

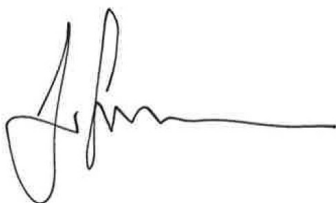
# AGENDA

## **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 8 DECEMBER 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  
 Adele Heasman  
 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 8 December 2020**

**in the Flannel Flower Room, Civic Centre, Dee Why**

**Commencing at 10:00am**

### **1.0 APOLOGIES**

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

2.1 Minutes of Northern Beaches Council Local Traffic Committee held 10 November 2020

2.2 Declaration of Pecuniary and Conflicts of Interest

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

Nil

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**NEXT MEETING Tuesday 2 February 2021**



## 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 10 NOVEMBER 2020

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#### RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 10 November 2020, copies of which were previously circulated to all Members, be confirmed as a true and correct record of the proceedings of that meeting.

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### 2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

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

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

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

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

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

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## 4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

|                   |   |
|-------------------|---|
| ITEM 4.1          | DOWLING STREET, QUEENSCLIFF - BUS ZONE - PLAN |
| REPORTING OFFICER | TRAFFIC ENGINEER                              |
| TRIM FILE REF     | 2020/551433                                   |
| ATTACHMENTS       | 1 Dowling Street, Queenscliff - Plan          |

**GEOCODES:** -33.780408, 151.283261

### REPORT

#### BACKGROUND

Council has received concerns from a local resident regarding vehicles parking too close to the tail of the bus stop outside No.10 Dowling Street

#### LOCATION

Dowling Street is a local road carrying moderate volumes of two-way traffic. It is well used as a local access route between Freshwater shopping village and the Queenscliff residential area. It is 9.6m in width with parking permitted on either side. Buses use Dowling Street in both directions.

#### ISSUES

- Dowling Street carries higher volumes of traffic than is desirable for a local road.
- The narrow width of the road coupled with parking on either side leaves restricted road width for two-way traffic.
- Buses have difficulty proceeding along Dowling Street.
- There is a high demand for parking and vehicles tend to be parked with 20m on the approach side of the bus stop outside No.10 Dowling Street. This results in buses pulling into the bus stop with the tail of the bus obstructing through traffic.
- No.10 Dowling Street is used by the Sunnyfield Association to provide 24-hour care to clients. Concern has been raised that vehicles exiting the property have insufficient visibility due to parking activity and they are supportive of the creation of a Bus Zone to provide improved visibility at the driveway.

#### PROPOSAL

Council has undertaken a review of the location and issues and proposes to provide a Bus Zone to support the 20m No Stopping rule on approach to the Bus Stop. On the departure side of the bus stop, side by side driveways ensure that there is sufficient space for the bus to readily depart from the bus stop.

#### 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

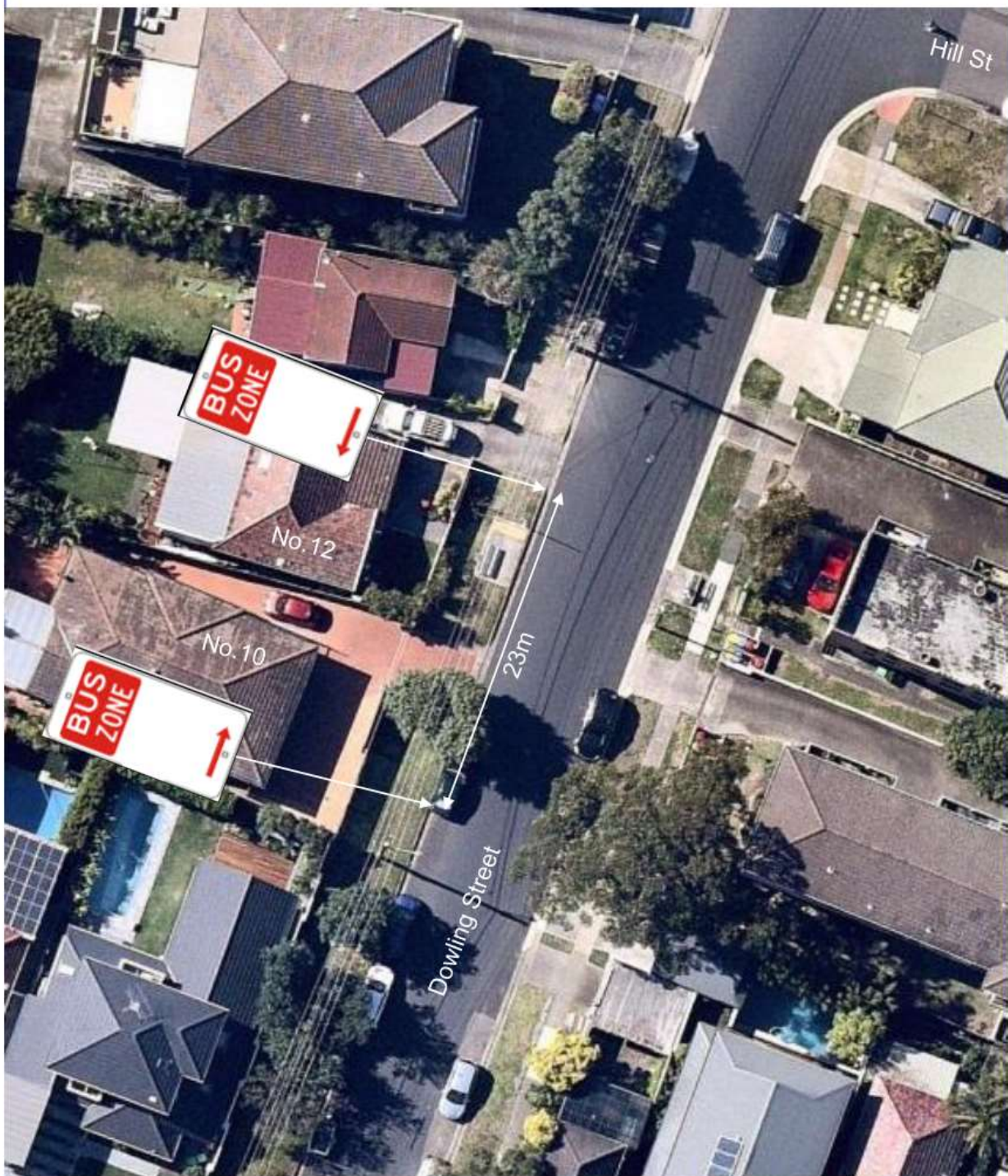
Consultation letters have not been distributed with regard to this matter, as it is merely reinforcing existing road rules regarding stopping at a bus stop. The property owner and tenants at No.10 Dowling Street who are most impacted are however, supportive of the proposal.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Creation of a Bus Zone to reinforce the 20m No Stopping rule on approach to the existing bus stop at No.10 Dowling Street, Queenscliff,



# PROPOSAL

Dowling Street, Queenscliff  
Bus Zone

Drawn JB

Approved 



northern  
beaches  
council



|                          |  |
|--------------------------|--|
| <b>ITEM 4.2</b>          | <b>DARLEY STREET, MONA VALE - BUS ZONE RELOCATION</b>                      |
| <b>REPORTING OFFICER</b> | <b>ENGINEER - TRAFFIC</b>  |
| <b>TRIM FILE REF</b>     | <b>2020/633301</b>   |
| <b>ATTACHMENTS</b>       | <b>1 Darley Street, Mona Vale - Plan</b><br><b>2 Table of Consultation</b> |

**GEOCODES: -33.674496, 151.305155**

## **REPORT**

### **BACKGROUND**

Council has received concerns regarding reduced visibility along Darley Street, when buses using the adjacent layover facility obstruct sightlines for vehicles exiting Pittwater Place.

### **LOCATION**

- Darley Street is a regional road with a 50km/h speed limit, and a road pavement width of approximately 13m between kerbs.
- The land use of the surrounding area is predominantly light industrial. The Mona Vale Bus Depot is located at No.58 Darley Street on the northern side, and Pittwater Place shopping centre is situated on the southern side of the road.
- Parking is generally unrestricted on both sides of Darley Street, however there are sections of timed parking restrictions outside businesses located along the northern side of the road east of the Bus Depot.
- There are existing 'Bus Zones' located outside No.60-62 Darley Street and on the opposite side of the road between the western access to the Pittwater Place car park and the driveway to the loading dock area.

### **ISSUES**

- Council has received a request to review the location of the existing 'Bus Zone' situated on the southern side of Darley Street, along the frontage of Pittwater Place.
- The 'Bus Zone' is located immediately east of the Darley Street driveway entrance/exit to the Pittwater Place car park and is used by Forest Coach Lines and STA as a bus layover between trips.
- Safety concerns have been raised from a resident due to the high number of vehicles which use the driveway to Pittwater Place, with buses standing at this location affecting visibility and sight distances of exiting vehicles.
- Any decision to relocate the 'Bus Zone' will directly affect those businesses/residents along the frontage of the new facility. Customers or visitors who currently park in the proposed location would be required to park on site or in adjacent areas.

### **PROPOSAL**

Council has undertaken a review of the area and proposes to relocate the 'Bus Zone' approximately 190m further west between the driveways of No.s 99 and 101 Darley Street. The existing 'Bus Zone' will be replaced with 'No Stopping' restrictions (refer Attachment 1 - Darley Street, Mona Vale - Plan).

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Improves safety for people cycling along Darley Street with improved sightlines.
- Darley Street is part of the Road Cycling Network and Safe Cycling Network. There is an existing footpath on the northern side for off-road cycling.
- The proposal does not affect 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.
- Council initially consulted on a proposal to relocate the 'Bus Zone' outside No.91 Darley Street. A total of six submissions were received with two supporting and four objections to the proposal. The Mona Vale Chamber of Commerce supports the initiative to move the bus stop, however concerns were raised over the loss of parking and the location outside No.91, which has several large retail centres.
- A further review of the area was undertaken and a revised proposal to relocate the 'Bus Zone' between the driveways of No.s 99 and 101 Darley Street was sent out for consultation. The new location has lower traffic volumes and minimises the loss of parking. Two to three car park spaces will be affected, compared to four parking spaces in the original proposal. A total of four submissions were received with two supporting and two objections to the proposal. The Mona Vale Chamber of Commerce and Pittwater Place have indicated their support for the new location. The two objections received were from businesses with driveways adjacent to the new 'Bus Zone'.
- Council has liaised with the State Transit Authority (STA) and Forest Coach Lines on the changes and both bus operators have no issues or objections with the proposed new location of the 'Bus Zone'.

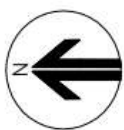
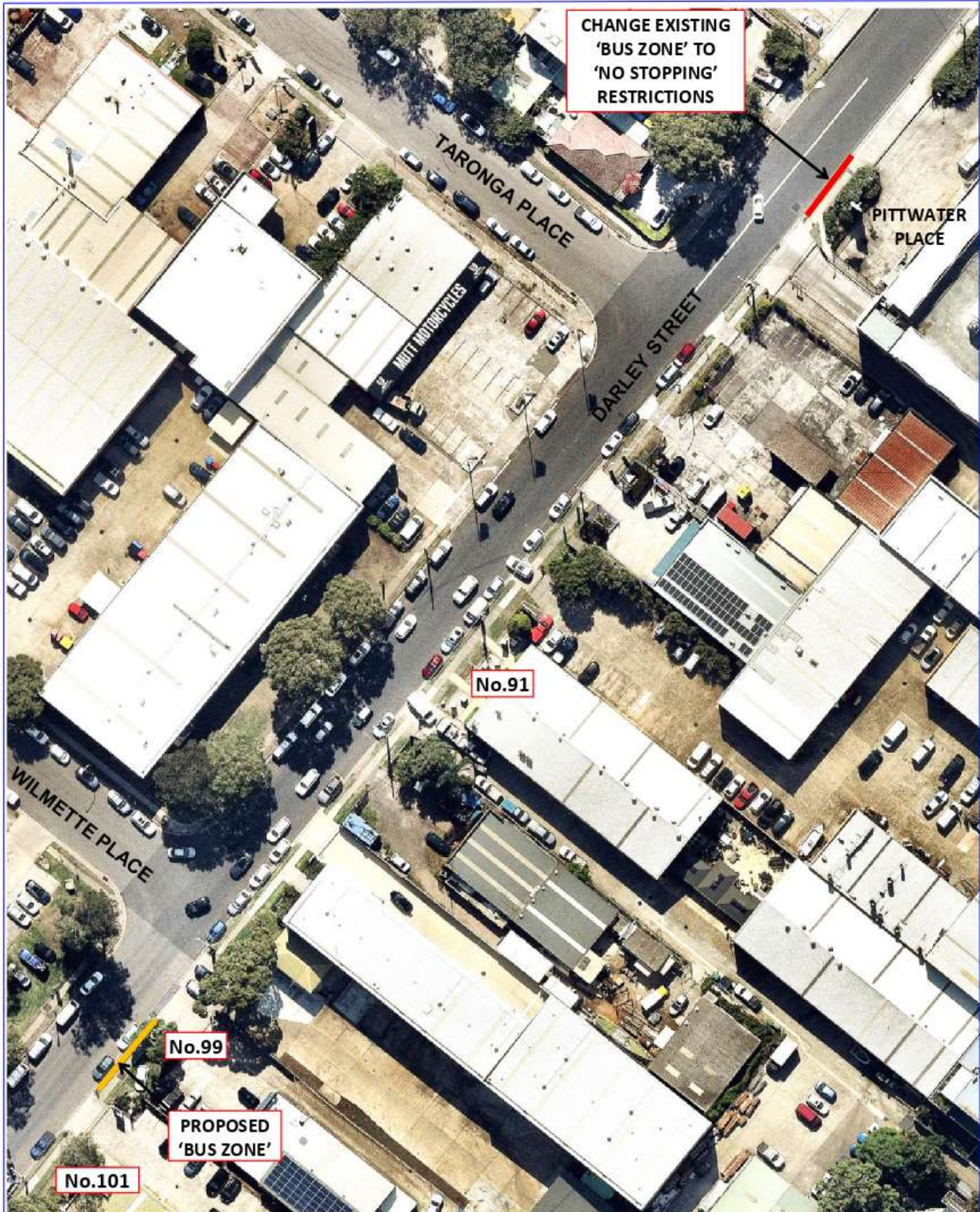
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## RECOMMENDATION TO TRAFFIC COMMITTEE

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

- A. Relocate the 'Bus Zone' situated immediately east of the Darley Street driveway entrance/exit to the Pittwater Place car park, to a new position between the driveways of No.s 99 and 101 Darley Street.
  - B. Replace the existing 'Bus Zone' with 'No Stopping' restrictions.
-






## PROPOSAL

DARLEY STREET, MONA VALE  
BUS ZONE RELOCATION

Drawn RK

Approved 



northern  
beaches  
council



### **Table of Consultation**

|                 |                          |
|-----------------|--------------------------|
| <b>Address</b>  | Darley Street, Mona Vale |
| <b>Proposal</b> | Bus Zone relocation      |

|                             |    |
|-----------------------------|----|
| <b>Properties Consulted</b> | 38 |
| <b>Responses Received</b>   | 4  |
| <b>Support</b>              | 2  |
| <b>Do Not Support</b>       | 2  |

| <b>Issue</b>                  | <b>Resident Comment</b>  | <b>Council Response</b>   |
|-------------------------------|--|---|
| Proposed location of Bus Zone | <p>- I am the owner of the property at 99 Darley Street Mona Vale and run a motor vehicle repair business from the premises. As our driveway is in constant use from 7am to 5.30pm I do not support the proposal as I feel it would be an extreme hazard to have a bus parked outside. Visibility and safety would be severely restricted for entry and exit of vehicles.</p> <p>- We and our customers are constantly in and out of the driveway with our customers vehicles, and have concerns with visibility if the bus zone is in use. Taking away ANY parking, whether 3 or 4 spaces on the street will be a major issue. I can't understand why there isn't room in the bus depot for a layover facility?</p> | <p>- The proposed Bus Zone provides an additional layover facility on Darley Street when the main facilities in Park Street are unavailable. Use of the facility is expected to be infrequent and only as required.</p> <p>- The proposed new location minimises the loss of parking, with two to three car park spaces affected compared to four parking spaces in the original proposal.</p> <p>- The proposed Bus Zone is to be used by both State Transit and Forest Coach Lines who operate two bus routes from Mona Vale. The Mona Vale Bus Depot is owned by Transport for NSW and is not accessible to private bus operators.</p> |
| Suggestions                   | <p>- The council proposal to move the bus stop to the spaces between 99 and 101 Darley Street is acceptable. Has there been consideration given to introducing 12 hour time limited parking in the same area?</p>  | <p>- Changes to parking in the remainder of Darley Street can be considered in the future subject to the Mona Vale Place Plan.</p>  |



**ITEM 4.3** **BLUEGUM CRESCENT, FRENCHS FOREST - NO STOPPING RESTRICTION****REPORTING OFFICER** **TRAFFIC OFFICER****TRIM FILE REF** **2020/638686****ATTACHMENTS** **1 Bluegum Crescent, Frenchs Forest - Plan****GEOCODES: -33.748892, 151.229434****REPORT****BACKGROUND**

Council has received concerns from local residents regarding illegal parking across driveways and the parking of vehicles narrowing the road, affecting traffic flow and sight distances entering and exiting Bluegum Crescent, Frenchs Forest.

**LOCATION**

- Bluegum Crescent is a two-way local road running between Forest Road West, Frenchs Forest.
- Bluegum Crescent is a two-lane road with a width of approximately 7.2m with a posted speed limit of 50km/h.
- There are statutory No Stopping restrictions near the intersection and the south-eastern, western and north-west bends of Bluegum Crescent, Frenchs Forest.
- On-street parking is generally unrestricted on Bluegum Crescent, Frenchs Forest.
- Bluegum Crescent is located in close proximity to Frenchs Forest High School, Frenchs Forest Police Station and Northern Beaches Hospital.
- Adjacent land in Bluegum Crescent consists of low to medium density housing.

**ISSUES**

- Illegal parking too close to intersections and on or across driveways.
- On-street parking is affected by employees and visitors of the Northern Beaches Hospital and commuters parking their vehicles in Bluegum Crescent throughout the day, reducing available parking for residents and visitors.
- Residents' visibility entering and exiting their driveways is affected by vehicles parked too close to their driveways.

**PROPOSAL**

Council has undertaken a review of the location and proposes to extend the existing No Stopping restrictions approximately from outside No.1 Bluegum Crescent 13 metres to north of the driveway of No.3 Bluegum Crescent, Frenchs Forest.

**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**

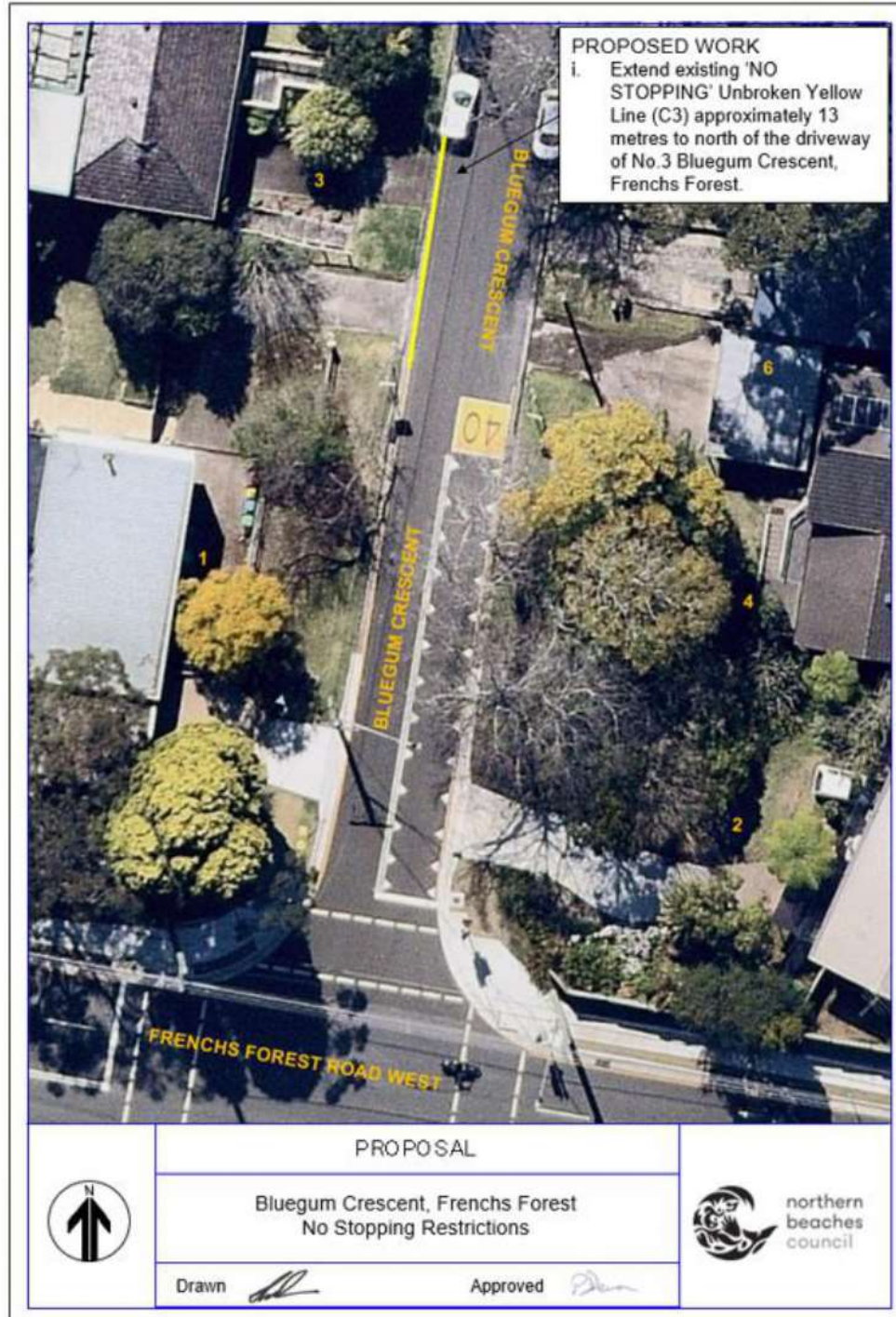
Consultation letters have been distributed to 15 properties within the immediate vicinity of the location providing notification of the proposed changes. Two responses was received, one supporting the proposal and one in objection to loss of parking.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Extension of the existing No Stopping restrictions approximately from outside No.1 Bluegum Crescent 13 metres to north of the driveway of No.3 Bluegum Crescent, Frenchs Forest.



|                          |   |
|--------------------------|---|
| <b>ITEM 4.4</b>          | <b>CARAWA ROAD, CROMER - TIMED PARKING RESTRICTIONS</b> |
| <b>REPORTING OFFICER</b> | <b>TRAFFIC OFFICER</b>                                  |
| <b>TRIM FILE REF</b>     | <b>2020/639317</b>                                      |
| <b>ATTACHMENTS</b>       | <b>1 Carawa Road, Cromer - Plan</b>                     |

**GEOCODES: -33.740087, 151.276172**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding illegal parking across driveways and the parking of vehicles overstaying the existing one-hour timed parking restrictions.

### **LOCATION**

- The shopping centre is located on the southern side of Carawa Road, between Davison Street and Waroon Road at Cromer. There is approximately 32 metres of '1 Hour Parking, 8:30am-6:00pm Mon-Fri and 8:30am-12:30pm Sat'. When approaching the shopping centre from the east along Carawa Road there is a Bus Zone located immediately west of the intersection with Davison Street, then there are , two car spaces of unrestricted parking, a Mail Zone, and then a total of five car spaces of one hour parking in front of the shops. This one-hour parking is divided by a driveway located between No. 59 and 61.
- East of this time restricted parking, there is 'No Stopping' signposted on the approach to the pedestrian crossing located at the intersection with Waroon Road. A Bus Zone is located on the northern side of Carawa Road, opposite the shops. There are no time restrictions for parking on the northern side of the road. The area from the mail zone to the head of the bus zone is unrestricted parking.
- Carawa Road is a two-lane road with a posted speed limit of 50km/h, with the exception of two 40km/h School Zone areas located within the intersections of Davison Street, Caroola and Carawa Roads, Cromer.
- Adjacent land in Carawa Road consists of low to medium density housing and mixed business.
- On-street parking is generally unrestricted on Carawa Road, Cromer.
- Carawa Road is located in close proximity to Cromer Public School.

