children at the No Stopping Zone.
- During Covid-19, many parents are more comfortable dropping off and picking up their children by car rather than having to catch public transport.
- Creating a formal 'Kiss and drop' zone on Tralee Avenue along the school frontage will assist in the efficient drop off and pick of children.
- It will also deter long time parking of boats, trailers and caravans along the school frontage and increase parking turnover.

PROPOSAL

As part of the Safer Schools Program, a review of the above location has been undertaken and staff propose to convert the existing unrestricted parking to **No Parking '8:00AM-9:30AM and 2:30PM-4:00PM School Days'** restrictions, on the northern side of Tralee Avenue, between the school driveway and the existing No Stopping Zone. The proposal will allow parents and carers to drop off and pick up children safely as a No Parking Zone allows parking for 2 minutes, provided the driver remains within 3 metres of the vehicle.

Council also proposes to formalise the Give Way control with linemarking and install Double Barrier (BB) Line at Tralee Avenue near Killarney Drive intersection and at Bangor Close near Tralee Avenue intersection to improve the safety and delineate traffic.

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
- Improved pedestrian amenity and safety by enabling parents and carers to drop off/pick up students on the school frontage.

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:

- A. Installation of No Parking 8:00am – 9:30am and 2:30pm – 4:00pm School Days restrictions on Tralee Avenue, Killarney Heights, along the school frontage for a length of approximately 45m.
- B. Install Give Way line marking and BB lines for 10m at Bangor Close near Tralee Avenue intersection.
- C. Install Give Way line marking and BB lines for 10m at Tralee Avenue near Killarney Drive intersection.

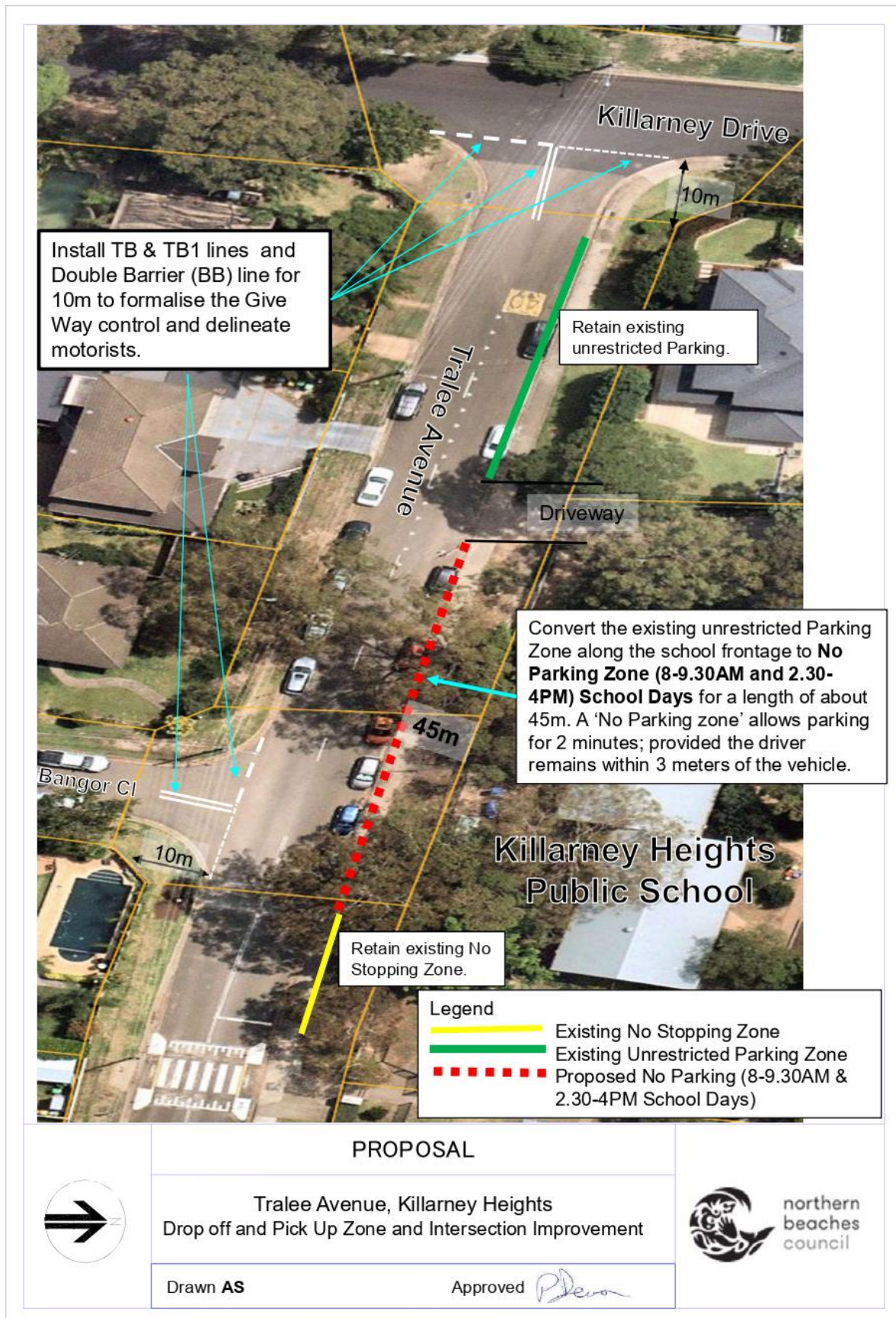


Table of Consultation

Address	Tralee Avenue, Killarney Heights
Proposal	Drop off & Pick Up Zone and intersection improvement

Properties Consulted	21
Responses Received	9
Support	8
Do Not Support	1

Issue	Resident Comment	Council Response
Loss of long term parking	There are plenty short term parking. The parking congestion was temporary during the time teachers could not use their parking zone near the construction site.	The marked parking zone is currently unrestricted. The proposed No Parking Zone (8-9:30AM and 2:30-4PM) school days, would allow parents to drop off and pick up students safely near the school. Outside these hours, vehicles can park as they want. This kiss and drop would also alleviate illegal parking behaviour and congestion on Tramore Place.
Review children crossing	Requested to review the children crossing at Melwood Avenue. On numerous occasions there had been near misses and vehicles do no stop for pedestrians during school hours	Council is reviewing the children crossing at Melwood Avenue outside Killarney Heights Public School. A proposal will be reported to Traffic Committee in upcoming meeting after consulting with the impacted residents and school.

ITEM 4.22 **MARTIN LUTHER PLACE, ALLAMBIE HEIGHTS - PARKING RESTRICTIONS****REPORTING OFFICER** **CONTRACTOR - TRAFFIC ENGINEER****TRIM FILE REF** **2020/650738****ATTACHMENTS** 1 [↓](#) **Plan**
2 [↓](#) **Table of Consultation****GEOCODES:** -33.761277, 151.245630**REPORT****BACKGROUND**

Council has received concerns from local residents regarding the long term parking of boats, trailers and other vehicles on Martin Luther Place, Allambie Heights.

LOCATION

- Martin Luther Place is a local road with a posted speed limit of 50km/h.
- It runs east-west and forms a T-intersection with Allambie Road. The other end has a cul-de-sac.
- The average width of the road is around 9.5m with unrestricted kerbside parking available.
- Adjacent land use comprises of medium density housing with retirement villages.

ISSUES

A Safer crossing treatment and Double Barrier (BB) Line have been recently installed at Martin Luther Place near Allambie Heights, to provide an improved transport connection for part of the regional cycling route connecting the Strategic Centres of Manly and Frenchs Forest.

PROPOSAL

Council has undertaken a review of the above location and proposes to install 'No Parking Motor Vehicles Excepted restriction on the. This would ensure boats and trailers and caravans cannot park, however, would allow residents and visitors to park on an unrestricted basis. As parking is not allowed within 3m of Double Barrier (BB) Line, Council will also install No Stopping Signs aligning the BB line. A concept plan is enclosed with this letter for your information.

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 the pedestrian facilities or impacts on walking paths.