### **ISSUES**

- The existing section of timed parking outside the boundary of No.61 west to No.67 Carawa Road, Cromer is providing limited parking opportunities, therefore, businesses are having difficulty attracting customers.
- Due to the amount of mixed business at the location, morning and afternoon school times 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 1 Hour Timed Parking restriction to 30 minutes from 8.30am-6pm MON\_FRI & 8.30am-12.30pm SAT approximately 20 metres from the boundary of No.61 west to No.67 Carawa Road, Cromer.

**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 43 properties within the immediate vicinity of the location providing notification of the proposed changes. Five responses were received, four (4) supporting the proposal and one (1) objection from a business concerned that restricting parking to 30 minutes would have a negative impact on their patrons.

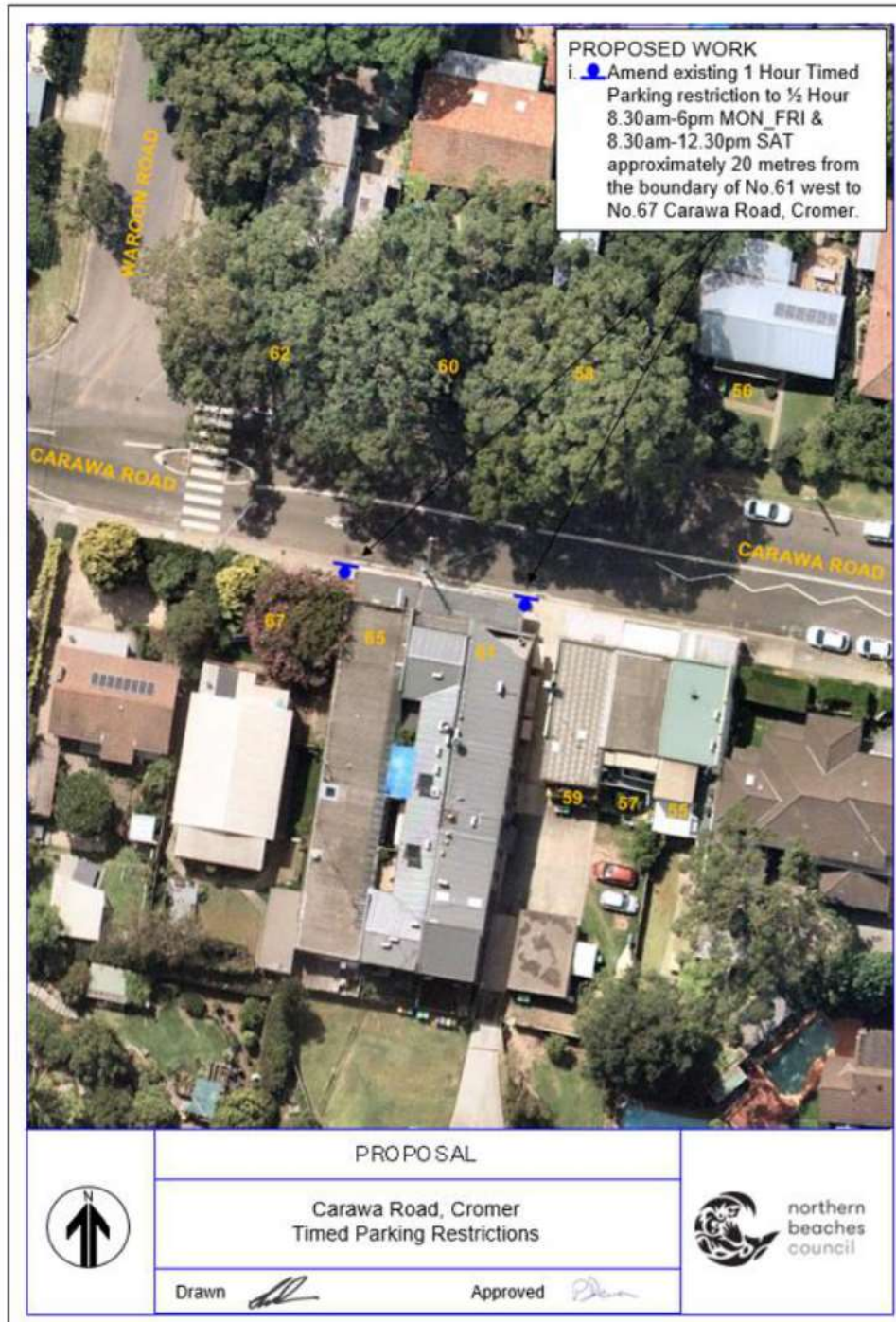
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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Replacement of the existing 1 Hour Timed Parking restriction to 30 minutes from 8.30am-6pm MON\_FRI & 8.30am-12.30pm SAT approximately 20 metres from the boundary of No.61 west to No.67 Carawa Road, Cromer.





**ITEM 4.5****HERBERT AVENUE (PRINCE ALFRED PARADE TO WALLUMATTA ROAD), NEWPORT - NO STOPPING RESTRICTIONS****REPORTING OFFICER****TRAFFIC OFFICER****TRIM FILE REF****2020/651192****ATTACHMENTS**

- 1 Herbert Avenue, Newport - Plan**
- 2 Herbert Avenue, Newport - Table of Consultation**

**GEOCODES: -33.649266, 151.303715****REPORT****BACKGROUND**

Council has received concerns from local residents regarding parked vehicles, road width and sight distances on Herbert Avenue, Newport.

**LOCATION**

- Herbert Avenue is a local road with a speed limit of 50km/h.
- This section of Herbert Avenue has access from Prince Alfred Parade and Wallumatta Road.
- Herbert Avenue has varying road widths of approximately 7.5m to 6m.
- Trucks over 8.8m are not permitted in Herbert Avenue.

**ISSUES**

- An initial proposal was sent to residents to install 'No Stopping' restrictions in three locations on Herbert Avenue, between Prince Alfred Parade and Wallumatta Road.
- Following initial consultation and two on-site meetings with a number of residents, the proposal was amended and re-consulted to install No Stopping restrictions in one location, due to sight distances and road widths

**PROPOSAL**

Council has undertaken a review of the location and issues and proposes to install 'No Stopping' Restrictions from eastern side of driveway at 25 Herbert Avenue (on Wallumatta Road) to eastern side of driveway at 15 Herbert Avenue, Newport

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- As there is no footpath, the proposal improves safety for pedestrians and people cycling along Herbert Avenue by providing a wider road width and improved sight lines on the bends for through traffic

**CONSULTATION**

Consultation letters have been distributed to 31 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 Stopping Unbroken Yellow Kerb Line' from eastern side of driveway at 25 Herbert Avenue (on Wallumatta Road) to eastern side of driveway at 15 Herbert Avenue, Newport





## PROPOSAL

Herbert Avenue, Newport  
No Stopping Restrictions

Drawn KT

Approved *P. Devon*



northern  
beaches  
council

### **Table of Consultation**

|                 |   |
|-----------------|---|
| <b>Address</b>  | Herbert Avenue, Newport (Prince Alfred Parade to Wallumatta Road) |
| <b>Proposal</b> | No Stopping Restrictions  |

|                             |    |
|-----------------------------|----|
| <b>Properties Consulted</b> | 31 |
| <b>Responses Received</b>   | 12 |
| <b>Support</b>              | 4  |
| <b>Do Not Support</b>       | 8  |

| <b>Issue</b>              | <b>Resident Comment</b>   | <b>Council Response</b>  |
|---------------------------|---|--|
| Additional restrictions   | Allowing parking on both sides of the road is an accident waiting to happen   | Parking on both sides of the street will be allowed where there is reasonable sight distance. Council will monitor this and install additional restrictions as required                                  |
| No restrictions           | Residents have managed to navigate these roads for years without the need for any no stopping restrictions. Will only serve to make things worse not better | No Stopping restrictions will be installed on the most narrow section of Herbert Avenue, to assist with sight distances and vehicle travel widths. This will provide safety for vehicles and pedestrians |
| Additional restrictions   | Does not go far enough. Should be limited to one side of the street for its entire length   | Parking on both sides of the street will be allowed where there is reasonable sight distance. Council will monitor this and install additional restrictions as required                                  |
| Lose of on-street parking | Lose of on-street parking, will shift the issue to other parts of the street.   | Council understands the demand for on-street parking. On-street parking will still be available in sections where there is greater road width and sight distances  |
| Driver behaviour          | Street should be widened, will encourage drivers to travel closer to the parked vehicles  | Restricting parking on the southern side near Wallumatta Road will provide a larger road travel width and will assist with vehicles not trying to negotiate between parked vehicles                      |
| Vehicle speed             | Will encourage higher speed   | There will still be on-street parking available which will slow down travelling vehicles. Police can be called to monitor and enforce speeding   |



**ITEM 4.6                                      GARDERE AVENUE, CURL CURL - NO STOPPING RESTRICTIONS****REPORTING OFFICER                      TRAFFIC OFFICER****TRIM FILE REF                              2020/639685****ATTACHMENTS                              1 Gardere Avenue, Curl Curl - Plan****GEOCODES: -33.771789, 151.291982****REPORT****BACKGROUND**

Council has received additional concerns from local residents regarding the parking of vehicles narrowing the road, affecting traffic flow and sight distances entering and exiting Gardere Avenue, Curl Curl.

**LOCATION**

- Gardere Avenue is a local road used by local traffic to reach Curl Curl and the surrounding suburbs.
- This section of Gardere Avenue is a local road that caters for two-way traffic, with a speed limit of 50km/h.
- No Parking restrictions exist outside No.22 Gardere Avenue and Council's Traffic Committee approved a No Stopping Unbroken Yellow Kerb Line from the northern side of the driveway at No.24, approximately 38m to the eastern side of the driveway at No.26 Gardere Avenue in August 2020.
- On-street parking is generally unrestricted on Gardere Avenue.
- Adjacent land uses consists of low and medium density housing along the northern and southern sides of Gardere Avenue, correspondingly.
- There are no bus routes services in Gardere Avenue.

**ISSUES**

- Illegal parking across driveways and on nature strips.
- Due to the topography of the street, parked cars and other vehicles are reducing road width and causing visibility issues
- Vehicles often need to drive into oncoming traffic to manoeuvre around the parked vehicles.

**PROPOSAL**

Council has undertaken a review of the location and proposes to install a No Stopping Unbroken Yellow Line approximately 61m in length from the intersection of Tanderra Place and Gardere Avenue to the southern side of the driveway at No.24 Gardere Avenue, and remove the existing No Parking restrictions outside No.22 Gardere Avenue.

Further, to install statutory No Stopping restrictions at the intersection of Tanderra Place and Gardere Avenue.

## 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 26 properties within the immediate vicinity of the location providing notification of the proposed changes. Six responses were received in support of the proposal, however, the plan was amended to provide approximately 8.5m of parking adjacent to the stairs and power pole FF93689 outside No. 16 to No.18 Gardere Avenue to assist pedestrian access to properties from No.16 to No 22 Gardere Avenue, for residents, visitors, trade and health workers.

---

## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Stopping Unbroken Yellow Line approximately 61m in length from the intersection of Tanderra Place and Gardere Avenue to the southern side of the driveway at No.24 Gardere Avenue, and remove the existing No Parking restrictions outside No.22 Gardere Avenue.
- B. An amendment to provide approximately 8.5m of parking space adjacent to the stairs and power pole FF93689 outside No.18 Gardere Avenue.
- C. Further, install statutory No Stopping restrictions at the intersection of Tanderra Place and Gardere Avenue.



|                          |   |
|--------------------------|---|
| <b>ITEM 4.7</b>          | <b>MALBARA CRESCENT &amp; BLACKBUTTS ROAD, FRENCHS FOREST - NO STOPPING RESTRICTIONS</b>  |
| <b>REPORTING OFFICER</b> | <b>TRAFFIC OFFICER</b>  |
| <b>TRIM FILE REF</b>     | <b>2020/640367</b>  |
| <b>ATTACHMENTS</b>       | <b>1 Malbara Crescent &amp; Blackbutts Road, Frenchs Forest - Plan<br/>2 Malbara Crescent &amp; Blackbutts Road, Frenchs Forest - Table Of Consultation</b> |

**GEOCODES: -33.742132, 151.214040**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding the parking of vehicles narrowing the road, affecting traffic flow and sight distances entering and exiting Malbara Crescent.

Further, additional concerns indicate the right turn to Lionel Watts Reserve on Blackbutts Road and recent upgrades in the area are causing traffic queuing, therefore, affecting residents' ability to access Malbara Crescent.

### **LOCATION**

- Blackbutts Road is collector road carrying higher level of vehicular traffic and consists of a two-way two-lane layout with a speed limit of 50km/h.
- The section of Blackbutts Road under consideration has a variable pavement width with an average of approximately 12m and unrestricted kerbside parking available on both sides of the road.
- This section of Blackbutts Road has unrestricted parking; however, existing statutory No Stopping restrictions are present, and a pedestrian crossing is located near the intersection of Pringle Avenue and Blackbutts Road, outside Frenchs Forest Showground.
- Malbara Crescent is a local road that caters for two-way traffic, with a speed limit of 50km/h. The road lies between the intersection of Blackbutts Road and the cul-de-sac of Malbara Crescent.
- Adjacent land use consists of low to medium density housing and is located adjacent to Lionel Watts Reserve and Frenchs Forest Showground.

### **ISSUES**

- Increased parking in the area due to recent upgrades of the facilities has increased illegal parking across driveways, within 3m of double centre lines and too close to the intersections.
- Vehicles parked on both sides create a potential traffic hazard to road users by restricting the road width for through traffic.

- Pedestrian and road safety issues, in particular, with an increased number of children (often walking dogs) on/near the road.
- Vehicles often need to drive into oncoming traffic to manoeuvre around the parked vehicles.

## PROPOSAL

Council has undertaken a review of the location and proposes to extend the existing No Stopping Unbroken Yellow Kerb Line approximately 13m in length from the intersection of Blackbutts Road & Malbara Crescent to the northern side of the driveway on Malbara Crescent of No.53 Blackbutts Road.

Further, extend the statutory No Stopping restrictions at the intersection of Blackbutts Road & Malbara Crescent approximately 19m west to the driveway of No.57 Blackbutts Road and approximately 13m east to the western side of the driveway at No.51 Blackbutts Road.

The Installation of a No Stopping Unbroken Yellow Line approximately 14.5m in length on the western side of Malbara Crescent, between No.55 Blackbutts Road, & No.4 Malbara Crescent.

## 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 24 properties within the immediate vicinity of the location providing notification of the proposed changes. The original proposal was supported, however, was amended to accommodate the community concerns. The responses are noted in Attachment 2 – Table of Consultation.

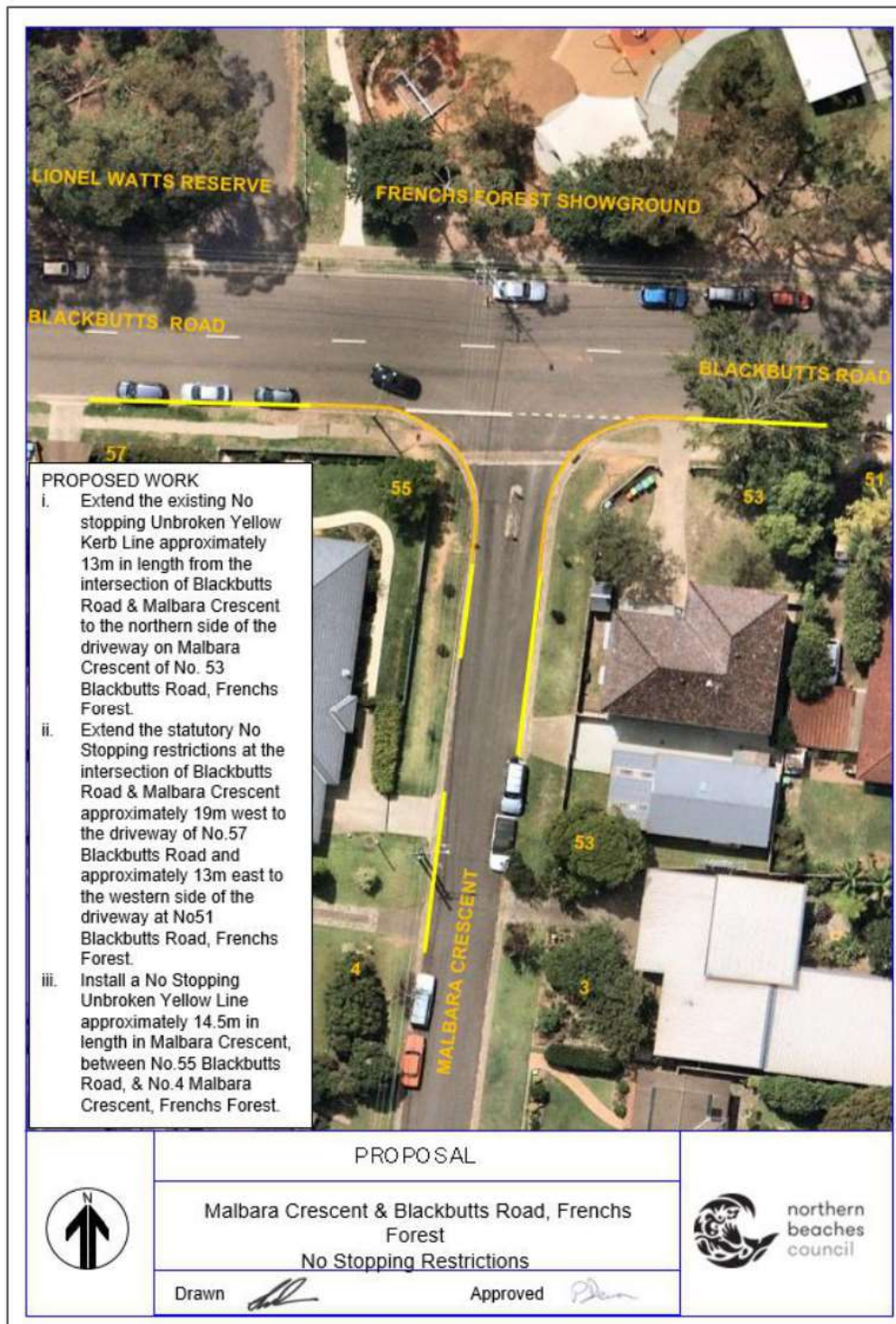
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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Extension of the existing No Stopping Unbroken Yellow Kerb Line approximately 13m in length from the intersection of Blackbutts Road & Malbara Crescent to the northern side of the driveway on Malbara Crescent of No.53 Blackbutts Road.
- B. An extension of the statutory No Stopping restrictions at the intersection of Blackbutts Road & Malbara Crescent approximately 19m west to the driveway of No.57 Blackbutts Road and approximately 13m east to the western side of the driveway at No.51 Blackbutts Road.
- C. Installation of a No Stopping Unbroken Yellow Line approximately 14.5m in length on the western side of Malbara Crescent, between No.55 Blackbutts Road, & No.4 Malbara Crescent.







### **Table of Consultation**

|                 |   |
|-----------------|---|
| <b>Address</b>  | <b>Malbara Crescent &amp; Blackbutts Road, Frenchs Forest</b> |
| <b>Proposal</b> | <b>No Stopping Restrictions</b>                               |

|                             |    |
|-----------------------------|----|
| <b>Properties Consulted</b> | 24 |
| <b>Responses Received</b>   | 14 |
| <b>Support</b>              | 2  |
| <b>Do Not Support</b>       | 11 |
| <b>Do Not Support</b>       | 1  |

NOTE

\*Includes a petition

Support/Requesting amendments

| <b>Issue</b>                           | <b>Resident Comment</b>   | <b>Council Response</b>   |
|--|---|---|
| Reduced visibility at the intersection | While the proposed changes are welcomed, we are keen to understand the rationale for not having extended the no-parking lines between the Malbara Crescent exit and Aruma driveway as shown in the copy of your photo below. This corner is by far the greatest hazard in our opinion and we have experienced several near misses trying to turn right out of Malbara Crescent onto Blackbutts Rd.  | The proposal has been amended to improve concerns and enhance sightline, no further extension of the line is required which would result in further loss of on street parking.  |
| Traffic Flow                           | I am disappointed that there is no proposal to do likewise to the western side of Malbara Crescent so that that parked vehicles cannot block the exit from our street by parking too close to the traffic island.   | The proposal has been amended to address the customer concerns and improve traffic flow and sight distances, entering and exiting Malbara Crescent, Frenchs Forest.   |
| Increase Speed                         | I am writing to you today to voice my opinions regarding the no stopping restrictions on Blackbutts Road that have been proposed. I am against this proposal because of safety concerns for myself and other pedestrians in the area. With the lack of cars that are parked on the street the cars that are travelling through blackbutts road will be more likely to go faster and even speed because the road has suddenly become wider. Hence making it more dangerous for pedestrians on the sidewalk and those wishing to cross. Furthermore, it will also be more dangerous for the parked cars inside my residence because we have to back out of the driveway into the street. With cars going faster accidents are more likely to occur as a result. As a resident in Blackbutts Road I have not experienced any hindrance in terms of traffic flow or traffic queueing. | Traffic queueing has been observed due to the right turn into Lionel Watts Reserve and the recent upgrades to Lionel Watts Reserve and Frenchs Forest Showground. The proposal seeks to improve the traffic flow and enhance sightlines in this section of Blackbutts Road. There remains sufficient on street parking to reduce speeding concerns. In relation to any speeding or dangerous driving concerns, Council recommends the community contact NSW Police. |

|                   |   |   |
|-------------------|---|---|
| Effects residents | Will your panel please consider extending the planned "No Stopping Yellow Line" on the eastern side of Malbara Crescent to the entrance of the driveway of number 3 Malbara Crescent, the reason being, there are 2 driveways opposite this section and cars parked in this area continuously present a danger to residence when cars are exiting from these driveways. | The proposed No Stopping Unbroken Yellow Line approximately 14.5m in length in Malbara Crescent, between No.55 Blackbutts Road, & No.4 Malbara Crescent, Frenchs Forest will improve the customer concerns. |
|-------------------|---|---|

**ITEM 4.8                      DAWES ROAD, BELROSE - PARKING RESTRICTION AND  
EDGE LINES****REPORTING OFFICER        CONTRACTOR - TRAFFIC ENGINEER****TRIM FILE REF              2020/650767****ATTACHMENTS              1 Plan  
   2 Table of Consultation****GEOCODES: -33.734553, 151.222087****REPORT****BACKGROUND**

Council has received concerns from residents regarding safety of through traffic at the crest of Dawes Road outside the driveway of 2 Dawes Road. As the driveway is located at the crest of the street, turning traffic has limited line of sight of approaching traffic. This creates a potential conflict point.

**LOCATION**

- Dawes Road is a local road running in an easterly direction off Forest Way, with a posted speed limit of 50km/h.
- It runs in an east-west direction and connects Forest Way to St Andrews Close.
- There is unrestricted kerb side parking available on both sides of the road and pavement width of the road is around 9.5m kerb to kerb.
- Footpath is available on the northern side of the road and has a pedestrian refuge island near the shops.
- Surrounding use comprises of medium density housing with a retirement village, a few local shops and a service station near the Forest Way intersection.

**ISSUES**

- Vehicles are often parked on the No Parking Zone, breaching the road rules.
- On the southern side, vehicles are observed to park far from the kerb side which reduces the available trafficable lane.
- This section of the road has a crest outside the driveway of 2 Dawes Road. Therefore, approaching traffic has limited sight visibility.