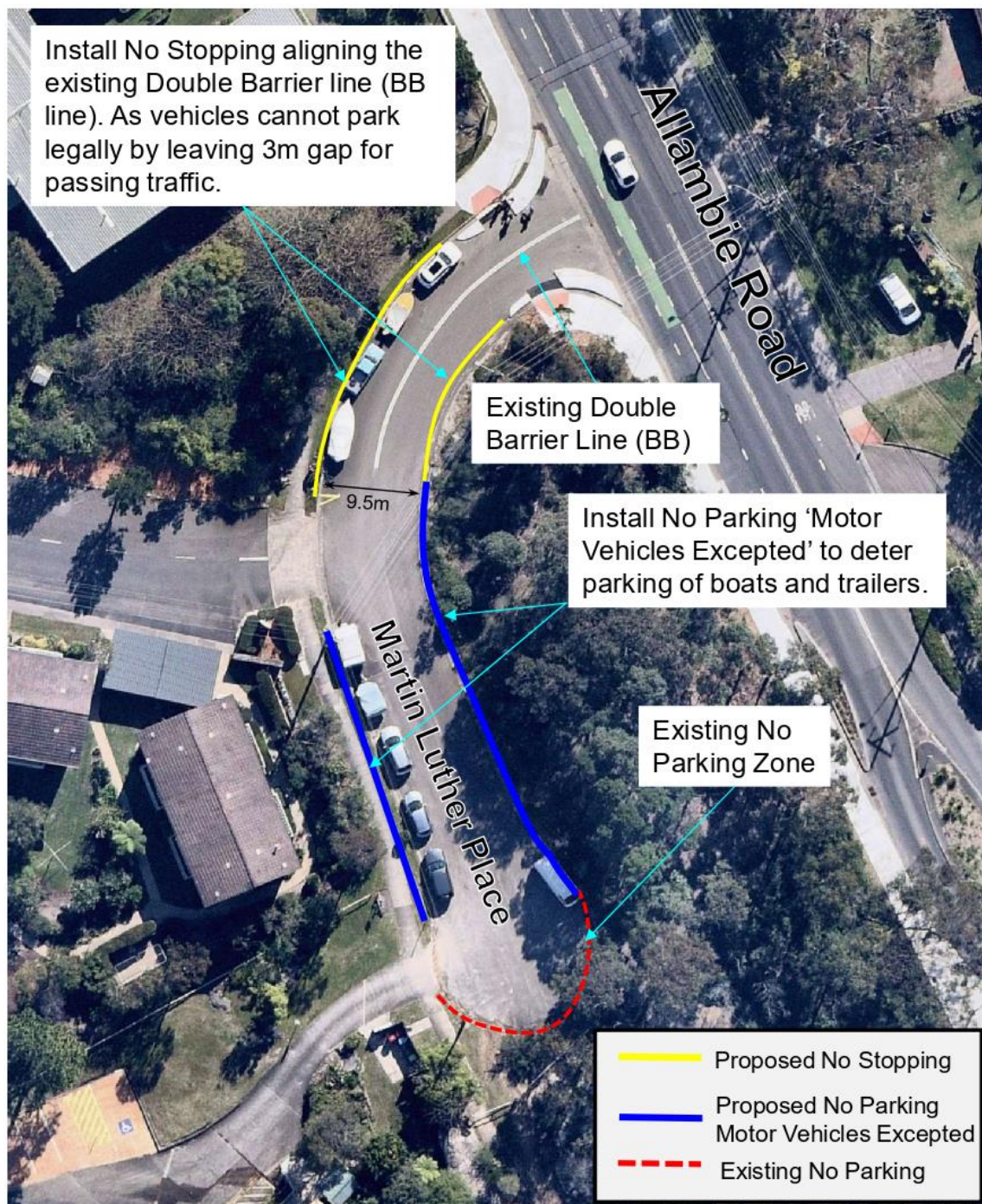
CONSULTATION

Consultation letters have been distributed to 3 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. The installation of No Stopping Unbroken Yellow Lines aligning the existing Double Barrier Line (BB) as vehicles cannot park legally by leaving 3m gap for passing traffic
- B. Install No Parking 'Motor Vehicles Excepted' restriction to deter parking of boats and trailers on the rest of the unrestricted parking zone.



PROPOSAL

Martin Luther Place, Allambie Heights
Parking Restriction

Drawn AS


Approved 

Table of Consultation

Address	Martin Luther Place, Allambie Heights
Proposal	Parking Restriction

Properties Consulted	3
Responses Received	31
Support	28
Do Not Support	2

Issue	Resident Comment	Council Response
Parking	Would like an exception to park if the proposed parking restriction is implemented.	Under current parking rules, council cannot provide an exception to any residents. Requested to move the camper trailer to another location and park legally without affecting visibility and damaging road reserve. The oversized trailers/ campers parked there reduces the available travelling lane for oncoming traffic.

ITEM 4.23 MONA STREET, MONA VALE - NO PARKING MOTOR VEHICLES EXCEPTED RESTRICTIONS**REPORTING OFFICER TRAFFIC OFFICER****TRIM FILE REF 2020/651419****ATTACHMENTS**
1 [↓](#) **Mona Street, Mona Vale - Plan**
2 [↓](#) **Mona Street, Mona Vale - Table of Consultation****GEOCODES: -33.670140, 151.302917****REPORT****BACKGROUND**

Council has received concerns that during school hours there is inadequate safe parking for those needing to park for an extended visit to Pittwater High School

LOCATION

- Mona Street, Mona Vale is a local road, with a posted speed limit of 50km/h
- This section of Mona Street is located within a School Zone
- Pittwater High School is located opposite this proposal on the north-west side of Mona Street
- There is an existing pedestrian crossing located approximately in the middle of Mona Street (between Pittwater Road and Bassett Street) linking both sides
- There are multiple bus routes that travel along Mona Street
- On-street parking is currently unrestricted in this section of Mona Street

ISSUES

This section of unrestricted parking in Mona Street is permitting a number of boats, trailers and caravans parking opposite Pittwater High School. This is causing safety concerns for local residents and staff, students and visitors to Pittwater High School.

Following consultation and feedback from local residents of the initial proposal for '8P 7am – 7pm Monday to Friday', the proposal has been amended to 'No Parking Motor Vehicles Excepted'

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install 'No Parking Motor Vehicles Excepted' on new stems and existing powerpoles between existing 'No Stopping' restrictions on Mona Street, from Pittwater Road to Bassett Street.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Sight lines to cyclists and pedestrians passing through the section of road will be improved by the removal of parked boats, trailers and caravans in the area.

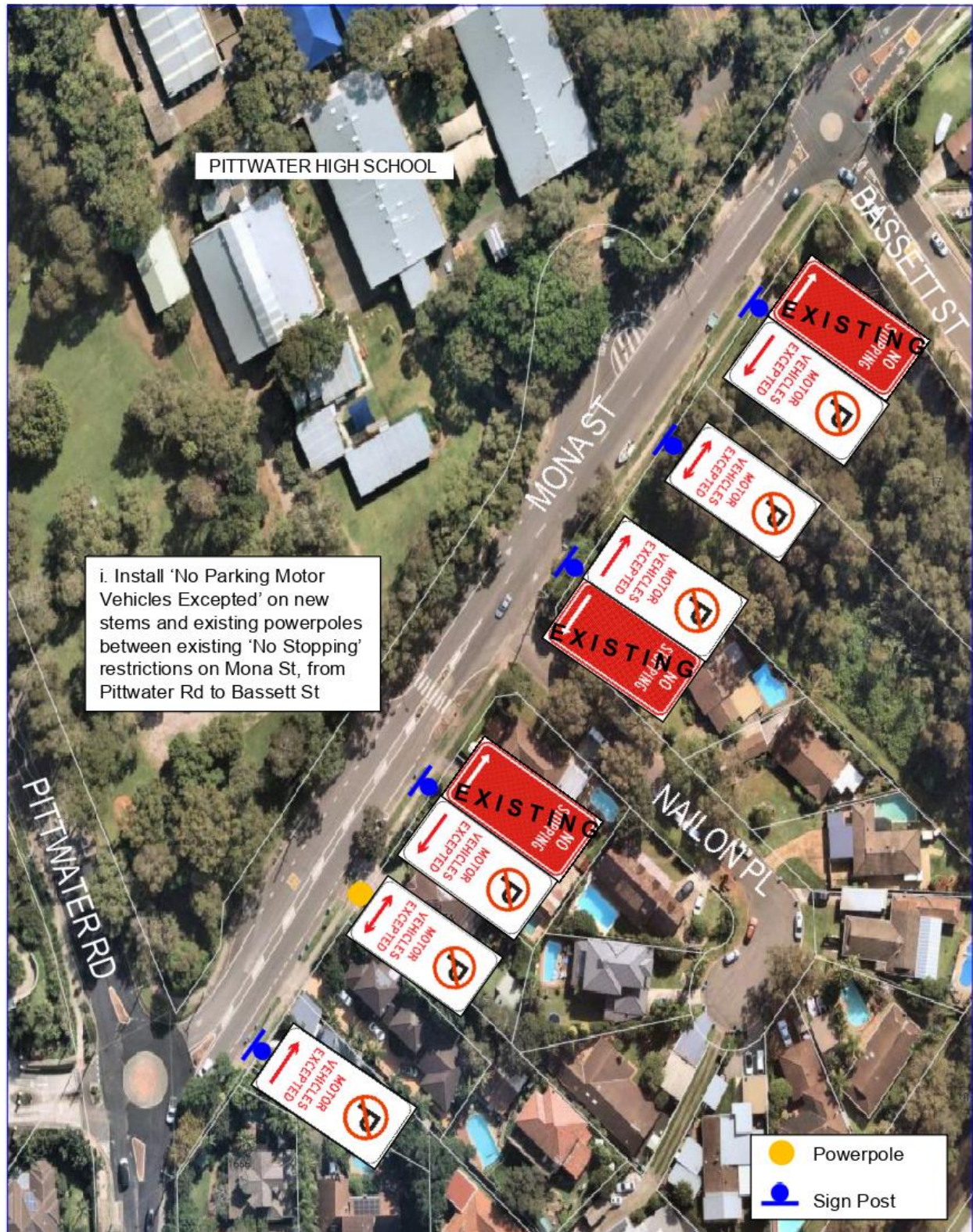
CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 'No Parking Motor Vehicles Excepted' on new stems and existing powerpoles between existing 'No Stopping' restrictions on Mona Street, from Pittwater Road to Bassett Street, Mona Vale