**PROPOSAL**

Council has undertaken a review of the location and issues and proposes to convert the existing No Parking into No Stopping Zone and extend it by 6m on the eastern side of the driveway of 2 Dawes Road. To assist drivers in parking close to the kerb, Council is also proposing to install Edge Lines for a length of about 100m on both sides of the Dawes 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 239 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

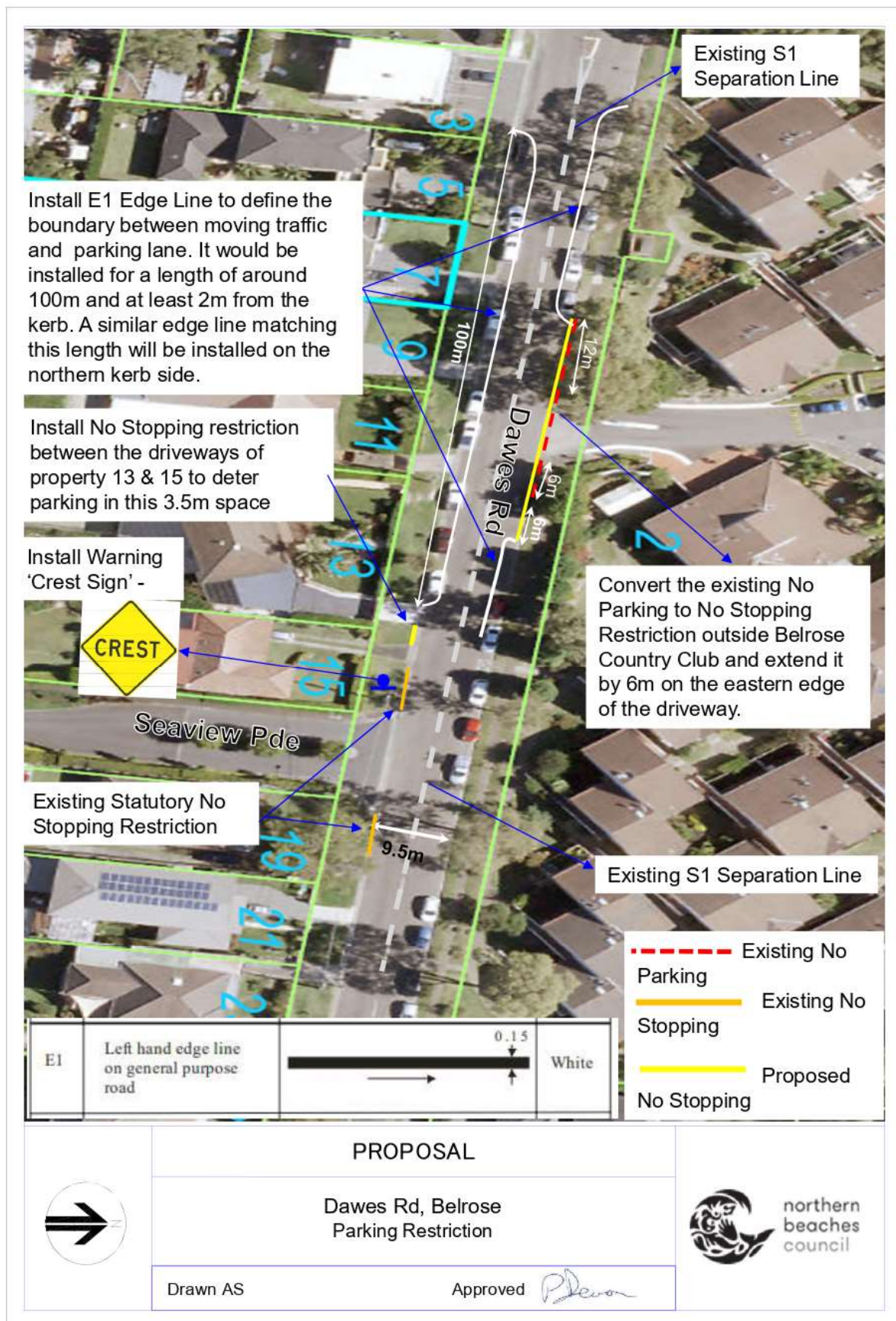
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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Conversion of No Parking to Stopping restriction outside Belrose Country Club and extend it by 6m on the eastern edge of the driveway.
- B. Install E1 Edge Line for around 100m near the crest, to define the boundary between moving traffic and parking lane.
- C. Install No Stopping Restriction between the driveways of property 13 & 15 to deter parking in the 3.5m space.





### **Table of Consultation**

|                 |   |
|-----------------|---|
| <b>Address</b>  | <b>Dawes Road, Belrose</b>                |
| <b>Proposal</b> | <b>Parking Restriction and Edge Lines</b> |

|                             |     |
|-----------------------------|-----|
| <b>Properties Consulted</b> | 239 |
| <b>Responses Received</b>   | 18  |
| <b>Support</b>              | 17  |
| <b>Do Not Support</b>       | 1   |

| <b>Issue</b>                    | <b>Resident Comment</b>  | <b>Council Response</b>   |
|---------------------------------|--|---|
| Loss of parking                 | Loss of parking.   | The proposal will result in net loss of 1 unrestricted parking. In order to increase the site visibility and the safety of this location, it is necessary to install the No Stopping restriction. There is plenty unrestricted parking available on the street.   |
| Accessible parking              | Disable Parking spot near the ramp   | The current Australian Standard requires a 3.2m by 7.8m space with kerb ramps to install a parallel 'Accessible Parking'. In order to comply with the standard it would require significant cost to Council.  |
| Speed                           | Install Speed hump   | The recent traffic survey do not show excessive speeding on the street. The road does not meet the requirements for speed hump due to the grade of the road and limited line of sight.  |
| Install No Stopping Restriction | Suggest to install No Stopping between the driveways of property 13 & 15 as vehicles are often parked by partially blocking the driveways. | Council has reviewed and propose to install the No Stopping Restriction between the driveways of property 13 & 15   |
| Traffic Mirror                  | Request to install a parabolic mirror to provide visibility to traffic entering  | Council does not support the installation of a convex safety mirror due to the distorted image it portrays to motorists. The image of an approaching vehicle reflected in a convex safety mirror is inverted, appears smaller, further away and travelling at a slower speed. These distortions can result in drivers misinterpreting the image and can hence be potentially dangerous especially in the case of a speeding vehicle. The guidelines on the use of convex safety mirrors recommends that these facilities should only be used in low volume and low speed situations such as private roads and car parking areas |

|                                   |  |  |
|-----------------------------------|--|--|
| Parking                           | Need Resident Parking Scheme   | Council is not considering to develop a resident parking scheme for Belrose as most of the properties has access to on-site parking facilities.  |
| Turn restriction                  | Stop traffic from turning right from Forest Way into Dawes Road and make them use the traffic light at Perentie Road | Forest Way is a state road and falls under the jurisdiction of TfNSW. The concern will be forwarded to TfNSW to investigate and a direct response to the resident will be requested after investigation. |
| Visibility while exiting driveway | Extend the No Stopping on either side of the driveway of 2 Dawes Road.   | The current proposal will improve the safety. However, council will monitor the traffic and consider it in the future if needed.   |

|                          |   |
|--------------------------|---|
| <b>ITEM 4.9</b>          | <b>BALGOWLAH ROAD AT BOYLE STREET, BALGOWLAH -<br/>RAISED PEDESTRIAN CROSSING</b> |
| <b>REPORTING OFFICER</b> | <b>TRAFFIC ENGINEER</b>   |
| <b>TRIM FILE REF</b>     | <b>2020/551925</b>  |
| <b>ATTACHMENTS</b>       | <b>1 Balgowlah Road at Boyle Street, Balgowlah - Plan</b>                         |

**GEOCODES: -33.790567, 151.267968**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding vehicles failing to stop for pedestrians and/or travelling too fast through the marked pedestrian crossing on Balgowlah Road near Boyle Street.

### **LOCATION**

Balgowlah Road is a local carrying high volumes of two-way traffic in an east west direction. East of its intersection with Boyle Street, is an existing at grade marked pedestrian crossing. The crossing facilitates pedestrian access between the Balgowlah Industrial Area and the residential area to the south of Balgowlah and is also intended to provide a safe crossing point for students going to and from the Manly West Public school. Bus Stops are sited on either side of Balgowlah Road to the east of the pedestrian crossing and the marked crossing assists bus passengers to safely cross the road.

### **ISSUES**

- Balgowlah Road carries around 800 vehicles per hour in peak periods and crossing the road through this volume of traffic can be difficult.
- Traffic congests on Balgowlah Road on approach to Condamine Street and around the Balgowlah Industrial Area and traffic can be reluctant to stop for pedestrians.
- There is a roundabout at the intersection of Balgowlah Road and Roseberry Street approximately 75m west of the pedestrian crossing. Traffic has a tendency to accelerate as they depart the roundabout.
- At some times of the day, usage of the pedestrian crossing can be low and some traffic that regularly uses the road can be accustomed to not having to stop for pedestrians.
- There are trees on Balgowlah Road which cast shadows onto the crossing and at sometimes of the day it can be difficult to see.
- Zig-zag markings have been added to the road to assist in raising awareness of the crossing.
- Many reports of near misses on the crossing have been received, mainly from parents of children attending Manly West Public School. Some advise that it is colloquially called "suicide crossing".

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to reconstruct the existing at grade crossing as a raised crossing to make it more obvious to motorists and to assist in slowing traffic



**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- The proposed change should assist pedestrian and cyclist safety and does not otherwise affect any future planned facilities

**CONSULTATION**

Consultation letters have been distributed to 58 properties within the immediate vicinity of the location providing notification of the proposed changes. Only positive responses have been received.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Reconstruction of the existing at grade pedestrian crossing on Balgowlah Road, east of its intersection with Boyle Street as a raised wombat crossing.



## PROPOSAL

Balgowlah Road at Boyle Street  
Raised Pedestrian Crossing

Drawn JB

Approved 

**ITEM 4.10****FLITTON VALLEY CLOSE, FRENCHS FOREST - NO PARKING  
RESTRICTIONS WASTE COLLECTION DAYS****REPORTING OFFICER****ENGINEERING INTERN****TRIM FILE REF****2020/704812****ATTACHMENTS**

- 1 Flitton Valley Close, Frenchs Forest - Plan**
- 2 Flitton Valley Close, Frenchs Forest - Table of Consultation**

**GEOCODES: -33.743544, 151.216173****REPORT****BACKGROUND**

Council has received concerns from local residents and United Resource Management (URM), regarding blocked and obstructed access for waste collection trucks. This issue occurs when vehicles park on both sides of the road and around the cul-de-sac.

**LOCATION**

- Flitton Valley Close is a local road with a speed limit of 50km/h
- Flitton Valley Close has a road width of approximately 7.2m
- This street has low density housing
- This street meets Pringle Avenue at a T-intersection

**ISSUES**

- URM experiences obstructed access and difficulty in collecting waste when vehicles park on both sides of the road.

**PROPOSAL**

Council has undertaken a review of the location and issues. Originally Council proposed to install the No Parking restriction (6am-6pm Thursdays) on the northern side of the road, however majority of residents preferred to have the restriction on the southern side. This was re-consulted and was fully supported. Council now proposes to install the restriction on the southern side of the road and around the cul-de-sac.

**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 24 properties within the surrounding vicinity of the location providing notification of the proposed changes. 6 responses was received supporting the proposal. A table of consultation has been attached.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Installation No Parking Restrictions (6am-6pm Thursdays) on the southern side of the road and around the cul-de-sac





## PROPOSAL

No Parking Waste Collection Days  
Flitton Valley Close, Frenchs Forest

Drawn: JO

Approved

*P. Dewar*



northern  
beaches  
council

### Table of Consultation

|                 |  |
|-----------------|--|
| <b>Address</b>  | <b>Flitton Valley Close, Frenchs Forest</b>        |
| <b>Proposal</b> | <b>No Parking Restrictions (6am-6pm Thursdays)</b> |

|                             |    |
|-----------------------------|----|
| <b>Properties Consulted</b> | 24 |
| <b>Responses Received</b>   | 7  |
| <b>Support</b>              | 6  |
| <b>Do Not Support</b>       | 1  |

| <b>Issue</b>             | <b>Resident Comment</b>  | <b>Council Response</b>   |
|--------------------------|--|---|
| On Street Parking Issues | Residents have had issues claiming that certain properties have "designated parking spots" | Flitton Valley Close is a local and public road. Residents here do not have designated parking spaces. Any resident and any visitor may park anywhere on the street so long that it is legal parking.                                 |
| Time Restriction         | Resident requested to shorten the No Parking from 6am-6pm to 6am-3pm                       | The Manager of Waste Services has explained that waste collectors do not have a set schedule but operate anytime between 6am - 6pm.   |
| No Parking All times     | Resident requested to have the No Parking Restricted to all times                          | Residents here have a high demand for parking, at this moment the No Parking restrictions for waste collection days is the most appropriate. In the future should further issues occur another consultation and proposal may be done. |
|                          |  |   |

|                          |  |
|--------------------------|--|
| <b>ITEM 4.11</b>         | <b>COUTTS CRESCENT, COLLAROY - EXTENSION OF NO STOPPING RESTRICTIONS</b> |
| <b>REPORTING OFFICER</b> | <b>ENGINEERING INTERN</b>  |
| <b>TRIM FILE REF</b>     | <b>2020/704916</b>   |
| <b>ATTACHMENTS</b>       | <b>1 Coutts Crescent, Collaroy - Plan</b>                                |

**GEOCODES: -33.741800, 151.295223**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding obstructed sight of vehicles around the northern bend of Coutts Crescent when vehicles are parked on the inner curve (southern side).

### **LOCATION**

- Coutts Crescent is a local road with a speed limit of 50km/h
- This street has low density housing
- This street meets at a T intersection with Westmoreland Avenue
- Pittwater House High School is located nearby the proposed site

### **ISSUES**

- When vehicles park on the inner bend, this obstructs vision of oncoming traffic.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to extend the current No Stopping restriction by approximately 38m on the inner bend of road (southern side). This will remove on-street parking, however, it will greatly improve the visibility of traffic and the overall safety on this bend.

### **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 7 properties within the surrounding vicinity of the location providing notification of the proposed changes. 3 responses were received supporting the proposal.

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Extension of the current No Stopping restriction by 38m
- B. Installation of Dividing barrier lines 10m into Coutts Crescent





## PROPOSAL



Extension No Stopping Restriction  
Coutts Crescent, Collaroy

Drawn: JO

Approved *P. Deon*



northern  
beaches  
council

|                          |   |
|--------------------------|---|
| <b>ITEM 4.12</b>         | <b>ORCHARD ROAD, BROOKVALE - GIVE WAY RESTRICTION</b> |
| <b>REPORTING OFFICER</b> | <b>ENGINEERING INTERN</b>                             |
| <b>TRIM FILE REF</b>     | <b>2020/704965</b>                                    |
| <b>ATTACHMENTS</b>       | <b>1 Orchard Road, Brookvale - Plan</b>               |

**GEOCODES: -33.765984, 151.277054**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local businesses regarding confusion of road priority, vehicles speeding and carelessly turning from Orchard Road and Ada Avenue. This results in drivers veering onto their right, which would be the opposing traffic lane.

### **LOCATION**

- Orchard Road and Ada Avenue are primarily an industrial area
- These streets have a speed limit of 50km/h
- These streets meet at a T-intersection
- There are kerb access ramps where pedestrians cross within 10-15m of the intersection

### **ISSUES**

- Road users are confused have had conflicting issues with road priority
- Road users have been driving around the corner, through the intersection at inappropriate speeds and veering onto the opposing traffic lane

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to install a Give Way restriction on Orchard Road, along with Dividing Barrier Lines 10m from the intersection.

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

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

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

### **CONSULTATION**

Consultation letters have been distributed to 13 properties within the surrounding vicinity of the location providing notification of the proposed changes. 2 responses were received supporting the proposal.

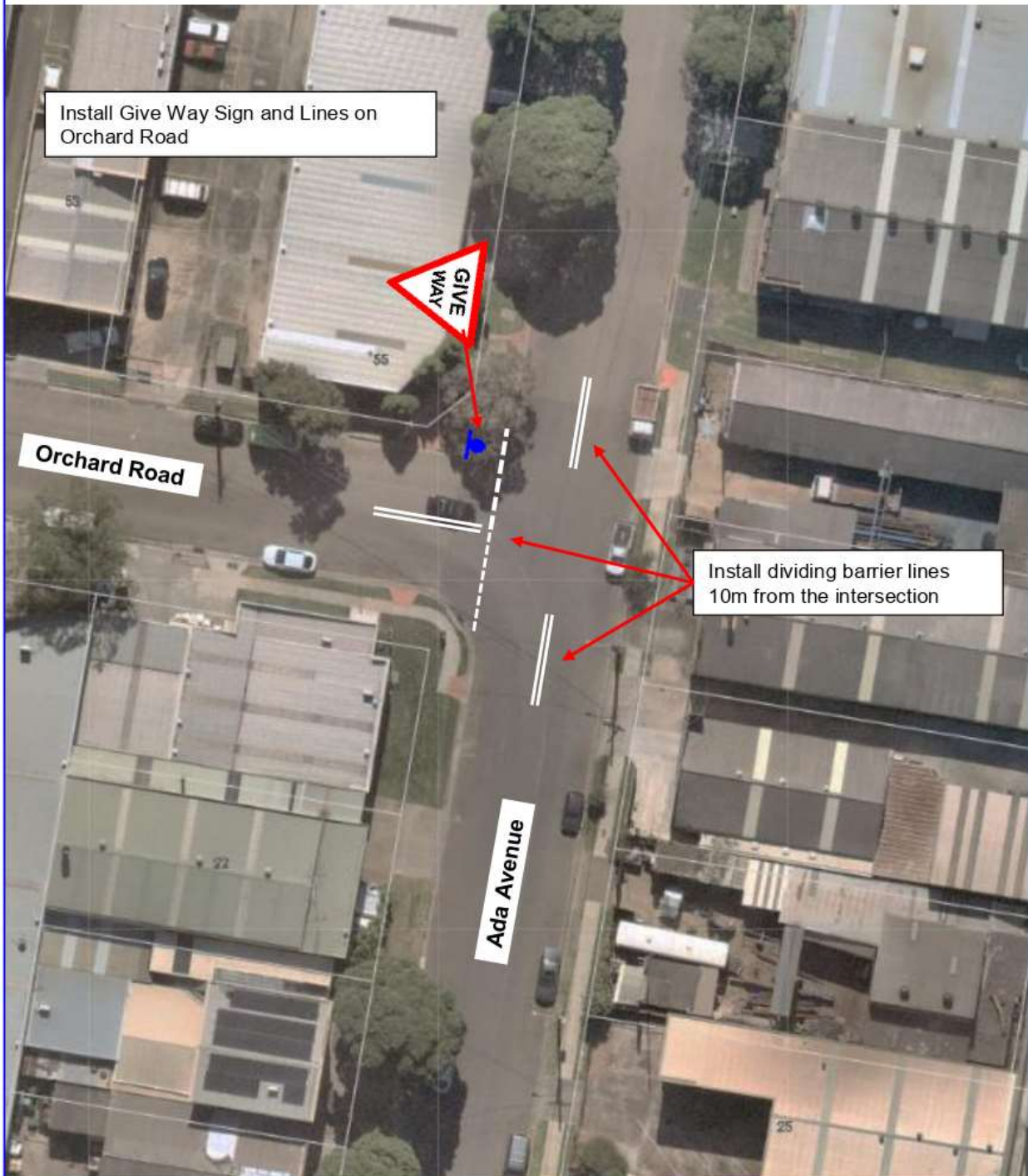
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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Installation of a Give Way restriction on Orchard Road
  - B. Installation of 10m BB lines 10m from the intersection
-





## PROPOSAL

Orchard Road, Brookvale  
Give Way Restriction

Drawn: JO

Approved

*P. Levan*



northern  
beaches  
council



**ITEM 4.13** **LITTLE WILLANDRA ROAD, CROMER – CONVERT THE EXISTING PAINTED ISLANDS INTO CONCRETE SPLITTER ISLANDS****REPORTING OFFICER** **ENGINEER - TRAFFIC****TRIM FILE REF** **2020/706783****ATTACHMENTS**  
**1 Little Willandra Road, Cromer – Plan**  
**2 Table of Consultation****GEOCODES: -33.737384, 151.270754****REPORT****BACKGROUND**

Council has received concerns from residents regarding the safety of pedestrians when they cross Little Willandra Road near Tyagarah Lane. Further, residents mentioned the road is a corridor for children to walk to Cromer Public School.

**LOCATION**

- The intersection of Little Willandra Road, Tyagarah Lane and Paruna Place is oblique and controlled by a mountable roundabout with painted median islands installed on Little Willandra Road and Paruna Place.
- Little Willandra Road is an average width of 9.6 m and Tyagarah Lane & Paruna Place are 7.2 m.
- All three roads of the intersection are local roads with a speed limit of 50km/h.
- The location is near the proximity of Cromer Public School.

**ISSUES**

- No pedestrian crossing facilities or footpaths are available in the near vicinity.
- The intersection is oblique and controlled by a mountable roundabout with painted median islands.
- Many services are located at the location.

**PROPOSAL**

Council has undertaken a review of the above location and proposes to convert two (2) existing Painted Median Islands on Little Willandra Road into Concrete Splitter Islands. The proposal will improve the roundabout performance and pedestrians' safety.

The proposal includes the following as shown in the attached plan:

- Construct two (2) concrete splitter islands with 3 m X 2m opening on Little Willandra Road.
- Install 'Keep Left (R2-3-1)' sign on concrete splitter islands.

**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 improves pedestrian safety.

**CONSULTATION**

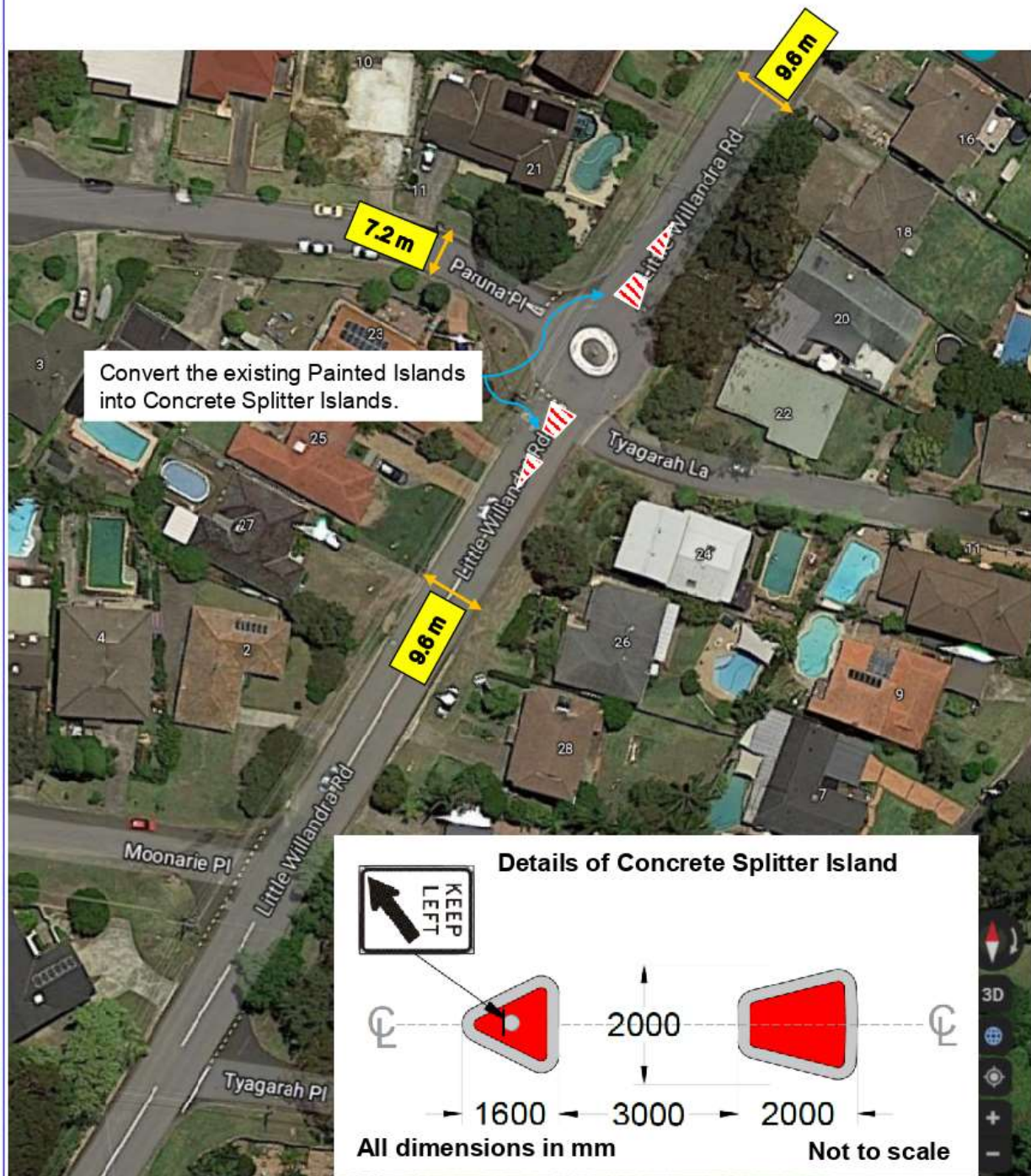
Consultation letters have been distributed to 52 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Constructing two (2) concrete splitter islands with 3 m X 2m opening on Little Willandra Road.
- B. Installing 'Keep Left (R2-3-1)' sign on concrete splitter islands.