PROPOSAL

Mona Street, Mona Vale
No Parking Motor Vehicles Excepted Restrictions

Drawn KT

Approved

P. Deon



northern
beaches
council

Table of Consultation

Address	Mona Street, Mona Vale
Proposal	No Parking Motor Vehicles Excepted Restrictions

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

Issue	Resident Comment	Council Response
Resident parking	Timed parking will detriment residents while benefitting the school. Happy to support if residents are exempt from time parameters	Following the consultation period, Council has amended the proposal to install 'No Parking Motor Vehicles Excepted' restrictions. A resident parking scheme will not be introduced
Timed parking	8hr restriction will have no impact on these students parking whilst at the school, will free up no additional space and negatively impact residents. Suggest 4hr parking with parking permits for residents	Following the consultation period, Council has amended the proposal to install 'No Parking Motor Vehicles Excepted' restrictions. A resident parking scheme will not be introduced
Signage relocation	Relocation of existing No Stopping signage and new signage	Relocating signage will lose one on-street parking space. Signage locations in this area are suitable for the location

5.0 MATTERS FOR NOTATION

ITEM 5.1 APPROVALS UNDER DELEGATION

REPORTING OFFICER TRAFFIC ENGINEER

TRIM FILE REF 2020/662364

ATTACHMENTS 1 [Table of Approvals under Delegation - LTC meeting - 10 November 2020](#)

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

- 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 - 10 November 2020

Location	Action	Consultation	Referral Sent Date	Approval Date
Marine Parade, Avalon Beach	Install 'No Stopping Unbroken Yellow Kerb Line' restrictions 9m south of existing double centre lines on Marine Parade, Avalon Beach	Properties consulted: No consultation conducted but Notification was provided to residents Support: N/A Object: N/A Reason for approval: vehicles parking adjacent to Dividing Barrier Lines, which then requires traffic to cross these lines when passing parked vehicles	28 October 2020	4 November 2020
Dress Circle Road, Avalon Beach	Install 'No Stopping Unbroken Yellow Kerb Line' restrictions at Bellevue Avenue and Dress Circle Road, Avalon Beach intersection	Properties consulted: No consultation conducted but Notification was provided to residents Support: N/A Object: N/A Reason for approval: vehicles parking adjacent to Dividing Barrier Lines, which then requires traffic to cross these lines when passing parked vehicles	28 October 2020	4 November 2020
Hudson Parade, Clareville	Install 'No Stopping Unbroken Yellow Kerb Line' restrictions 9m east and 9m west of existing double centre lines on Hudson Parade, Clareville	Properties consulted: No consultation conducted but Notification was provided to residents Support: N/A Object: N/A Reason for approval: vehicles parking adjacent to Dividing Barrier Lines, which then requires traffic to cross these lines when passing parked vehicles	28 October 2020	4 November 2020