## PROPOSAL



Little Willandra Road, Cromer  
Convert the existing Painted Islands into Concrete Splitter  
Islands

Drawn VS

Approved 



northern  
beaches  
council

### Table of Consultation

|                 |   |
|-----------------|---|
| <b>Address</b>  | Little Willandra Road, Cromer                                       |
| <b>Proposal</b> | Convert the existing Painted Islands into Concrete Splitter Islands |

|                             |    |
|-----------------------------|----|
| <b>Properties Consulted</b> | 52 |
| <b>Responses Received</b>   | 8  |
| <b>Support</b>              | 7  |
| <b>Do Not Support</b>       | 1  |

| <b>Issue</b>      | <b>Resident Comment</b>   | <b>Council Response</b>   |
|-------------------|---|---|
| Traffic           | <p>More research is needed to improve safety. Traffic volume increased as lots of rat runners. Continuously heavy vehicles and trucks using this residential street and constantly mounting the existing roundabout dangerously.</p> <p>The proposed splitter islands could cause accidents if hit on the wrong angle by these oversize vehicles which already run over the round-about rather than around it This area was designated as residential over 40 years ago and it was stipulated then that front fences not be allowed. Three of the four houses situated on that roundabout have no fences to act as a buffer should a vehicle topple over at that point which is something we are always afraid of.</p> <p>Concern around the volume of heavy vehicles travelling on this route. For the past few years, it has significantly increased, with many large trucks and off-service buses using the route. The signage to limit heavy vehicles around the vicinity needs to be investigated and fixed.</p> | <p>Because of limited space on residential streets, it is very common to design the roundabout mountable for larger vehicles. Little Willandra Road is wide enough to incorporate the proposed splitter islands and larger vehicles can mount if necessary. The volume of traffic including trucks increases over time, with no exception to Little Willandra Road. However, the recent counts on three different sections of Little Willandra Road indicate that volume of trucks is not excessively high. Council will investigate and fix any signage issues regarding heavy vehicle movement around the vicinity. A property fence is not considered a traffic control device and any fencing requests are assessed by the Planning Section of the Council.</p> |
| Pedestrian Safety | <p>Splitter Island is not the answer to problems. As the volume of traffic and pedestrians increased remarkably, a pedestrian crossing is needed for a safe crossing and calm the traffic.</p> <p>A footpath is needed to improve pedestrian safety.</p> <p>Naturestrip is not even and create hazards to pedestrians and cyclists.</p> <p>A high occupancy of parked cars which forces pedestrians to transit on the busy road.</p>  | <p>Footpath works have been prioritised and carried out according to 'The Northern Beaches Walking Plan'. Pedestrian Refuge or Crossing may be installed once footpath is installed.</p> <p>However, Splitter Islands will improve the roundabout performance and pedestrians safety</p>  |
| Noise             | The noise created by manhole covers near the roundabout.  | The Council will investigate and organize to fix the noise issue.   |



|                          |  |
|--------------------------|--|
| <b>ITEM 4.14</b>         | <b>AVALON PARADE AND HUDSON PARADE, AVALON BEACH -<br/>BUS STOP REMOVAL AND RELOCATION</b> |
| <b>REPORTING OFFICER</b> | <b>TRAFFIC OFFICER</b>   |
| <b>TRIM FILE REF</b>     | <b>2020/706944</b>   |
| <b>ATTACHMENTS</b>       | <b>1 Avalon Parade and Hudson Parade, Avalon Beach - Plan<br/>2 Table of Consultation</b>  |

**GEOCODES: -33.630780, 151.319621**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding the under-use of Bus Stop ID 2107109 located at 4 and 6 Hudson Parade, Avalon Beach.

### **LOCATION**

- Avalon Parade and Hudson Parade are local roads that connects Avalon Beach to Clareville in a predominantly residential area and forms a critical secondary route through Bilgola Plateau to Newport.
- The road widths vary between approximately 9.5m on Hudson Parade and 12.5m on Avalon Parade.
- The '189X', '191' and '192' Bus services use this route.
- TfNSW are scheduling to withdrawn route '189X' - Avalon to City, this route will be replaced by additional services on route '191' between Bilgola Plateau and Avalon.
- Existing Bus Stops on the southern side of Hudson Parade and western side of Avalon Parade will remain as is.

### **ISSUES**

- Currently four Bus Stops are located within approx. 680m of each other.
- Consolidating and relocating will provide more on-street parking in the overall area.
- This will assist with distances between the relocated stop (ID 2107110) and the next available stop located north (Bus Stop ID 210786) approximately 350m distance and the next available stop located south (Bus Stop ID 2107111) approximately 330m distance.
- STA supports Council's decision following the completion and outcome of community consultation.

### **PROPOSAL**

Council has undertaken a review of the location and issues and with the support of STA, proposing to remove Bus Stop ID 2107109 at 4 and 6 Hudson Parade and relocate Bus Stop ID 2107110 from 142 Avalon Parade to 150 Avalon Parade, Avalon 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 96 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Removal of Bus Stop ID: 2107109 at 4 and 6 Hudson Parade, Avalon Beach
- B. Relocation of Bus Stop ID: 2107110 from 142 Avalon Parade to 150 Avalon Parade, Avalon Beach





|   |  |   |   |
|---|--|---|---|
|  | PROPOSAL   |   | <br>northern<br>beaches<br>council |
|   | Avalon Parade & Hudson Parade, Avalon Beach<br>Bus Stop Removal and Relocation |   |   |
|   | Drawn      KT  | Approved  |   |

### **Table of Consultation**

|                 |   |
|-----------------|---|
| <b>Address</b>  | Avalon Parade and Hudson Parade, Avalon Beach |
| <b>Proposal</b> | Bus Stop Removal and Relocation               |

|                             |    |
|-----------------------------|----|
| <b>Properties Consulted</b> | 96 |
| <b>Responses Received</b>   | 4  |
| <b>Support</b>              | 3  |
| <b>Do Not Support</b>       | 1  |

| <b>Issue</b>              | <b>Resident Comment</b>  | <b>Council Response</b>   |
|---------------------------|--|---|
| Loss of on-street parking | This will present difficulties for any visitors or tradesmen and bins for garbage collection | Approx. 7m will be retained for on-street parking in this location, between the driveway and Bus Zone |
|                           |  |   |
|                           |  |   |
|                           |  |   |



**ITEM 4.15** **GARDEN STREET, WARRIEWOOD – CONVERT THE EXISTING PEDESTRIAN REFUGE INTO PEDESTRIAN MARKED (ZEBRA) CROSSING**

**REPORTING OFFICER** **ENGINEER - TRAFFIC**

**TRIM FILE REF** **2020/707013**

**ATTACHMENTS** **1 Garden Street, Warriewood – Plan**  
**2 Table of Consultation**

**GEOCODES: -33.687017, 151.289623**

**REPORT**

**BACKGROUND**

Council has received concerns from residents regarding pedestrian safety and requested a pedestrian marked crossing on Garden Street near the proximity of IGA, Warriewood. They are concerned about the increasing volume of traffic and the number of pedestrians due to the developments in the Warriewood precinct. They also mentioned that Pedestrian Refuge near IGA is predominantly used by children who study at Mater Maria Catholic College and Narrabeen North Public School.

**LOCATION**

- Garden Street is a local road with an average width of 9.4m and a speed limit of 50km/h.
- It is a two-way road separated by dividing barrier lines (BB) with bi-directional RRPMs.
- It is having one (1) travel lane in each direction.
- A footpath is available on both sides of the street.
- The Pedestrian Refuge is near the proximity of Mater Maria Catholic College, Narrabeen North Public School, and IGA.

**ISSUES**

Vehicles and pedestrian counts have been carried out on the Pedestrian Refuge near IGA on Thursday 30<sup>th</sup> July 2020 during morning peak hours of 7am – 10am and afternoon peak hours of 2:00pm – 5:00pm. The summary of traffic counts below:

Morning Peak hours (7:00 am – 10:00 am)

| Time        | Pedestrians (P) | Vehicles (V) | PV    |
|-------------|-----------------|--------------|-------|
| 0700 - 0800 | 24              | 492          | 11808 |
| 0715 - 0815 | 29              | 549          | 15921 |
| 0730 - 0830 | 26              | 671          | 17446 |
| 0745 - 0845 | 31              | 816          | 25296 |
| 0800 - 0900 | 26              | 928          | 24128 |
| 0815 - 0915 | 28              | 946          | 26488 |
| 0830 - 0930 | 31              | 837          | 25947 |
| 0845 - 0945 | 43              | 694          | 29842 |
| 0900 - 1000 | 48              | 607          | 29136 |

Afternoon peak hours (2:00 pm – 5:00 pm)

| Time        | Pedestrians (P) | Vehicles (V) | PV    |
|-------------|-----------------|--------------|-------|
| 1400 - 1500 | 14              | 615          | 8610  |
| 1415 - 1515 | 14              | 648          | 9072  |
| 1430 - 1530 | 20              | 705          | 14100 |
| 1445 - 1545 | 25              | 833          | 20825 |
| 1500 - 1600 | 47              | 954          | 44838 |
| 1515 - 1615 | 50              | 957          | 47850 |
| 1530 - 1630 | 53              | 988          | 52364 |
| 1545 - 1645 | 57              | 932          | 53124 |
| 1600 - 1700 | 38              | 869          | 33022 |

The increasing number of pedestrians during school hours and locality of the Pedestrian Refuge reveals that this crossing is predominantly used by school children.

RMS practice for reduced numerical warrants for Pedestrian (Zebra) Crossing If the crossing is used predominantly by school children is in two counts of one-hour duration immediately before and after school hours:-

(a)  $P \geq 30$

AND

(b)  $V \geq 200$

The snapshot of one-hour duration immediately before and after school hours count as follows:

| Time        | Pedestrians (P) | Vehicles (V) |
|-------------|-----------------|--------------|
| 0830 - 0930 | 31              | 837          |
|             |                 |              |
| 1500 - 1600 | 47              | 954          |

Based on this, it is considered that the location of the pedestrian refuge is satisfied with the RMS numerical warrant for pedestrian marked (zebra) crossing.

NSW practice does not permit Pedestrian (Zebra) Crossings on roads with two (2) or more marked travel lanes in the same direction. Garden Street is a two-way road having one (1) travel lane in each direction and 85% speed is less than 50km/h.

Therefore, the location is satisfied with RMS and NSW practice for Pedestrian Marked (Zebra) Crossing.

## PROPOSAL

Council has undertaken a review of the above location and proposed to convert the existing Pedestrian Refuge into Pedestrian Marked (Zebra) Crossing to comply with Australian Standards and RMS Practices. The proposal includes the following as shown in the attached plan:

- Install pedestrian crossing (PX) lines of 3.6 m length and 600mm wide longitudinal bars with 600mm spacing.
- Adjust the existing median islands to incorporate the 'PX' lines.
- Install R3-1 walking leg signs on both approaches to the oncoming traffic.

- Install 70m, 150mm wide zig-zag lines on the centre of the southern approaching lane starting about 40m away from the southern approach side of the crossing as shown.
- Install W6-2 pedestrian crossing ahead sign about 90m from the southern approach side of the crossing as shown.
- Maintain the existing 'Dividing Barrier Lines (BB)' and bi-directional RRPMS.
- Install 'No Stopping (L)' and 'No Parking (R)' signs 10m away from the southern departure side of crossing as shown.
- Install 'No Parking (L & R)' signs 55m away from the southern departure side of crossing as shown.
- Remove the 'No Stopping (L)' sign and install the 'No Stopping (R)' sign on the northern side of Guberina Way to fix the discrepancy of signage.
- Remove the 'No Stopping (R)' sign and install the 'No Stopping (L)' sign on the southern side of Guberina Way to fix the discrepancy of signage.

## 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 improves pedestrian safety.

## CONSULTATION

Consultation letters have been distributed to 94 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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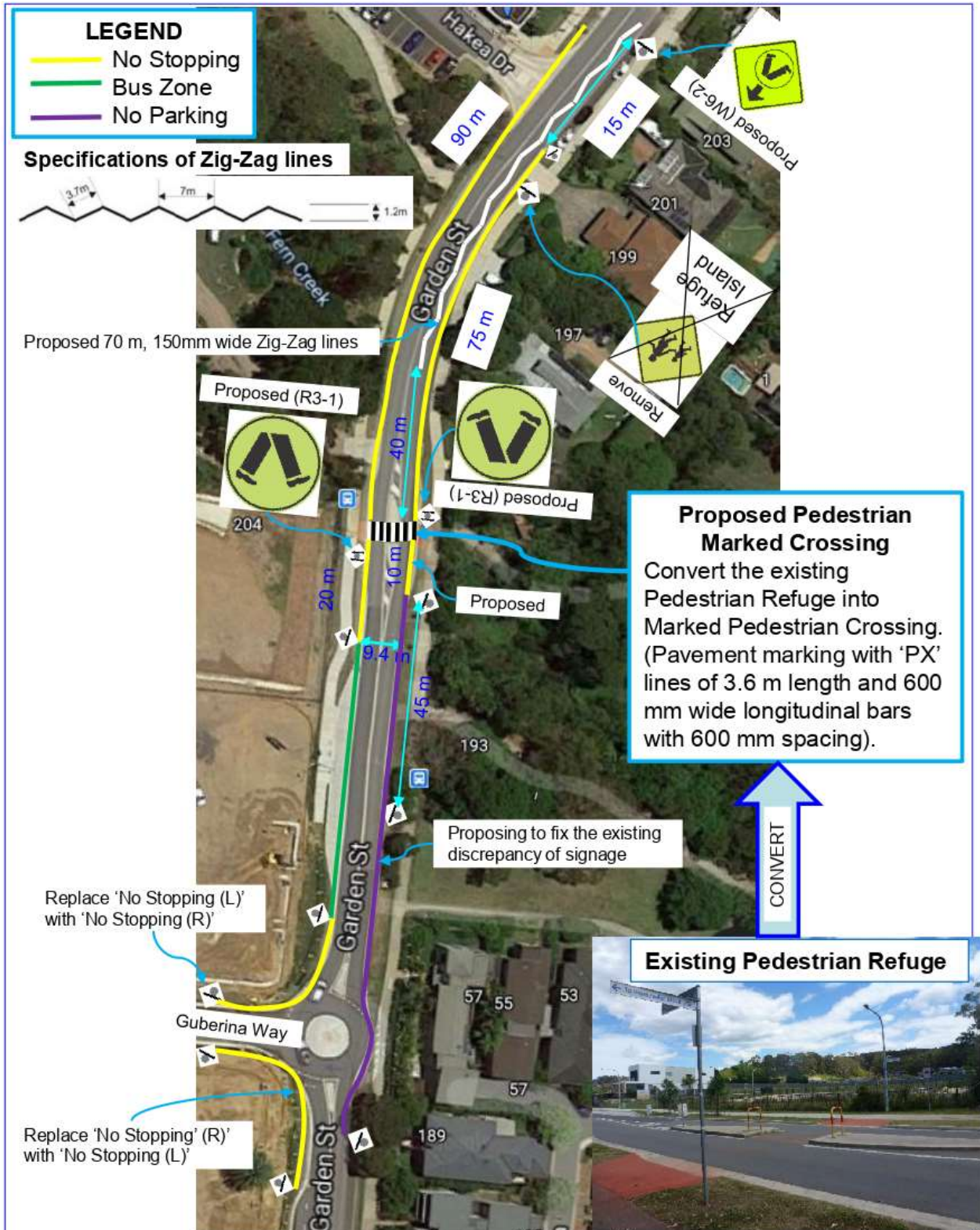
## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of pedestrian crossing (PX) lines of 3.6m length and 600mm wide longitudinal bars with 600mm spacing.
- B. Adjusting the existing median islands to incorporate the 'PX' lines.
- C. Installing R3-1 walking leg signs on both approaches to the oncoming traffic.
- D. Installing 70m, 150mm wide zig-zag lines on the center of the southern approaching lane starting about 40m away from the southern approach side of the crossing as shown.
- E. Installing W6-2 pedestrian crossing ahead sign about 90m from the southern approach side of the crossing as shown.
- F. Maintaining the existing 'Dividing Barrier Lines (BB)' and bi-directional RRPMS.
- G. Installing 'No Stopping (L)' and 'No Parking (R)' signs 10m away from the southern departure side of crossing as shown.

- H. Installing 'No Parking (L & R)' signs 55m away from the southern departure side of crossing as shown.
- I. Removing the 'No Stopping (L)' sign and install, the 'No Stopping (R)' sign on the northern side of Guberina Way to fix the discrepancy of signage.
- J. Removing the 'No Stopping (R)' sign and install, the 'No Stopping (L)' sign on the southern side of Guberina Way to fix the discrepancy of signage.





|   |  |   |   |
|---|--|---|---|
|  | PROPOSAL   |   | <br>northern<br>beaches<br>council |
|   | Garden Street, Warriewood<br>Convert the existing Pedestrian Refuge into Marked Crossing |   |   |
|   | Drawn VS   | Approved  |   |

| <b>Table of Consultation</b>                               |   |  |
|--|---|--|
| <b>Address</b>   | Garden Street, Warriewood   |  |
| <b>Proposal</b>  | Convert the existing Pedestrian Refuge into Pedestrian Marked Crossing (Zebra)  |  |
| <b>Properties Consulted</b>                                | 94  |  |
| <b>Responses Received</b>                                  | 6   |  |
| <b>Support</b>   | 6   |  |
| <b>Do Not Support</b>                                      | 0   |  |
| <b>Issue</b>   | <b>Resident Comment</b>   | <b>Council Response</b>  |
| Safety of crossing   | Unless cars travelling south on Garden Street are slowed down as they round a blind corner they will not see the pedestrian crossing in time to safely stop. Cars have to be slowed down as they pass the IGA driveway which is a busy confusing intersection so that they have time to view the crossing. Visibility is not enough to see the cars travelling south until the last moment and hence crossing is quite difficult. Speed humps have to be provided preferably on both sides but definitely on the northern side.   | After negotiating the roundabout at the intersection of Garden Street and Macpherson Street motorists naturally slow down.<br>Further, our two (2) recent traffic counts show that 85% speed is less than the posted speed limit of 50km/h.<br>A pedestrian crossing warning sign has been proposed and about 75 m of sight distance is available for motorists to react. As the concept of Pedestrian Crossing (Zebra) is different from Pedestrian Refuge, motorists expect to stop at the crossing. As Garden Street is a bus route Speed humps or slow points are not an appropriate device. Further, more and more traffic control devices negatively impact driver behaviour.<br>However, Council monitor and take necessary action if needed. |
| Location   | The original plans had the refuge crossing lining up with the wetlands walkway about 50 meters south, where it obviously should be, which would have alleviated the need for speed humps.   | The existing location of the Pedestrian Refuge is more suitable for the proposed Pedestrian Crossing (zebra) as it is the desired location for pedestrians to cross and minimize the impacts on Bus operation.   |
| Road-users' understanding of types of pedestrian crossing. | The main problem is that many motorists are not educated about Pedestrian Refuges. Some motorists will stop, I will wave these people on as they are doing the wrong thing in stopping, if I let my grandchildren walk across when the car stops next time when I'm not with them a car won't stop as they aren't supposed to and the children will be run down. If you put a pedestrian crossing (Zebra) there you will end having to put them at every Pedestrian Refuge, I am there at peak hours and there are no more children or cars there than any of the other Pedestrian Refuges. You may have to wait 30 seconds to cross, this is no big deal. It's just a matter of educating the motorists to do the right thing. | The existing Pedestrian Refuge is predominantly used by children and based on traffic studies, it is warranted to convert into Pedestrian Crossing (Zebra). The proposal will facilitate pedestrian movement and enhance safety.   |

|                          |   |
|--------------------------|---|
| <b>ITEM 4.16</b>         | <b>CLIFF STREET, MANLY - PEDESTRIAN REFUGE</b>  |
| <b>REPORTING OFFICER</b> | <b>TRAFFIC ENGINEER</b>   |
| <b>TRIM FILE REF</b>     | <b>2020/707786</b>  |
| <b>ATTACHMENTS</b>       | <b>1 Cliff Street at Darley Road, Manly - plan</b><br><b>2 Cliff Street at Reddall St, Manly - plan</b><br><b>3 Table of Consultation</b> |

**GEOCODES: -33.801770, 151.288957**

## **REPORT**

### **BACKGROUND**

At the October 2020 Traffic Committee meeting, a proposal for a pedestrian refuge on Cliff Street at Darley Road was approved. A further proposal for two additional pedestrian refuges at the intersection of Cliff Street with Reddall Street (a recommendation from the Walk Manly Pedestrian Access and Mobility Plan) was not referred to the Traffic Committee, given widespread opposition to the proposal, given that it would result in the loss of approximately 10 legal on-street parking spaces. A revised proposal for the Reddall Street intersection was circulated for further community feedback in October and despite the amended design, only incorporating one pedestrian refuge (on Cliff Street) and resulting in a loss of only 3 legal parking spaces, it has still been received negatively by a significant majority of respondents. Given the level of concern about parking loss, the Darley Street refuge proposal has also been revised to reduce parking loss and is re-submitted for consideration.

### **LOCATION**

- Cliff Street is a local road of varying width. The section between Reddall Street and Darley Road is approximately 11.3m in width.
- Cliff Street carries an average daily volume of traffic of 3,453 vehicles per day. On weekends, traffic volumes are higher, given its proximity to Manly Beach and Shelley Beach. The highest volumes of traffic using the street occur in the middle of the day, with an average peak traffic volume of 296 vehicles per hour that occurs between 11am and midday.
- The 85<sup>th</sup> percentile speed on Cliff Street midway between Darley Road and Reddall Street is 46km/h.
- The proximity of Cliff Street to Manly Beach also means that it is used by many pedestrians.
- Parking is permitted on either side of Cliff Street.
- Cliff Street intersects Darley Road at its western end. Darley Road is on a steep gradient at this point. A recent traffic count on Darley Road just south of Cliff Street found that it carries a daily traffic volume of 5,846 vehicles with an 85<sup>th</sup> percentile speed of 50km/h.
- A marked bicycle lane is present on the eastern side of Darley Road where it meets Cliff Street, which provides for cyclists going to and from North Head.

### **ISSUES**

- Pedestrians, particularly those with mobility issues, are exposed when they cross Cliff Street at Darley Road, given the relatively high volumes of traffic using both roads and the 11.3m width of the road they need to cross.



- Vehicles tend to turn into Cliff Street at speeds that are higher than is desirable from a pedestrian safety perspective.
- There is a high demand for parking on Cliff Street and Darley Road and many residents have no off-street parking and have raised concerns about parking loss. The pedestrian refuge design for Cliff Street at Darley Road which was approved at the October Traffic Committee, has been revised to incorporate a kerb blister on the southern side to reduce the level of parking loss.
- Vehicles often park within the statutory 10m No Stopping length on all approaches to the intersection of Cliff Street and Reddall Street. This impedes sightlines to oncoming traffic and pedestrians crossing. Yellow No Stopping lines will therefore be introduced on all legs of the Cliff Street/Reddall Street intersection to reinforce road rules.
- The existing pram ramps on Cliff Street at Darley Road are poorly aligned. The proposed pedestrian refuge will realign pram ramps to direct pedestrians towards the opposing ramp rather than into Darley Road.
- Kerb inlet pits on Cliff Street on either side of the road limit the ability to construct kerb blisters, without significant drainage reconstruction work. To minimise parking loss, a traffic island which retains existing drainage pits in their existing location has been added.
- Given the high level of resident concerns about parking loss and opposition to the refuge proposal, the absence of pedestrian crash history at the Reddall Street intersection and having regard to the fact that traffic volumes in Cliff Street are such that there are usually sufficient gaps in the traffic flow to allow a safe crossing to be achieved, it is considered that other means of improving pedestrian safety such as by the introduction of traffic calming measures should be pursued, instead of the Reddall Street refuge proposal.
- Many residents have advised that the biggest issue in Cliff Street is speeding and consider that pedestrian refuges will be ineffective in reducing speeds. The 85<sup>th</sup> percentile speed of 46km/h measured in August 2020 is within the prevailing 50km/h speed limit. Reducing speeds on Cliff Street would require traffic calming measures and would have safety benefits for pedestrians. This could be achieved without parking loss by utilising speed cushions.
- Residents have highlighted that there are a number of speed zone changes in and around Cliff Street. A 40km/h speed zone commences at the eastern end of Cliff Street where it meets Bower Street, another 100m further to the north, on Darley Road, the Manly Town Centre 30km/h high pedestrian activity zone commences. Cliff Street itself is a 50km/h speed zone. Residents are seeking the extension of the Bower Street 40km/h zone into their street. This would require traffic calming measures to physically reinforce the lower speed environment.

## PROPOSAL

Council has undertaken a review of the location and issues and proposes not to proceed with any pedestrian refuges at the intersection with Reddall Street. Statutory No Stopping restrictions will however, be reinforced by the use of unbroken yellow No Stopping lines to prevent parking at the intersection. It is also proposed to introduce a revised design for a pedestrian refuge on Cliff Street at Darley Road, which reduces parking loss to two spaces.

A process of consultation will also be commenced to gauge views on the introduction of 2 sets of speed cushions on Cliff Street between Reddall Street and Darley 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 will improve pedestrian safety by allowing pedestrians to stage their crossing at the Darley Road intersection and improving the alignment of pram ramps. Improved sightlines to and from pedestrians at the Reddall Street intersection will also be achieved. The proposal does not otherwise affect pedestrian facilities or impact on walking paths.

## CONSULTATION

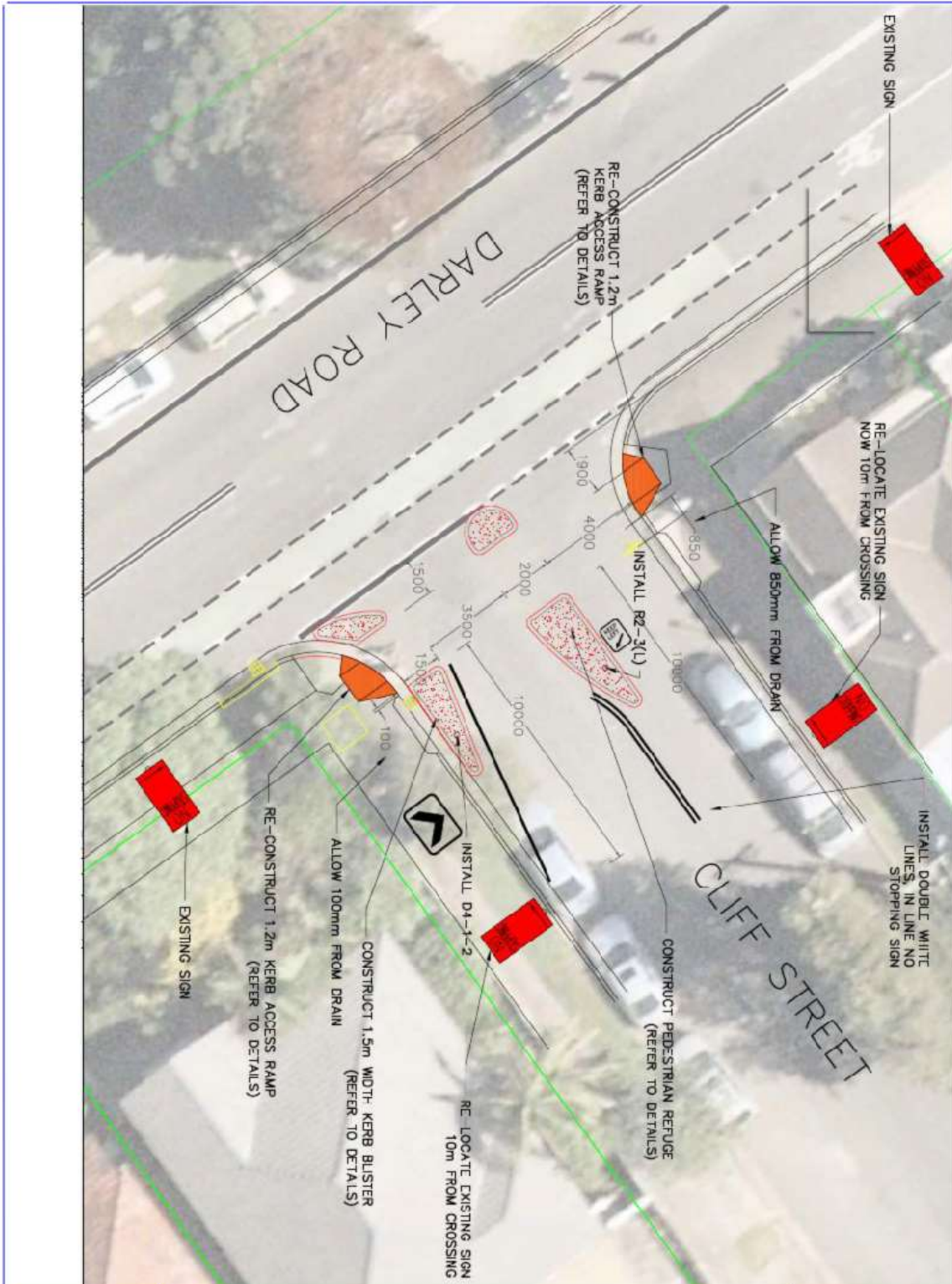
Consultation letters have been distributed to 234 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 3 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of the amended design for a pedestrian refuge at the intersection of Cliff Street and Darley Road.
- B. Introduction of unbroken yellow No Stopping lines on all legs of the intersection of Cliff Street and Reddall Street to reinforce the statutory 10m No Stopping rule at an intersection.
- C. Ongoing engagement with residents of Cliff Street with regard to the installation of speed cushions to physically enforce 85<sup>th</sup> percentile speeds of 40km/h on Cliff Street.



## PROPOSAL

Cliff Street at Darley Road, Manly  
Pedestrian Refuge

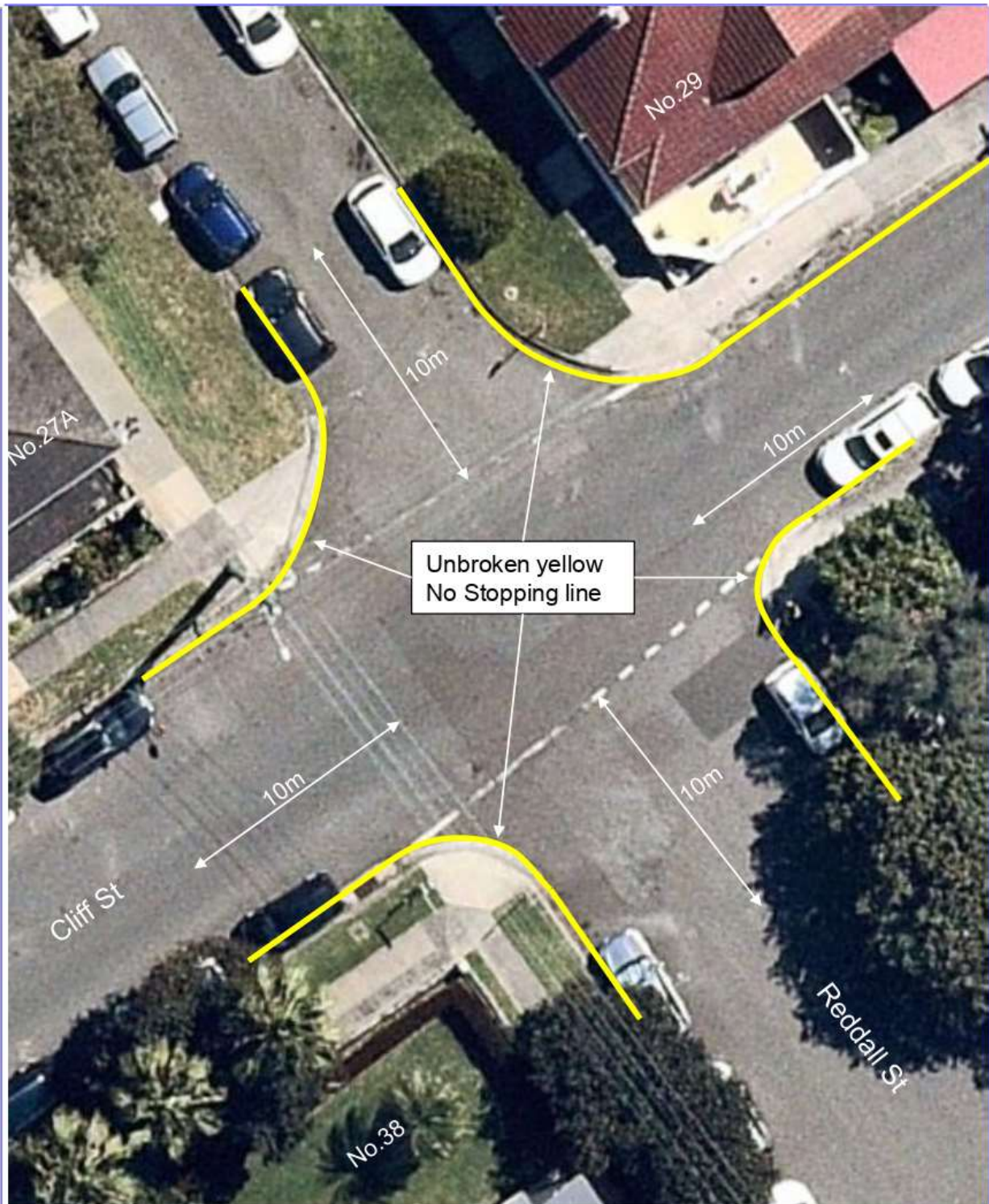
Drawn JB

Approved *P. Dean*



northern  
beaches  
council





|   |   |  |  |
|---|---|--|--|
|  | PROPOSAL  |  |  northern<br>beaches<br>council |
|   | Cliff Street at Reddall Street Manly<br>Unbroken yellow No Stopping lines |  |  |
|   | Drawn JB  | Approved  |  |

### **Table of Consultation**

|                 |  |
|-----------------|--|
| <b>Address</b>  | <b>Cliff Street, Manly</b>             |
| <b>Proposal</b> | <b>Pedestrian refuge at Reddall St</b> |

|                             |     |
|-----------------------------|-----|
| <b>Properties Consulted</b> | 234 |
| <b>Responses Received</b>   | 66  |
| <b>Support</b>              | 5   |
| <b>Do Not Support</b>       | 61  |

| <b>Issue</b>            | <b>Resident Comment</b>   | <b>Council Response</b>   |
|-------------------------|---|---|
| loss of parking         | many residents have no offstreet parking and depend on parking on-street. Any loss of parking is unacceptable | It is noted that there is very high level of concern regarding loss of parking and for this reason the refuge near Darley Rd has been redesigned and the refuge at Reddall St is no longer proceeding. Some loss of parking is unavoidable to adhere to pedestrian refuge technical directions  |
| reduce speed limit      | all that is required is to reduce the speed limit to 40km/h or 30km/h   | Council has no authority to lower the speed limit. 85th percentile speed is currently 46km/h. Transport for NSW are unlikely to agree to lower the current 50km/h speed limit to 40km/h without traffic calming measures in place   |
| One Way traffic flow    | a One Way traffic flow pairing with Addison Rd should be considered   | One Way Traffic flow is likely to result in higher speeds and will be inconvenient for residents accessing their homes.   |
| 90 degree angle parking | 90 degree angle parking should be introduced to increase rather than reduce parking supply                    | The 11.3m width of Cliff Street is too narrow to permit 90 degree angle parking on one side and parallel parking on the other. The provision of 90 degree angle parking on the north side (where there are less driveways and therefore more useable parking space) with parking banned on the south side would not yield at most 66 parking spaces, i.e no more legal parking spaces than is currently present and would result in sight lines and driveway access being more obstructed for vehicles using driveways on the north side. The option is also considered less safe for vehicles entering or exiting parking spaces |
| traffic calming         | measures to slow traffic are required   | The proposed pedestrian refuge would have some traffic calming effect at the Darley Street end of the street but further consideration can be given to additional traffic calming in the form of speed cushions between Reddall Street and Darley Road  |



|                    |  |  |
|--------------------|--|--|
| refuge unnecessary | the volume of traffic is low enough that there are adequate gaps in the flow of traffic to enable a pedestrian to safely cross the road without the aid of a pedestrian refuge | A pedestrian refuge is considered necessary at Darley Road in view of the higher pedestrian volumes, speed of traffic entering the street and gradient/sight line issues at Darley Road. Traffic calming measures and a lowering of the speed limit can be explored for the remainder of the street instead of the Reddall Street refuge to enhance pedestrian and vehicular safety. |
| 1P Permit parking  | Council should be introducing 1P Permit parking in Cliff Street to increase parking for residents  | Cliff Street currently has 2P permit parking which is considered more appropriate for visitors/tradesmen etc.  |
|                    |  |  |

**ITEM 4.17** **GLADSTONE STREET, NEWPORT - RAISED PEDESTRIAN CROSSING****REPORTING OFFICER** **ENGINEER - TRAFFIC****TRIM FILE REF** **2020/709209****ATTACHMENTS**  
**1 Gladstone Street, Newport - Plan**  
**2 Pedestrian and Vehicle Counts****GEOCODES:** -33.658288, 151.315756**REPORT****BACKGROUND**

Council has received requests from local residents to improve pedestrian access and safety across Gladstone Street near the intersection with Bishop Street, Newport.

**LOCATION**

- Gladstone Street is a collector road with a 50km/h speed limit, and a road pavement width of 10m between kerbs.
- Bishop Street is a local road which intersects Gladstone Street and is controlled by 'Stop' signs on both sides of the intersection.
- The statutory 10m 'No Stopping' restrictions are signposted for the Gladstone Street/Bishop Street intersection, with restrictions increased to 20m in Gladstone Street on the northern side of the intersection only.
- Newport Oval is located on the north-eastern corner of Gladstone Street and Bishop Street,
- The 199 Palm Beach to Manly, 190X Palm Beach to City Wynyard (Express Service) and school bus services operate along Gladstone Street.

**ISSUES**

- Residents have raised concerns regarding difficulties crossing the road at the intersection of Gladstone Street and Bishop Street.
- School students cross Gladstone Street near the intersection with Bishop Street on their regular walking routes to Newport Public School.
- The location is situated near Newport Oval which is used for School sports.
- Marked pedestrian crossings may be considered if the location meets the specified Transport for NSW (TfNSW) guidelines and warrant criteria for pedestrian and traffic volumes. Reduced warrants apply to pedestrian crossing sites predominantly used by school children. The Pedestrian (P) and Vehicle (V) volumes, required are  $P \geq 30$ , and  $V \geq 200$ , in two counts of one hour duration immediately before and after school hours.

**PROPOSAL**

- Council has undertaken traffic counts in the area with the data indicating that both the pedestrian and vehicle volumes meet the Transport for NSW (TfNSW) guidelines and warrant criteria for the installation of a pedestrian crossing (refer Attachment 2 – Pedestrian and Vehicle Counts).
- Council proposes to construct a raised pedestrian crossing with kerb blisters to narrow the crossing point and improve traffic calming in the area. The raised pedestrian crossing will be 75mm high to accommodate buses. It is also proposed that dividing barrier lines (unbroken centre lines) in Bishop Street and 'No Stopping' lines (unbroken yellow lines), be installed to prevent parking in the vicinity of the intersection (refer Attachment 1 - Gladstone Street, Newport - Plan).

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Gladstone Street is part of the Safe Cycling Network which links Newport West to Newport. A 2.5m wide shared path was recently constructed along the eastern side of Bishop Street connecting to the northern side of Gladstone Street, with kerb extensions reducing the crossing point at the intersection. The proposal does not affect the new facilities.
- Safety for pedestrians will be improved by prioritising pedestrian movement across Gladstone Street and the raised pedestrian crossing also provides traffic calming to reduce vehicle speeds in the area.

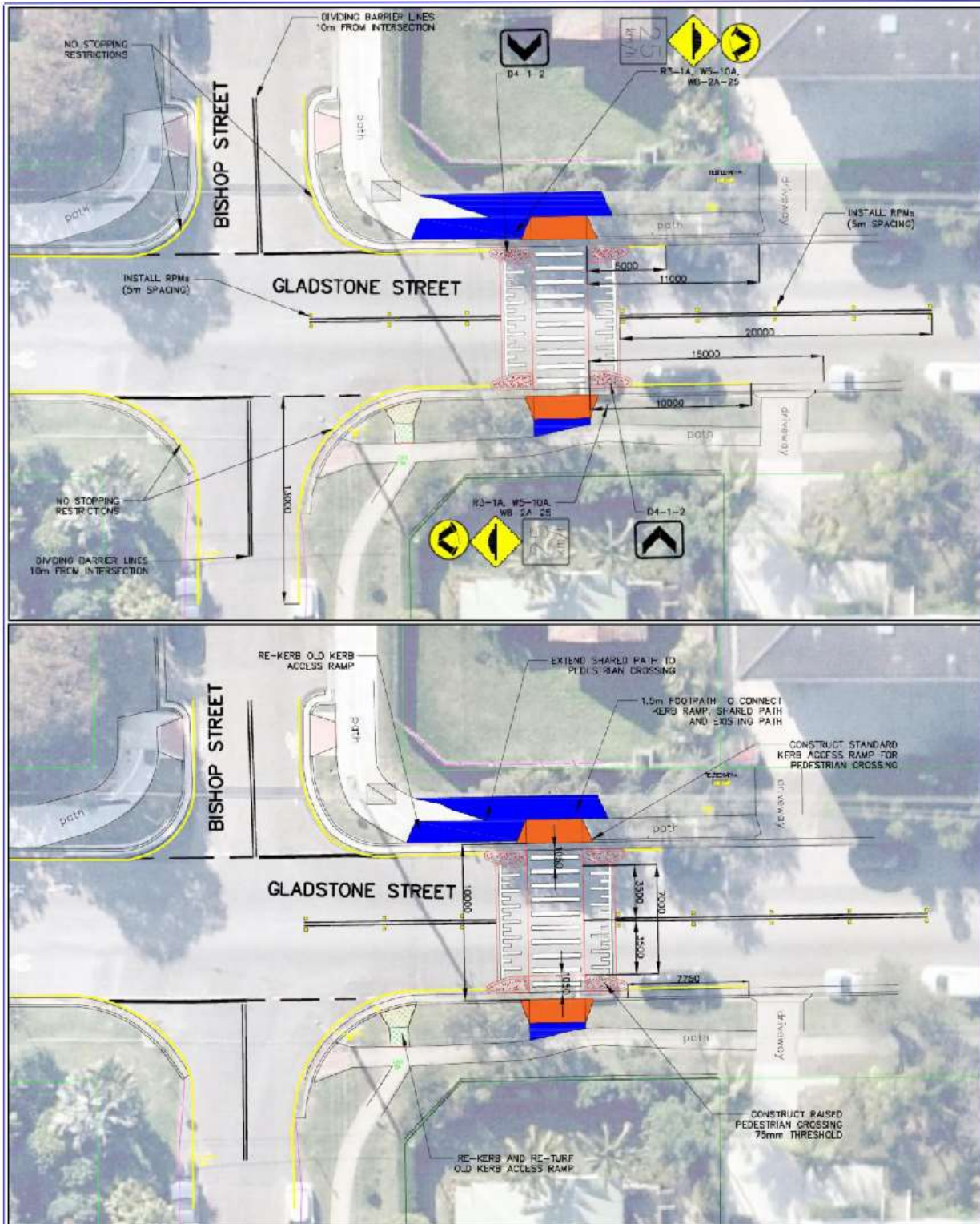
## CONSULTATION

Consultation letters have been distributed to 24 properties within the immediate vicinity of the location providing notification of the proposed changes. Council also advised the Newport Residents Association of the proposal. No responses were received from the consulted properties.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the proposed raised pedestrian crossing and associated linemarking at the intersection with Bishop Street, Newport.



## PROPOSAL

GLADSTONE STREET, NEWPORT  
RAISED PEDESTRIAN CROSSING



Drawn RK

Approved

*P. Dea*



northern  
beaches  
council

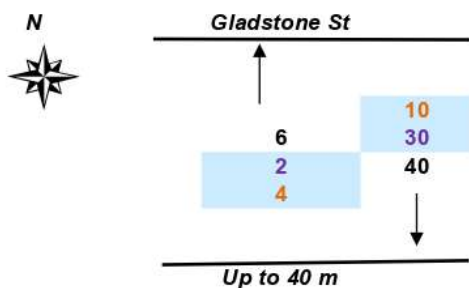


## PEDESTRIANS

**Sch Child**  
hourly  
variable  
blocks

| GLADSTONE ST EAST<br>up to 40m East of Bishop St |           |           |           |
|--|-----------|-----------|-----------|
| Peak Per   | Nth-Bound | Sth-Bound | TOT       |
| 0700 - 0800                                      | 0         | 0         | 0         |
| 0715 - 0815                                      | 1         | 1         | 2         |
| 0730 - 0830                                      | 1         | 1         | 2         |
| 0745 - 0845                                      | 1         | 3         | 4         |
| 0800 - 0900                                      | 3         | 18        | 21        |
| 0815 - 0915                                      | 2         | 29        | 31        |
| 0830 - 0930                                      | 2         | 32        | 34        |
| <b>0845 - 0945</b>                               | <b>2</b>  | <b>30</b> | <b>32</b> |
| 0900 - 1000                                      | 0         | 15        | 15        |
| <b>PEAK HR</b>                                   | <b>2</b>  | <b>30</b> | <b>32</b> |

**AM PEAK HOUR**  
**0845 - 0945**



**Others**

| GLADSTONE ST EAST<br>up to 40m East of Bishop St |           |           |           |
|--|-----------|-----------|-----------|
| Peak Per   | Nth-Bound | Sth-Bound | TOT       |
| 0700 - 0800                                      | 5         | 4         | 9         |
| 0715 - 0815                                      | 5         | 4         | 9         |
| 0730 - 0830                                      | 8         | 7         | 15        |
| 0745 - 0845                                      | 6         | 8         | 14        |
| 0800 - 0900                                      | 5         | 10        | 15        |
| 0815 - 0915                                      | 4         | 14        | 18        |
| 0830 - 0930                                      | 3         | 12        | 15        |
| <b>0845 - 0945</b>                               | <b>4</b>  | <b>10</b> | <b>14</b> |
| 0900 - 1000                                      | 5         | 8         | 13        |
| <b>PEAK HR</b>                                   | <b>4</b>  | <b>10</b> | <b>14</b> |

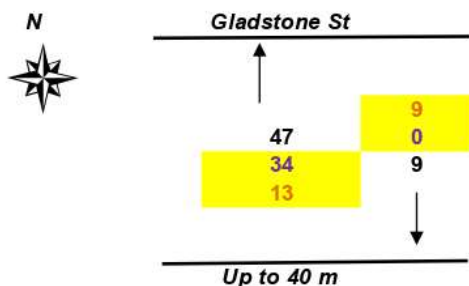
**Combined**

| GLADSTONE ST EAST<br>up to 40m East of Bishop St |           |           |           |
|--|-----------|-----------|-----------|
| Peak Per   | Nth-Bound | Sth-Bound | TOT       |
| 0700 - 0800                                      | 5         | 4         | 9         |
| 0715 - 0815                                      | 6         | 5         | 11        |
| 0730 - 0830                                      | 9         | 8         | 17        |
| 0745 - 0845                                      | 7         | 11        | 18        |
| 0800 - 0900                                      | 8         | 28        | 36        |
| 0815 - 0915                                      | 6         | 43        | 49        |
| 0830 - 0930                                      | 5         | 44        | 49        |
| <b>0845 - 0945</b>                               | <b>6</b>  | <b>40</b> | <b>46</b> |
| 0900 - 1000                                      | 5         | 23        | 28        |
| <b>PEAK HR</b>                                   | <b>6</b>  | <b>40</b> | <b>46</b> |

**Sch Child**  
hourly  
variable  
blocks

| GLADSTONE ST EAST<br>up to 40m East of Bishop St |           |           |           |
|--|-----------|-----------|-----------|
| Peak Per   | Nth-Bound | Sth-Bound | TOT       |
| 1400 - 1500                                      | 0         | 0         | 0         |
| 1415 - 1515                                      | 0         | 0         | 0         |
| 1430 - 1530                                      | 0         | 0         | 0         |
| 1445 - 1545                                      | 32        | 0         | 32        |
| 1500 - 1600                                      | 32        | 0         | 32        |
| <b>1515 - 1615</b>                               | <b>34</b> | <b>0</b>  | <b>34</b> |
| 1530 - 1630                                      | 34        | 1         | 35        |
| 1545 - 1645                                      | 2         | 1         | 3         |
| 1600 - 1700                                      | 2         | 1         | 3         |
| <b>PEAK HR</b>                                   | <b>34</b> | <b>0</b>  | <b>34</b> |

**PM PEAK HOUR**  
**1515 - 1615**



**Others**

| GLADSTONE ST EAST<br>up to 40m East of Bishop St |           |           |           |
|--|-----------|-----------|-----------|
| Peak Per   | Nth-Bound | Sth-Bound | TOT       |
| 1400 - 1500                                      | 0         | 2         | 2         |
| 1415 - 1515                                      | 0         | 3         | 3         |
| 1430 - 1530                                      | 0         | 10        | 10        |
| 1445 - 1545                                      | 9         | 9         | 18        |
| 1500 - 1600                                      | 10        | 9         | 19        |
| <b>1515 - 1615</b>                               | <b>13</b> | <b>9</b>  | <b>22</b> |
| 1530 - 1630                                      | 13        | 3         | 16        |
| 1545 - 1645                                      | 5         | 3         | 8         |
| 1600 - 1700                                      | 6         | 3         | 9         |
| <b>PEAK HR</b>                                   | <b>13</b> | <b>9</b>  | <b>22</b> |

**Combined**

| GLADSTONE ST EAST<br>up to 40m East of Bishop St |           |           |           |
|--|-----------|-----------|-----------|
| Peak Per   | Nth-Bound | Sth-Bound | TOT       |
| 1400 - 1500                                      | 0         | 2         | 2         |
| 1415 - 1515                                      | 0         | 3         | 3         |
| 1430 - 1530                                      | 0         | 10        | 10        |
| 1445 - 1545                                      | 41        | 9         | 50        |
| 1500 - 1600                                      | 42        | 9         | 51        |
| <b>1515 - 1615</b>                               | <b>47</b> | <b>9</b>  | <b>56</b> |
| 1530 - 1630                                      | 47        | 4         | 51        |
| 1545 - 1645                                      | 7         | 4         | 11        |
| 1600 - 1700                                      | 8         | 4         | 12        |
| <b>PEAK HR</b>                                   | <b>47</b> | <b>9</b>  | <b>56</b> |



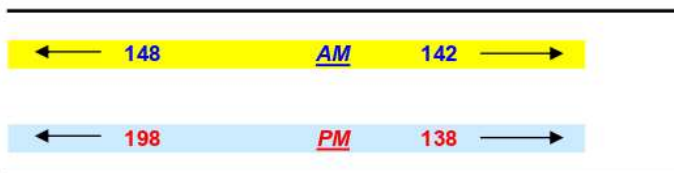
## VEHICLES

|                  |                       |           |           |
|------------------|-----------------------|-----------|-----------|
| Hourly<br>blocks | GLADSTONE ST EAST     |           |           |
|                  | 20m East of Bishop St |           |           |
|                  | Peak Per              | Eastbound | Westbound |
|                  |                       |           | TOTAL     |
| 0700 - 0800      | 160                   | 117       | 277       |
| 0715 - 0815      | 162                   | 126       | 288       |
| 0730 - 0830      | 154                   | 128       | 282       |
| 0745 - 0845      | 151                   | 107       | 258       |
| 0800 - 0900      | 146                   | 96        | 242       |
| 0815 - 0915      | 133                   | 130       | 263       |
| 0830 - 0930      | 136                   | 148       | 284       |
| 0845 - 0945      | 142                   | 148       | 290       |
| 0900 - 1000      | 133                   | 149       | 282       |
| PEAK HR          | 142                   | 148       | 290       |

|             |                       |           |           |
|-------------|-----------------------|-----------|-----------|
|             | GLADSTONE ST EAST     |           |           |
|             | 20m East of Bishop St |           |           |
|             | Peak Per              | Eastbound | Westbound |
|             |                       |           | TOTAL     |
| 1400 - 1500 | 116                   | 109       | 225       |
| 1415 - 1515 | 117                   | 118       | 235       |
| 1430 - 1530 | 120                   | 139       | 259       |
| 1445 - 1545 | 115                   | 174       | 289       |
| 1500 - 1600 | 139                   | 189       | 328       |
| 1515 - 1615 | 138                   | 198       | 336       |
| 1530 - 1630 | 144                   | 187       | 331       |
| 1545 - 1645 | 163                   | 169       | 332       |
| 1600 - 1700 | 150                   | 167       | 317       |
| PEAK HR     | 138                   | 198       | 336       |

|                             |
|-----------------------------|
| AM PEAK HOUR<br>0845 - 0945 |
|-----------------------------|

GLADSTONE ST EAST



|                             |
|-----------------------------|
| PM PEAK HOUR<br>1515 - 1615 |
|-----------------------------|

|                          |   |
|--------------------------|---|
| <b>ITEM 4.18</b>         | <b>KOORALA STREET, MANLY VALE - NO STOPPING</b> |
| <b>REPORTING OFFICER</b> | <b>TRAFFIC ENGINEER</b>                         |
| <b>TRIM FILE REF</b>     | <b>2020/710947</b>                              |
| <b>ATTACHMENTS</b>       | <b>1 Koorala Street, Manly Vale - Plan</b>      |

**GEOCODES: -33.785426, 151.268341**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding poor sight lines to the west when exiting from the Coles carpark at Manly Vale.

### **LOCATION**

Koorala Street is a local Road carrying moderate volumes of two-way traffic. Coles Manly Vale is situated on the northern side of Koorala Street and its customer carpark has two driveways. The western driveway sited approximately 50m east of Condamine Street, is the entry driveway while the eastern driveway sited 120m east of Condamine Street and opposite Roseberry Street, is the exit driveway. Parking is currently permitted to within 1m to the west of the exit driveway.

### **ISSUES**

- Given the proximity of the location to the B-Line Bus stop, Coles, the Balgowlah Industrial Area and Manly Vale commercial area, parked vehicles are almost always present to the west of the Coles driveway and sight lines are impeded to traffic coming from the west.
- There is quite a high volume of traffic that uses Koorala Street in an eastbound direction to avoid congestion on Condamine Street and to access the Balgowlah Industrial Area or Mackellar Girls High.
- As the driveway serves a Coles Supermarket, the volume of traffic exiting from the driveway approximates that from a road and much of the traffic exits to the right towards Condamine Street, or crosses Koorala Street to access Roseberry Street. These movements require good sight lines.
- There is some crash history at the intersection of Koorala Street and Roseberry Street, some of which may be related to visibility issues at the Coles driveway. There have been a number of reports of near misses when exiting the driveway.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to extend the existing No Stopping zone by 6m on the north side of Koorala Street on the western side of the Coles driveway

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

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

- The proposal will improve sight lines to cyclists using Koorala Street and has no other impact on people cycling and does not affect any future planned facilities
- The proposal does not affect pedestrian facilities or impact on walking paths

**CONSULTATION**

A notification letter was sent to Coles' management providing notification of the proposed changes. No response was received.

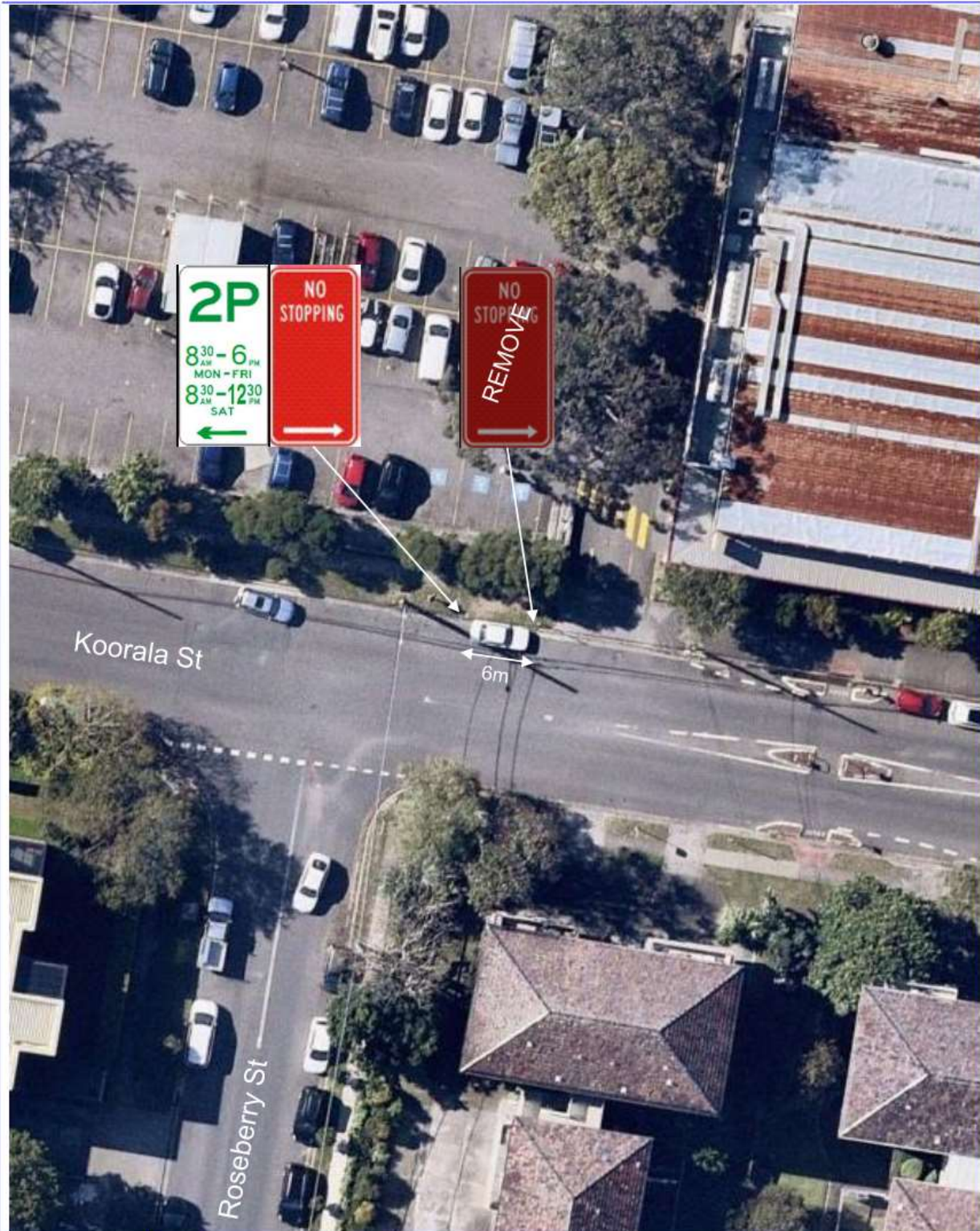
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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Extension of the existing No Stopping zone on the north side of Koorala Street, Manly Vale opposite Roseberry Street by a distance of 6m in a westerly direction.






### PROPOSAL

Koorala Street, Manly Vale  
No Stopping

Drawn JB

Approved 



northern  
beaches  
council

**ITEM 4.19** **MELWOOD AVENUE, KILLARNEY HEIGHTS - MARKED PEDESTRIAN CROSSING****REPORTING OFFICER** **CONTRACTOR - TRAFFIC ENGINEER****TRIM FILE REF** **2020/712122****ATTACHMENTS**  
**1 Concept Plan**  
**2 Detail Design**  
**3 Pedestrian & Vehicle Count****GEOCODES: -33.773713, 151.216166****REPORT****BACKGROUND**

Council has received concerns from local residents and parents regarding the safety for pedestrians using the existing school crossing on Melwood Avenue, Killarney Heights that is active during school days between 8:00AM-9:30AM and 2:30PM-4:00PM.

**LOCATION**

- Melwood Avenue is a local road with a posted speed limit of 50km and this section runs in an east-west direction between Starkey Street & Greystones Road.
- Melwood Avenue is a two-lane road with a pavement width of about 9.5m of carriageway.
- There is an existing Childrens Crossing active during school days Monday to Friday between 8:00AM-9:30AM and 2:30PM-4:00PM.
- Melwood Avenue is the Bus route with services 278 and 273 running approximately every 20minutes.
- This section is located near Killarney Heights Public School, Killarney Heights High School, Killarney Heights Oval and Killarney Heights Preschool. The surrounding land use comprises of low-density residential housing.

**ISSUES**

- The existing children's crossing is located further away from the entrance of Killarney Heights Primary School. It is an unsupervised children's crossing. As the childrens' crossing is active during school days between 8:00AM-9:30AM and 2:30PM-4:00PM, often motorists fail to give way to pedestrian using the childrens' crossing.
- There is a walk-through located along the western boundary of Killarney Heights Primary School, connecting Killarney Drive and Mourne Place to Melwood Avenue. Pedestrians using this passageway do not have any safe crossing facility to cross Melwood Avenue.
- A pedestrian desire line exists for people going to Killarney Heights High School and the oval, and together with pedestrians for Killarney Heights Public School, would be able to cross the street safely. The Killarney Heights Oval is used for many purposes like school sport activities, weekend sports activities and other activities.
- An independent Road Safety Audit was carried out by DC Traffic Engineering Pty Ltd for the existing road environment of all the streets surrounding Killarney Heights Public School and Killarney Heights High School. The report also indicated the need for a safer pedestrian crossing facility at this location and rated it as a high priority.

- The driveway of the school near the proposed crossing is used by waste trucks once a week on Thursday after 9.30AM. It is also used occasionally for emergency vehicle access, deliveries or for particular events like fairs & markets.

Vehicles and pedestrian counts have been carried out at Melwood Avenue, Killarney Heights along this section of the street on Tuesday 10<sup>th</sup> March 2020. The peak pedestrian and the vehicular traffic counts are shown below:

### Vehicle count

| Time         | Number of Vehicles |
|--------------|--------------------|
| 8:15-9:15 AM | <b>246</b>         |
| 2:30-3:30 PM | <b>124</b>         |

### Pedestrian Count

| Time           | Pedestrians count                                  |          |       |                        |          |       |                                 |          |       | Combined Pedestrians |          |       |
|----------------|--|----------|-------|------------------------|----------|-------|---------------------------------|----------|-------|----------------------|----------|-------|
|                | 50m west to Childrens' Crossing (west to driveway) |          |       | At Childrens' Crossing |          |       | 20m east of Childrens' Crossing |          |       |                      |          |       |
|                | Adult  | Children | Total | Adult                  | Children | Total | Adult                           | Children | Total | Adult                | Children | Total |
| 8:15 – 9:15 AM | 9  | 8        | 17    | 13                     | 37       | 50    | 2                               | 5        | 7     | 24                   | 50       | 74    |
| 2:30 – 3:30 PM | 2  | 1        | 3     | 20                     | 98       | 118   | 2                               | 0        | 2     | 24                   | 99       | 123   |

Transport for New South Wales (TfNSW) has adopted the Austroads Guide to Traffic Management and established a warrant required for a marked pedestrian count. For locations used predominantly by school children the reduced warrant requires that for a one hour period before and after school, the number of pedestrians must exceed 30 pedestrians crossing the road and the number of vehicles passing the proposed crossing location must exceed 200 vehicles.

The volume of pedestrians crossing Melwood Avenue at this location exceeds the minimum requirement of 30 pedestrians and more than 50 percent of the pedestrians are children. However, the volume of vehicular traffic in the afternoon falls short. It is anticipated that when the drop-off and pick-up zone is implemented, together with the marked pedestrian crossing, the volume of cars will also increase as more parents are anticipated to drop off and pick up school children from this location.

**PROPOSAL**

Council has undertaken a review of the location and issues, and proposes to install a marked pedestrian crossing between the walk-through and Killarney Heights Public School driveway, as part of the Safer Schools Program.

The existing parking restriction due to the school crossing will be removed and a No Parking Zone during school days (between 8:00AM-9:30AM and 2:30PM-4:00PM) will be provided to facilitate drop-off and pick-up outside the school frontage.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- Will improve the safety for pedestrians crossing Melwood Avenue, Killarney Heights.
- Will improve the safety for the people cycling at Melwood Avenue and crossing the road.

**CONSULTATION**

Consultation letters have been distributed to 26 properties within the immediate vicinity of the location, providing notification of the proposed changes. Two responses supporting the proposal were received from the impacted residents in addition to the support from Killarney Heights Public School.

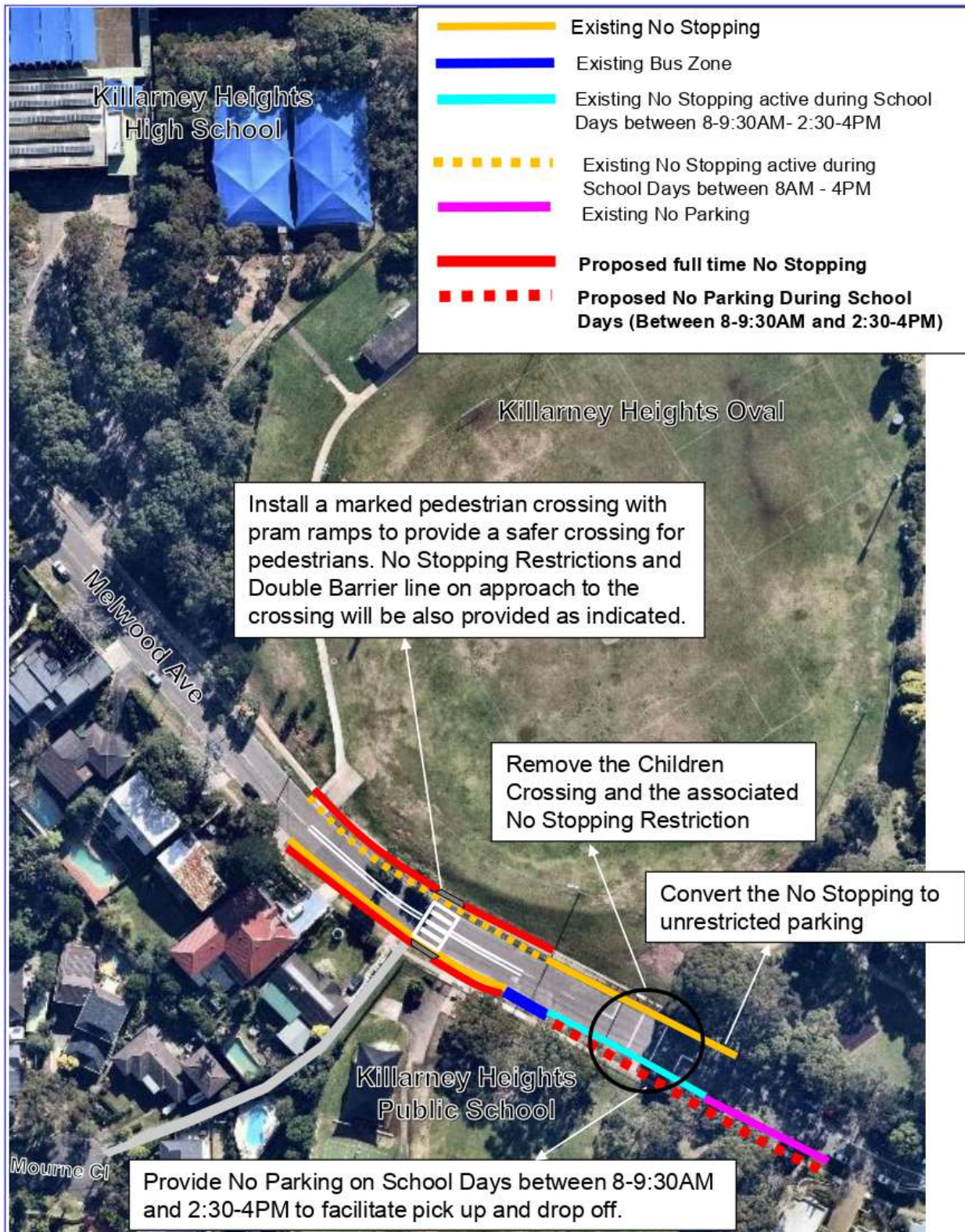
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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Removal of the 'Childrens' Crossing' and the associated Parking Restriction at Melwood Avenue outside Killarney Heights Public School
- B. Install Marked Pedestrian crossing and the associated No Stopping at Melwood Street outside Killarney Heights Public School.
- C. Installation of No Parking 8:00AM-9:30AM and 2:30PM-4:00PM School Days restrictions on Melwood Avenue, Killarney Heights, along the school frontage for a length of approximately 50m.





## PROPOSAL

Melwood Avenue, Killarney Heights  
Pedestrian Crossing and Parking Restriction

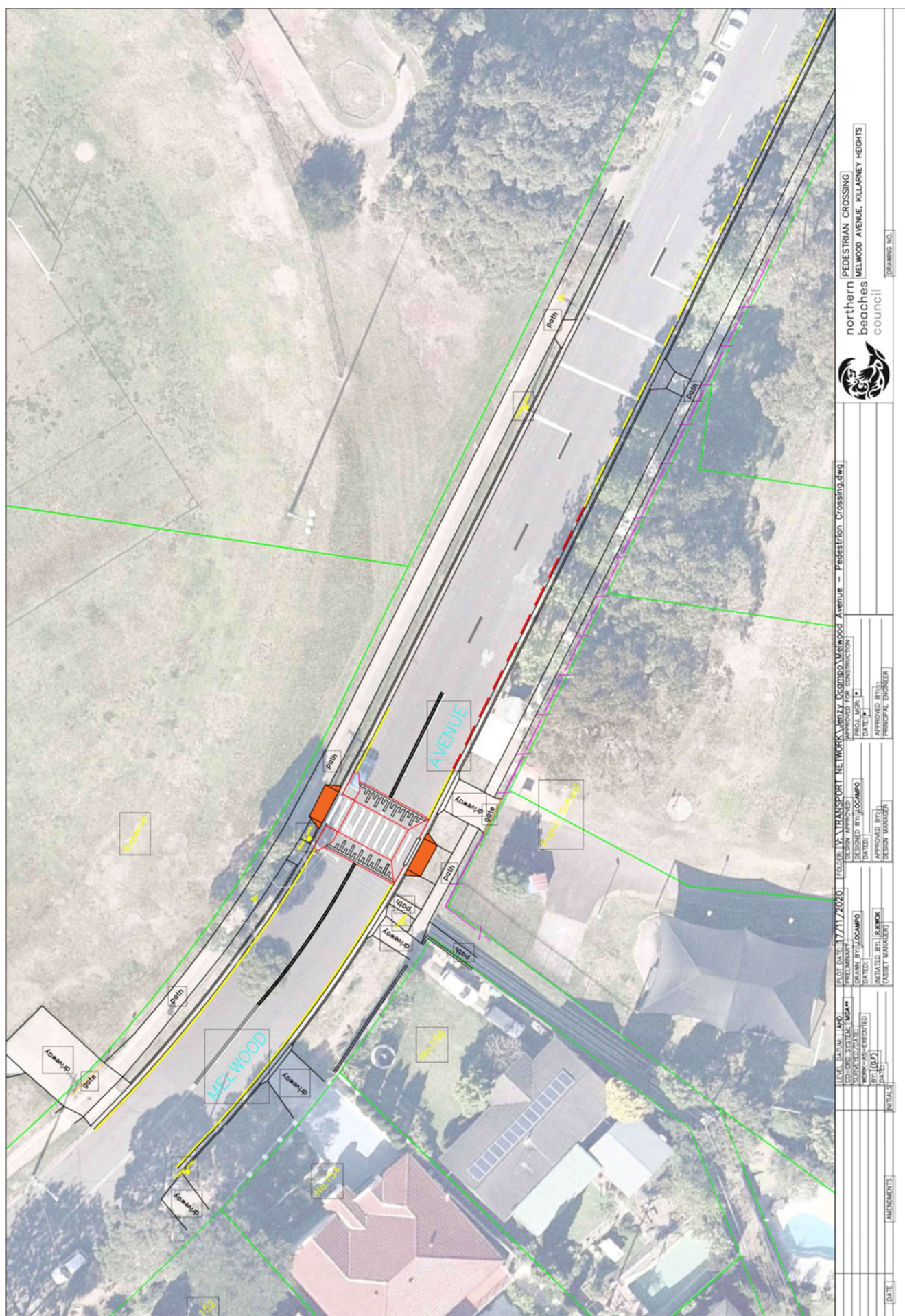
Drawn AS

Approved 

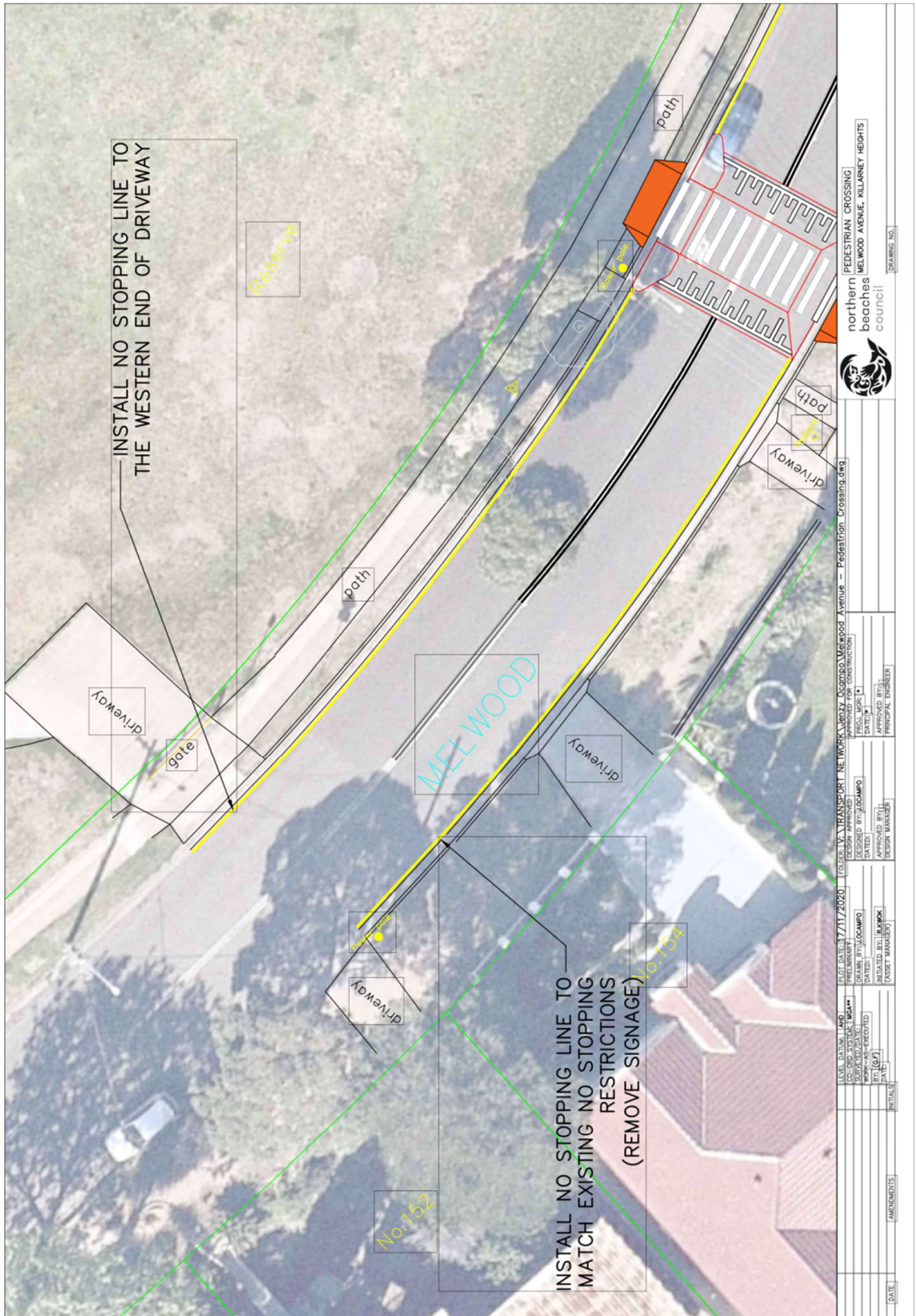


northern  
beaches  
council

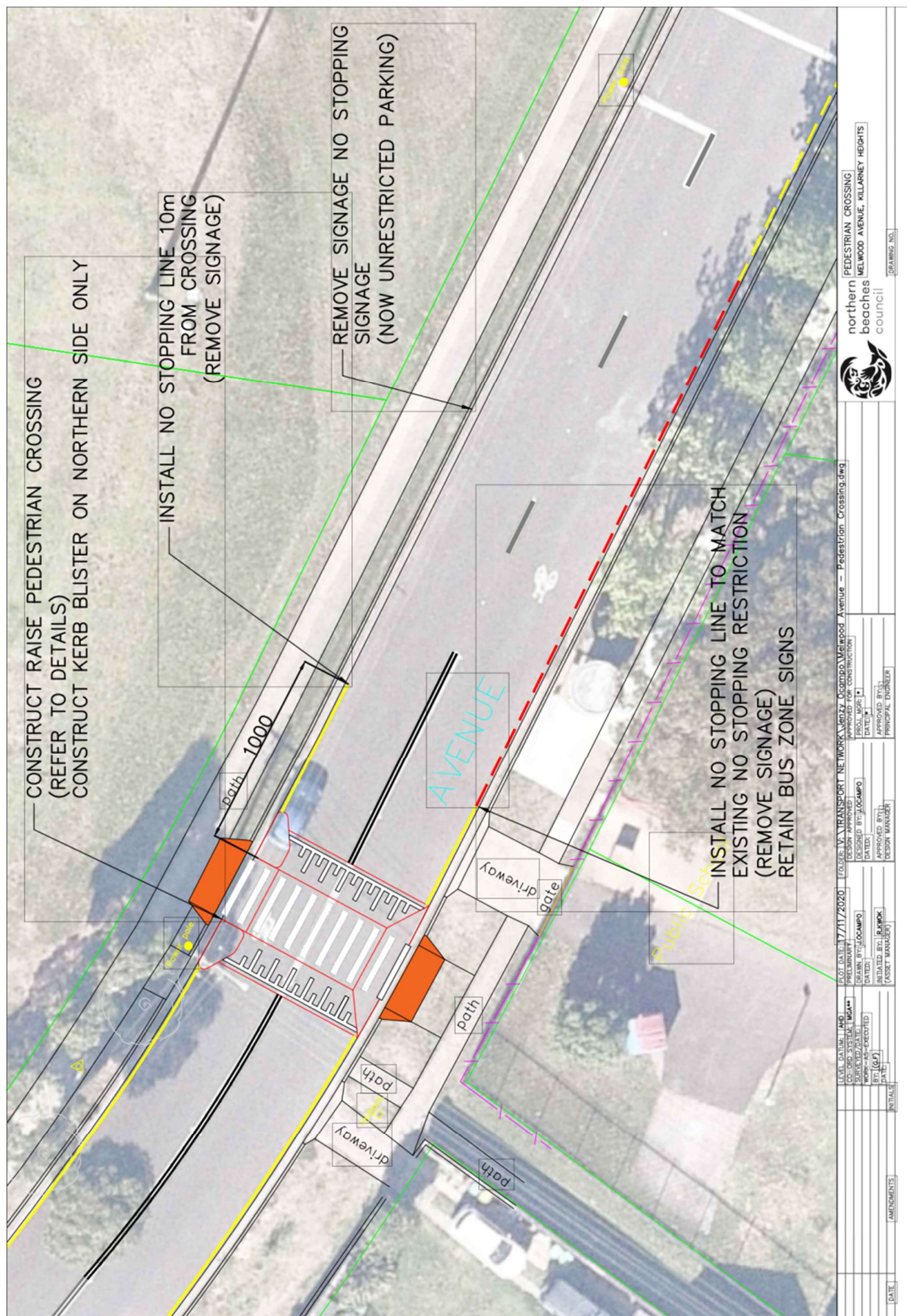




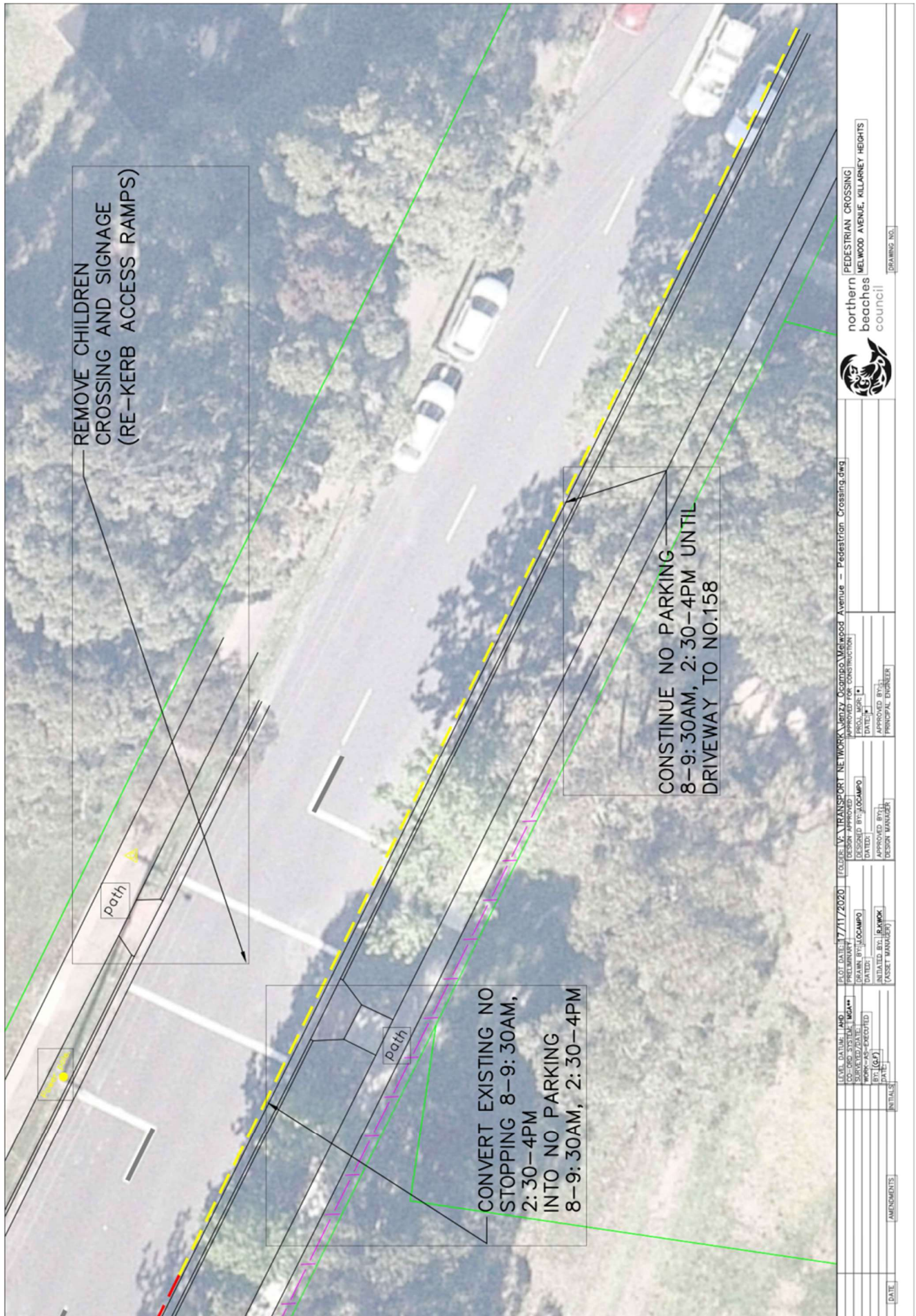


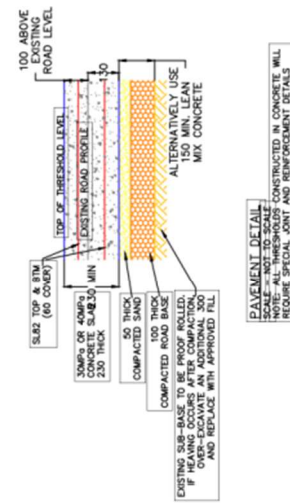
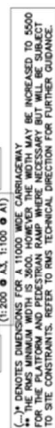












1. ALL ISLANDS ARE TO BE PAINTED WHITE WITH THERMOPLASTIC OR SIMILAR.
2. PEDESTRIAN CROSSING RAMP SHALL BE COLOURED "TERRACOTTA" COLOUR TINT OF EQUIVALENT.
3. CYCLE LANE SHALL BE COLOURED "TERRACOTTA" COLOUR TINT OR EQUIVALENT.
4. PEDESTRIAN CROSSING MARKINGS AND PAVO KEYS ARE TO BE COLOURED "TERRACOTTA" COLOUR TINT OR EQUIVALENT.
5. ALL OUT-RIOTS IN HAVE UN-DIRECTIONAL HAZARD MARKERS
6. AS OTHER ACCESS RAMPS ARE TO BE CONSTRUCTED ON BOTH APPROACHES TO THE CROSSING, PREPARED SLOPE 1 IN 14 AND MAXIMUM SLOPE 1 IN 12 WITH ROOMIN WINGS AT MAX. 1 IN 8 DIRECTION FOR HEIGHT DETAILS AND ADJUST STRONGER APPROACH RAMP TO JUMP.
7. WHERE DIMENSIONS SHOWN ARE TO BE TYPE OF JOINS OR OVER SCALLS, THESE DIMENSIONS SHOULD IT SHALL TAKE PROVISIONS OVER SCALLS.

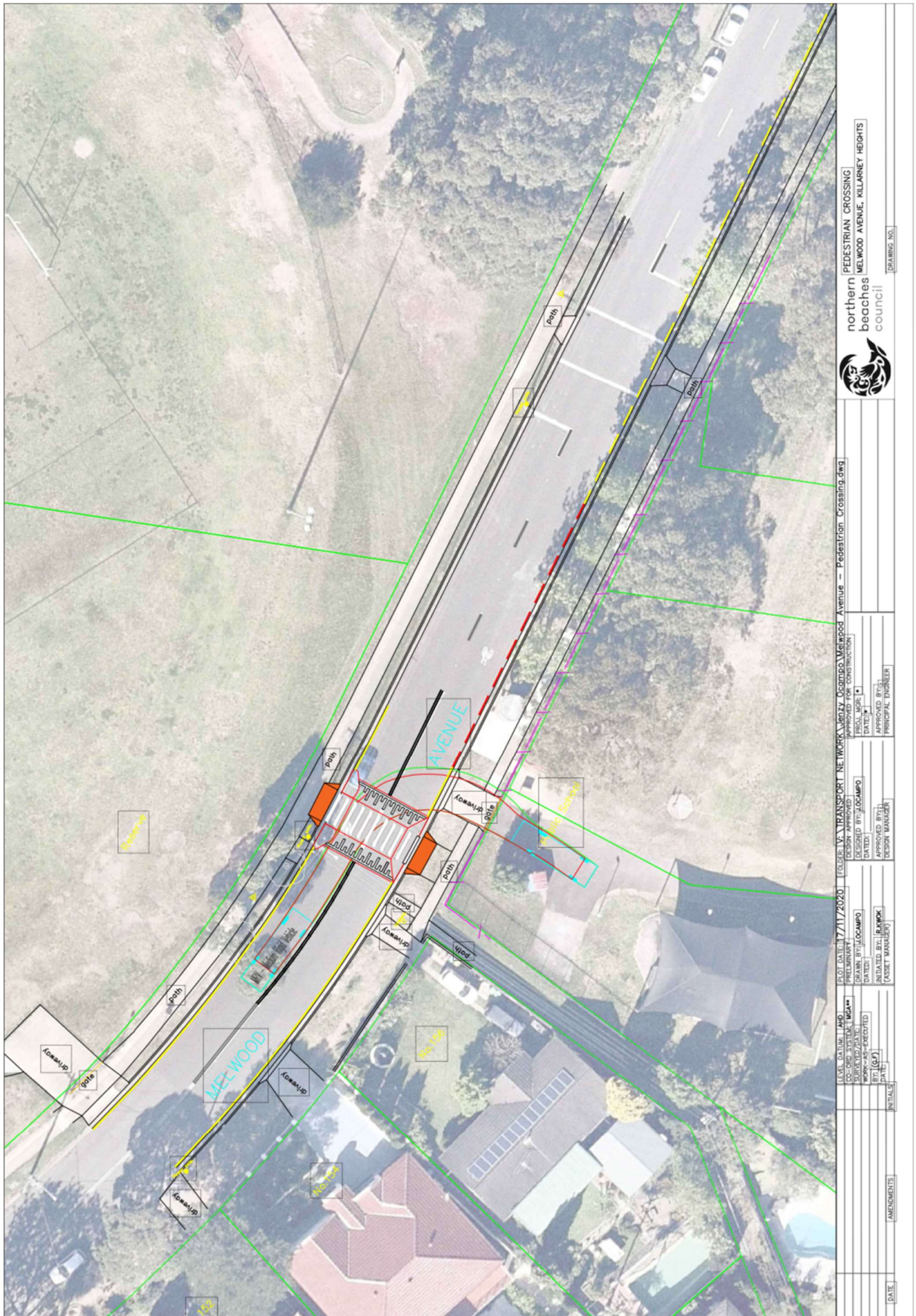
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**IMPORTANT NOTE:** THESE STANDARDS WERE PRODUCED FOR THE SOLE USE OF THE NORTHERN BEACHES COUNCIL. UNLESS THE STANDARD DETAILS ARE INDICATED ON CONSTRUCTION DRAWINGS WHICH HAVE BEEN APPROVED BY NORTHERN BEACHES COUNCIL, THEY ARE NOT TO BE USED FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN PERMISSION OF NORTHERN BEACHES COUNCIL'S ASSET MANAGER.

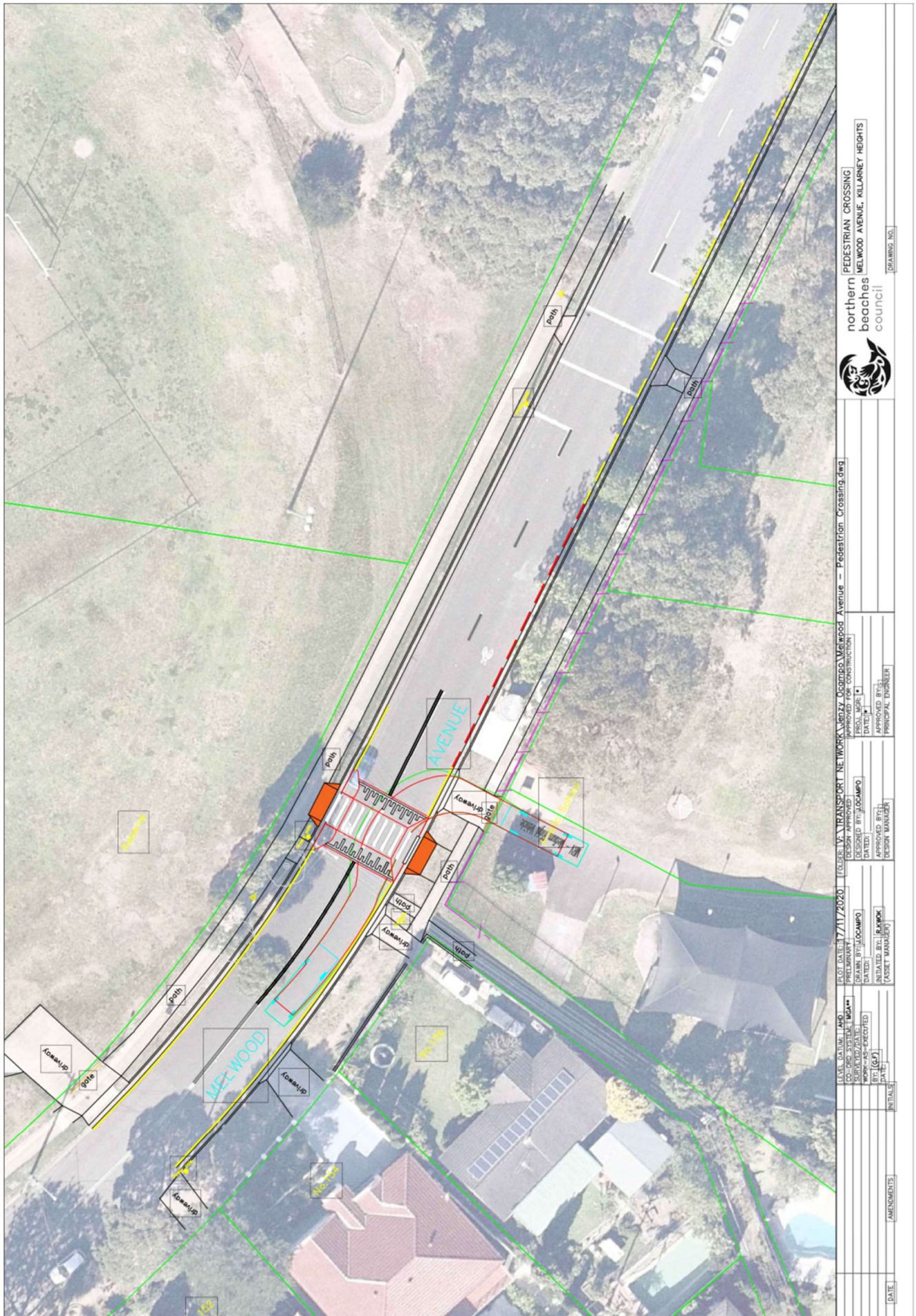
## RAISED PEDESTRIAN CROSSING DETAILS

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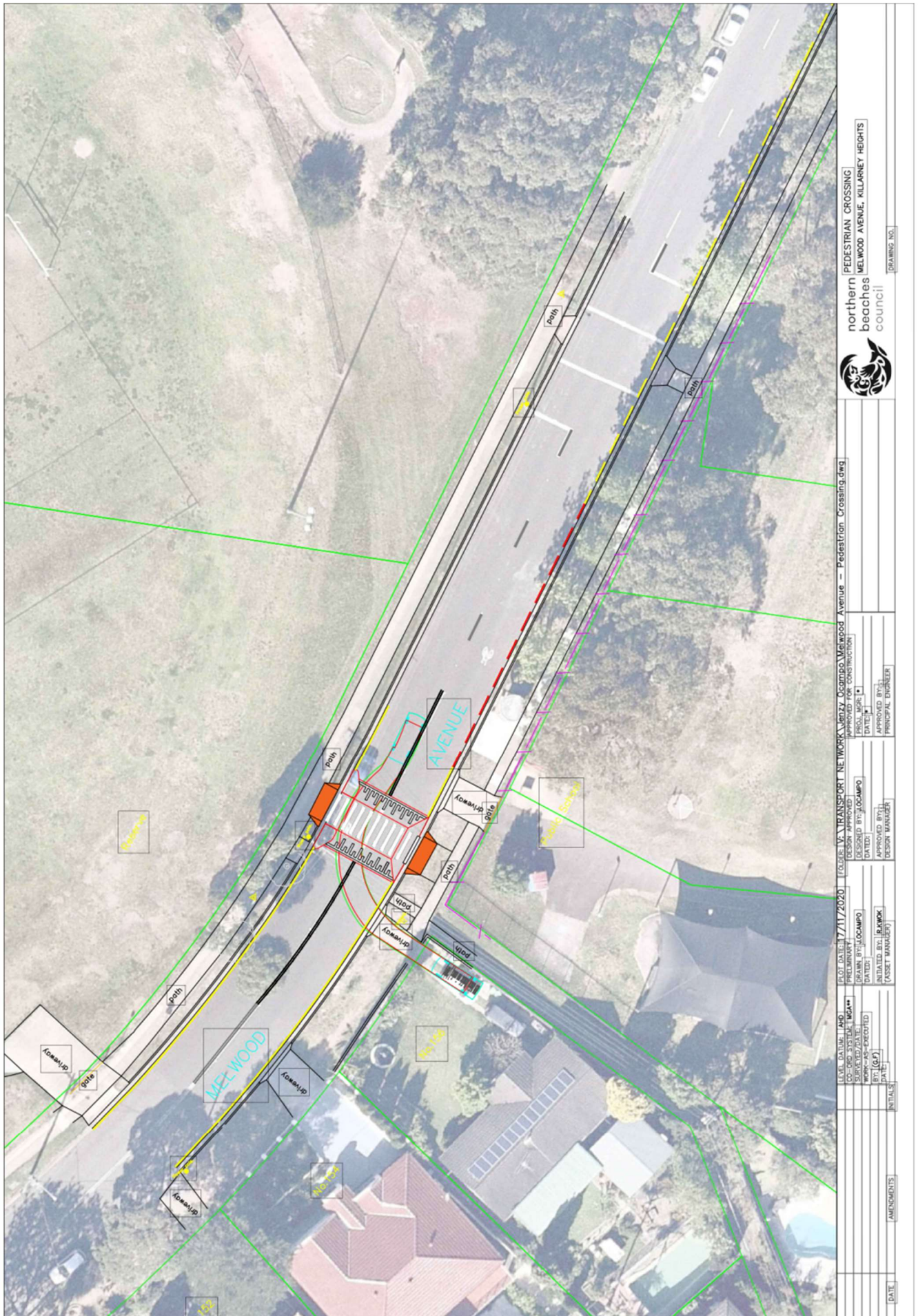














Client : Northern Beaches Council  
Job No/Name : 7300 KILLARNEY HEIGHTS Pedestrian & Traffic  
Day/Date : Tuesday 10th March 2020

**R.O.A.R. DATA**  
Reliable, Original & Authentic Results  
Ph.88196847, Mob.0418-239019



| MELWOOD AVE<br>West to Driveway |        |          |     | MELWOOD AVE<br>School X'ing |        |          |     | MELWOOD AVE<br>20m east of X'ing |        |          |     | MELWOOD AVE<br>Combined Areas |        |          |     |
|---------------------------------|--------|----------|-----|-----------------------------|--------|----------|-----|----------------------------------|--------|----------|-----|-------------------------------|--------|----------|-----|
| Time Per                        | Adults | Children | TOT | Time Per                    | Adults | Children | TOT | Time Per                         | Adults | Children | TOT | Time Per                      | Adults | Children | TOT |
| 0730 - 0745                     | 0      | 0        | 0   | 0730 - 0745                 | 1      | 0        | 1   | 0730 - 0745                      | 0      | 0        | 0   | 0730 - 0745                   | 1      | 0        | 1   |
| 0745 - 0800                     | 0      | 0        | 0   | 0745 - 0800                 | 0      | 0        | 0   | 0745 - 0800                      | 0      | 0        | 0   | 0745 - 0800                   | 0      | 0        | 0   |
| 0800 - 0815                     | 1      | 0        | 1   | 0800 - 0815                 | 0      | 0        | 0   | 0800 - 0815                      | 0      | 0        | 0   | 0800 - 0815                   | 1      | 0        | 1   |
| 0815 - 0830                     | 3      | 1        | 4   | 0815 - 0830                 | 1      | 4        | 5   | 0815 - 0830                      | 0      | 0        | 0   | 0815 - 0830                   | 4      | 5        | 9   |
| 0830 - 0845                     | 1      | 3        | 4   | 0830 - 0845                 | 0      | 7        | 7   | 0830 - 0845                      | 0      | 0        | 0   | 0830 - 0845                   | 1      | 10       | 11  |
| 0845 - 0900                     | 2      | 2        | 4   | 0845 - 0900                 | 9      | 18       | 27  | 0845 - 0900                      | 1      | 4        | 5   | 0845 - 0900                   | 12     | 24       | 36  |
| 0900 - 0915                     | 3      | 2        | 5   | 0900 - 0915                 | 3      | 8        | 11  | 0900 - 0915                      | 1      | 1        | 2   | 0900 - 0915                   | 7      | 11       | 18  |
| 0915 - 0930                     | 0      | 0        | 0   | 0915 - 0930                 | 1      | 0        | 1   | 0915 - 0930                      | 0      | 0        | 0   | 0915 - 0930                   | 1      | 0        | 1   |
| 0930 - 0945                     | 0      | 0        | 0   | 0930 - 0945                 | 0      | 0        | 0   | 0930 - 0945                      | 0      | 0        | 0   | 0930 - 0945                   | 0      | 0        | 0   |
| 0945 - 1000                     | 0      | 0        | 0   | 0945 - 1000                 | 0      | 0        | 0   | 0945 - 1000                      | 0      | 0        | 0   | 0945 - 1000                   | 0      | 0        | 0   |
| Period End                      | 10     | 8        | 18  | Period End                  | 15     | 37       | 52  | Period End                       | 2      | 5        | 7   | Period End                    | 27     | 50       | 77  |

| MELWOOD AVE<br>West to Driveway |        |          |     | MELWOOD AVE<br>School X'ing |        |          |     | MELWOOD AVE<br>20m east of X'ing |        |          |     | MELWOOD AVE<br>Combined Areas |        |          |     |
|---------------------------------|--------|----------|-----|-----------------------------|--------|----------|-----|----------------------------------|--------|----------|-----|-------------------------------|--------|----------|-----|
| Peak Per                        | Adults | Children | TOT | Peak Per                    | Adults | Children | TOT | Peak Per                         | Adults | Children | TOT | Peak Per                      | Adults | Children | TOT |
| 0730 - 0830                     | 4      | 1        | 5   | 0730 - 0830                 | 2      | 4        | 6   | 0730 - 0830                      | 0      | 0        | 0   | 0730 - 0830                   | 6      | 5        | 11  |
| 0745 - 0845                     | 5      | 4        | 9   | 0745 - 0845                 | 1      | 11       | 12  | 0745 - 0845                      | 0      | 0        | 0   | 0745 - 0845                   | 6      | 15       | 21  |
| 0800 - 0900                     | 7      | 6        | 13  | 0800 - 0900                 | 10     | 29       | 39  | 0800 - 0900                      | 1      | 4        | 5   | 0800 - 0900                   | 18     | 39       | 57  |
| 0815 - 0915                     | 9      | 8        | 17  | 0815 - 0915                 | 13     | 37       | 50  | 0815 - 0915                      | 2      | 5        | 7   | 0815 - 0915                   | 24     | 50       | 74  |
| 0830 - 0930                     | 6      | 7        | 13  | 0830 - 0930                 | 13     | 33       | 46  | 0830 - 0930                      | 2      | 5        | 7   | 0830 - 0930                   | 21     | 45       | 66  |
| 0845 - 0945                     | 5      | 4        | 9   | 0845 - 0945                 | 13     | 26       | 39  | 0845 - 0945                      | 2      | 5        | 7   | 0845 - 0945                   | 20     | 35       | 55  |
| 0900 - 1000                     | 3      | 2        | 5   | 0900 - 1000                 | 4      | 8        | 12  | 0900 - 1000                      | 1      | 1        | 2   | 0900 - 1000                   | 8      | 11       | 19  |
| PEAK HR                         | 9      | 8        | 17  | PEAK HR                     | 13     | 37       | 50  | PEAK HR                          | 2      | 5        | 7   | PEAK HR                       | 24     | 50       | 74  |

Client : Northern Beaches Council  
Job No/Name : 7300 KILLARNEY HEIGHTS Pedestrian & Traffic  
Day/Date : Tuesday 10th March 2020

**R.O.A.R. DATA**  
**Reliable, Original & Authentic Results**  
Ph.88196847, Mob.0418-239019



|  |  |  |  |
|--|--|--|--|
| <div>AM PEAK HOUR</div> <div>West to Exit Driveway</div> <div> <div>←</div> <div>←</div> <div>9</div> <div>8</div> <div>→</div> <div>→</div> </div> <div>Adults Children</div>                       | <div>AM PEAK HOUR</div> <div>At School Xing</div> <div> <div>←</div> <div>←</div> <div>13</div> <div>37</div> <div>→</div> <div>→</div> </div> <div>Adults Children</div>                      | <div>AM PEAK HOUR</div> <div>20m East of Xing</div> <div> <div>←</div> <div>←</div> <div>2</div> <div>5</div> <div>→</div> <div>→</div> </div> <div>Adults Children</div>                      | <div>AM PEAK HOUR</div> <div>Combined Areas</div> <div> <div>←</div> <div>←</div> <div>24</div> <div>50</div> <div>→</div> <div>→</div> </div> <div>Adults Children</div>                      |
| <div>TOTAL VOLUMES FOR PERIODS COUNTED</div> <div>West to Exit Driveway</div> <div> <div>←</div> <div>←</div> <div>10</div> <div>8</div> <div>→</div> <div>→</div> </div> <div>Adults Children</div> | <div>TOTAL VOLUMES FOR PERIODS COUNTED</div> <div>At School Xing</div> <div> <div>←</div> <div>←</div> <div>15</div> <div>37</div> <div>→</div> <div>→</div> </div> <div>Adults Children</div> | <div>TOTAL VOLUMES FOR PERIODS COUNTED</div> <div>20m East of Xing</div> <div> <div>←</div> <div>←</div> <div>2</div> <div>5</div> <div>→</div> <div>→</div> </div> <div>Adults Children</div> | <div>TOTAL VOLUMES FOR PERIODS COUNTED</div> <div>Combined Areas</div> <div> <div>←</div> <div>←</div> <div>27</div> <div>50</div> <div>→</div> <div>→</div> </div> <div>Adults Children</div> |



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| MELWOOD AVE<br>West to Driveway |          |          |          | MELWOOD AVE<br>School X'ing |           |           |            | MELWOOD AVE<br>20m east of X'ing |          |          |          | MELWOOD AVE<br>Combined Areas |           |            |            |
|---------------------------------|----------|----------|----------|-----------------------------|-----------|-----------|------------|----------------------------------|----------|----------|----------|-------------------------------|-----------|------------|------------|
| Time Per                        | Adults   | Children | TOT      | Time Per                    | Adults    | Children  | TOT        | Time Per                         | Adults   | Children | TOT      | Time Per                      | Adults    | Children   | TOT        |
| 1400 - 1415                     | 0        | 0        | 0        | 1400 - 1415                 | 0         | 0         | 0          | 1400 - 1415                      | 0        | 0        | 0        | 1400 - 1415                   | 0         | 0          | 0          |
| 1415 - 1430                     | 0        | 0        | 0        | 1415 - 1430                 | 0         | 0         | 0          | 1415 - 1430                      | 2        | 0        | 2        | 1415 - 1430                   | 2         | 0          | 2          |
| 1430 - 1445                     | 0        | 1        | 1        | 1430 - 1445                 | 0         | 3         | 3          | 1430 - 1445                      | 0        | 0        | 0        | 1430 - 1445                   | 0         | 4          | 4          |
| 1445 - 1500                     | 0        | 0        | 0        | 1445 - 1500                 | 4         | 47        | 51         | 1445 - 1500                      | 0        | 0        | 0        | 1445 - 1500                   | 4         | 47         | 51         |
| 1500 - 1515                     | 2        | 0        | 2        | 1500 - 1515                 | 8         | 20        | 28         | 1500 - 1515                      | 2        | 0        | 2        | 1500 - 1515                   | 12        | 20         | 32         |
| 1515 - 1530                     | 0        | 0        | 0        | 1515 - 1530                 | 8         | 28        | 36         | 1515 - 1530                      | 0        | 0        | 0        | 1515 - 1530                   | 8         | 28         | 36         |
| 1530 - 1545                     | 0        | 0        | 0        | 1530 - 1545                 | 0         | 0         | 0          | 1530 - 1545                      | 1        | 2        | 3        | 1530 - 1545                   | 1         | 2          | 3          |
| 1545 - 1600                     | 2        | 3        | 5        | 1545 - 1600                 | 0         | 0         | 0          | 1545 - 1600                      | 1        | 0        | 1        | 1545 - 1600                   | 3         | 3          | 6          |
| 1600 - 1615                     | 0        | 0        | 0        | 1600 - 1615                 | 1         | 1         | 2          | 1600 - 1615                      | 0        | 0        | 0        | 1600 - 1615                   | 1         | 1          | 2          |
| 1615 - 1630                     | 0        | 0        | 0        | 1615 - 1630                 | 0         | 0         | 0          | 1615 - 1630                      | 0        | 0        | 0        | 1615 - 1630                   | 0         | 0          | 0          |
| <b>Period End</b>               | <b>4</b> | <b>4</b> | <b>8</b> | <b>Period End</b>           | <b>21</b> | <b>99</b> | <b>120</b> | <b>Period End</b>                | <b>6</b> | <b>2</b> | <b>8</b> | <b>Period End</b>             | <b>31</b> | <b>105</b> | <b>136</b> |

| MELWOOD AVE<br>West to Driveway |          |          |          | MELWOOD AVE<br>School X'ing |           |           |            | MELWOOD AVE<br>20m east of X'ing |          |          |          | MELWOOD AVE<br>Combined Areas |           |           |            |
|---------------------------------|----------|----------|----------|-----------------------------|-----------|-----------|------------|----------------------------------|----------|----------|----------|-------------------------------|-----------|-----------|------------|
| Peak Per                        | Adults   | Children | TOT      | Peak Per                    | Adults    | Children  | TOT        | Peak Per                         | Adults   | Children | TOT      | Peak Per                      | Adults    | Children  | TOT        |
| 1400 - 1500                     | 0        | 1        | 1        | 1400 - 1500                 | 4         | 50        | 54         | 1400 - 1500                      | 2        | 0        | 2        | 1400 - 1500                   | 6         | 51        | 57         |
| 1415 - 1515                     | 2        | 1        | 3        | 1415 - 1515                 | 12        | 70        | 82         | 1415 - 1515                      | 4        | 0        | 4        | 1415 - 1515                   | 18        | 71        | 89         |
| <b>1430 - 1530</b>              | <b>2</b> | <b>1</b> | <b>3</b> | <b>1430 - 1530</b>          | <b>20</b> | <b>98</b> | <b>118</b> | <b>1430 - 1530</b>               | <b>2</b> | <b>0</b> | <b>2</b> | <b>1430 - 1530</b>            | <b>24</b> | <b>99</b> | <b>123</b> |
| 1445 - 1545                     | 2        | 0        | 2        | 1445 - 1545                 | 20        | 95        | 115        | 1445 - 1545                      | 3        | 2        | 5        | 1445 - 1545                   | 25        | 97        | 122        |
| 1500 - 1600                     | 4        | 3        | 7        | 1500 - 1600                 | 16        | 48        | 64         | 1500 - 1600                      | 4        | 2        | 6        | 1500 - 1600                   | 24        | 53        | 77         |
| 1515 - 1615                     | 2        | 3        | 5        | 1515 - 1615                 | 9         | 29        | 38         | 1515 - 1615                      | 2        | 2        | 4        | 1515 - 1615                   | 13        | 34        | 47         |
| 1530 - 1630                     | 2        | 3        | 5        | 1530 - 1630                 | 1         | 1         | 2          | 1530 - 1630                      | 2        | 2        | 4        | 1530 - 1630                   | 5         | 6         | 11         |
| <b>PEAK HR</b>                  | <b>2</b> | <b>1</b> | <b>3</b> | <b>PEAK HR</b>              | <b>20</b> | <b>98</b> | <b>118</b> | <b>PEAK HR</b>                   | <b>2</b> | <b>0</b> | <b>2</b> | <b>PEAK HR</b>                | <b>24</b> | <b>99</b> | <b>123</b> |

Client : Northern Beaches Council  
Job No/Name : 7300 KILLARNEY HEIGHTS Pedestrian & Traffic  
Day/Date : Tuesday 10th March 2020

**R.O.A.R. DATA**  
**Reliable, Original & Authentic Results**  
Ph.88196847, Mob.0418-239019



|   |  |  |   |
|---|--|--|---|
| <div>PM PEAK HOUR</div> <div>West to Exit Driveway</div> <div> <div>←</div> <div>←</div> <div>2</div> <div>1</div> <div>→</div> <div>→</div> </div> <div>Adults Children</div>                      | <div>PM PEAK HOUR</div> <div>At School Xing</div> <div> <div>←</div> <div>←</div> <div>20</div> <div>98</div> <div>→</div> <div>→</div> </div> <div>Adults Children</div>                      | <div>PM PEAK HOUR</div> <div>20m East of Xing</div> <div> <div>←</div> <div>←</div> <div>2</div> <div>0</div> <div>→</div> <div>→</div> </div> <div>Adults Children</div>                      | <div>PM PEAK HOUR</div> <div>Combined Areas</div> <div> <div>←</div> <div>←</div> <div>24</div> <div>99</div> <div>→</div> <div>→</div> </div> <div>Adults Children</div>                       |
| <div>TOTAL VOLUMES FOR PERIODS COUNTED</div> <div>West to Exit Driveway</div> <div> <div>←</div> <div>←</div> <div>4</div> <div>4</div> <div>→</div> <div>→</div> </div> <div>Adults Children</div> | <div>TOTAL VOLUMES FOR PERIODS COUNTED</div> <div>At School Xing</div> <div> <div>←</div> <div>←</div> <div>21</div> <div>99</div> <div>→</div> <div>→</div> </div> <div>Adults Children</div> | <div>TOTAL VOLUMES FOR PERIODS COUNTED</div> <div>20m East of Xing</div> <div> <div>←</div> <div>←</div> <div>6</div> <div>2</div> <div>→</div> <div>→</div> </div> <div>Adults Children</div> | <div>TOTAL VOLUMES FOR PERIODS COUNTED</div> <div>Combined Areas</div> <div> <div>←</div> <div>←</div> <div>31</div> <div>105</div> <div>→</div> <div>→</div> </div> <div>Adults Children</div> |

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**R.O.A.R. DATA**  
*Reliable, Original & Authentic Results*  
Ph.88196847, Mob.0418-239019

| MELWOOD AVE<br>At School Xing |            |            | Time Per          | MELWOOD AVE<br>At School Xing |            |            |
|-------------------------------|------------|------------|-------------------|-------------------------------|------------|------------|
| Eastbound                     | Westbound  | TOTAL      |                   | Eastbound                     | Westbound  | TOTAL      |
| 0730 - 0745                   | 13         | 25         | 1400 - 1415       | 5                             | 7          | 12         |
| 0745 - 0800                   | 14         | 21         | 1415 - 1430       | 6                             | 4          | 10         |
| 0800 - 0815                   | 15         | 24         | 1430 - 1445       | 12                            | 12         | 24         |
| 0815 - 0830                   | 8          | 24         | 1445 - 1500       | 18                            | 16         | 34         |
| 0830 - 0845                   | 32         | 27         | 1500 - 1515       | 19                            | 7          | 26         |
| 0845 - 0900                   | 59         | 47         | 1515 - 1530       | 15                            | 25         | 40         |
| 0900 - 0915                   | 23         | 26         | 1530 - 1545       | 4                             | 9          | 13         |
| 0915 - 0930                   | 7          | 14         | 1545 - 1600       | 12                            | 6          | 18         |
| 0930 - 0945                   | 5          | 9          | 1600 - 1615       | 18                            | 12         | 30         |
| 0945 - 1000                   | 5          | 8          | 1615 - 1630       | 4                             | 19         | 23         |
| <b>Period End</b>             | <b>181</b> | <b>225</b> | <b>Period End</b> | <b>113</b>                    | <b>117</b> | <b>230</b> |

| MELWOOD AVE<br>At School Xing |           |       | Peak Per    | MELWOOD AVE<br>At School Xing |           |       |
|-------------------------------|-----------|-------|-------------|-------------------------------|-----------|-------|
| Eastbound                     | Westbound | TOTAL |             | Eastbound                     | Westbound | TOTAL |
| 0730 - 0830                   | 50        | 94    | 1400 - 1500 | 41                            | 39        | 80    |
| 0745 - 0845                   | 69        | 96    | 1415 - 1515 | 55                            | 39        | 94    |
| 0800 - 0900                   | 114       | 122   | 1430 - 1530 | 64                            | 60        | 124   |
| 0815 - 0915                   | 122       | 124   | 1445 - 1545 | 56                            | 57        | 113   |
| 0830 - 0930                   | 121       | 114   | 1500 - 1600 | 50                            | 47        | 97    |
| 0845 - 0945                   | 94        | 96    | 1515 - 1615 | 49                            | 52        | 101   |
| 0900 - 1000                   | 40        | 57    | 1530 - 1630 | 38                            | 46        | 84    |

|                |            |            |            |                |           |           |            |
|----------------|------------|------------|------------|----------------|-----------|-----------|------------|
| <b>PEAK HR</b> | <b>122</b> | <b>124</b> | <b>246</b> | <b>PEAK HR</b> | <b>64</b> | <b>61</b> | <b>124</b> |
|----------------|------------|------------|------------|----------------|-----------|-----------|------------|

| AM PEAK HOUR<br>0815 - 0915 |     |    | PM PEAK HOUR<br>1430 - 1530 |     |    |
|-----------------------------|-----|----|-----------------------------|-----|----|
| ←                           | 124 | AM | ←                           | 225 | AM |
| ←                           | 61  | PM | ←                           | 117 | PM |
| →                           | 122 |    | →                           | 181 |    |
| →                           | 64  |    | →                           | 113 |    |

TOTAL VOLUMES  
FOR COUNT  
PERIODS



|                          |   |
|--------------------------|---|
| <b>ITEM 4.20</b>         | <b>LORIKEET GROVE, WARRIEWOOD - SYDNEY WATER<br/>WASTEWATER PROGRAM</b>   |
| <b>REPORTING OFFICER</b> | <b>TRAFFIC OFFICER</b>  |
| <b>TRIM FILE REF</b>     | <b>2020/740670</b>  |
| <b>ATTACHMENTS</b>       | <b>1 Lorikeet Grove, Warriewood - Aerial Map<br/>2 Lorikeet Grove, Warriewood - Plan<br/>3 Lorikeet Grove, Warriewood - Traffic Control Plans</b> |

**GEOCODES: -33.687843, 151.299237**

## **REPORT**

Council has received a request from Confluence Water on behalf of Sydney Water to undertake the installation of a new wastewater main and services on Lorikeet Grove to cater for the residents in the Warriewood Valley Release Area.

As part of the process, the Council is to review and approve the Traffic Control Plans, which are to be implemented during the course of the works.

The submitted TCP documents propose full-time road closures during the civil works and a temporary 'No Stopping' restriction on Bubalo Street, between Warriewood Road and Lorikeet Grove. Such changes to the traffic conditions will require the approval of the Northern Beaches Local Traffic Committee.

## **LOCATION**

- Section of the road lies between the intersection with Pheasant Place and intersection with Baz Retreat, Warriewood.
- This section of Lorikeet Grove is a local road with a speed limit of 50km/h.
- Lorikeet Grove has a measured width of 7.7 metre trafficable lanes and caters for two-way traffic with unrestricted on-street parking on one side of the road at any location, where it is legally permissible to do so.
- The road has not been completed and is unconnected.
- Adjacent land uses consist of a Council creek-line corridor (Narrabeen Creek) and limited medium-density housing and developing vacant lands.
- A shared pedestrian and cyclist path lies along the outer edge of Narrabeen Creek and a footpath on the northern side of Lorikeet Grove.
- In accordance with the Warriewood Valley Release Area Landscape Masterplan, the shared path forms a part of in the Safe Cycling Network.
- There are no bus routes that service the section of Lorikeet Grove.

## **ISSUES**

- Due to the location underground wastewater, the installation will be undertaken in three stages with full-time road closures on sections along Lorikeet Grove.
- The works require full road closures in Pheasant Place and Bubalo Street at the intersection with Lorikeet Grove and in Lorikeet Grove, fronting Property No. 65-69.
- Operation hours are 7:00am to 6:00pm Monday to Friday and 8:00am to 1:00pm Saturdays.
- During operation hours, 15-metre parking will need to be restricted at each road closure to allow vehicles to manoeuvre and U-turn.

- Access into the worksite will be via. property No. 53B and 45 Warriewood Road and Bubalo Street.
- Due to the width of Bubalo Street, temporary 'No Stopping' restrictions along the western kerbside will be required to allow access into the worksite.
- Alternative routes will be available for traffic and connecting roads during these times.
- The road closures will be regulated using approved barriers, or will have traffic controllers during operation hours to manage these closures.
- Approval of the requested road closures, as shown in the submitted Traffic Control Plans, is required by the Traffic Committee members and Council.

## PROPOSAL

Council has undertaken a review of the location and issues and proposes that the Traffic Control Plans and temporary 'No Stopping' restrictions are suitable for implementation during the course of the works.

The road closures and traffic impacts will be minimal and of a non-critical nature to the road network.

## PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- Access for cyclists and emergency vehicles will be maintained and the road closures will be managed in accordance with the Traffic Control Plans
- Adequate signage will be in place for redirecting pedestrians and cyclists, however, access will remain open through the closed section of the road at all times.

## CONSULTATION

Consultation is not required; however, Confluence Water has prepared notifications to residents and developments for Council concurrence.

Regular notifications will be undertaken to residents and developments in the vicinity of the impacted section of the road, which will also be extended to Council and emergency services for the duration of the works.

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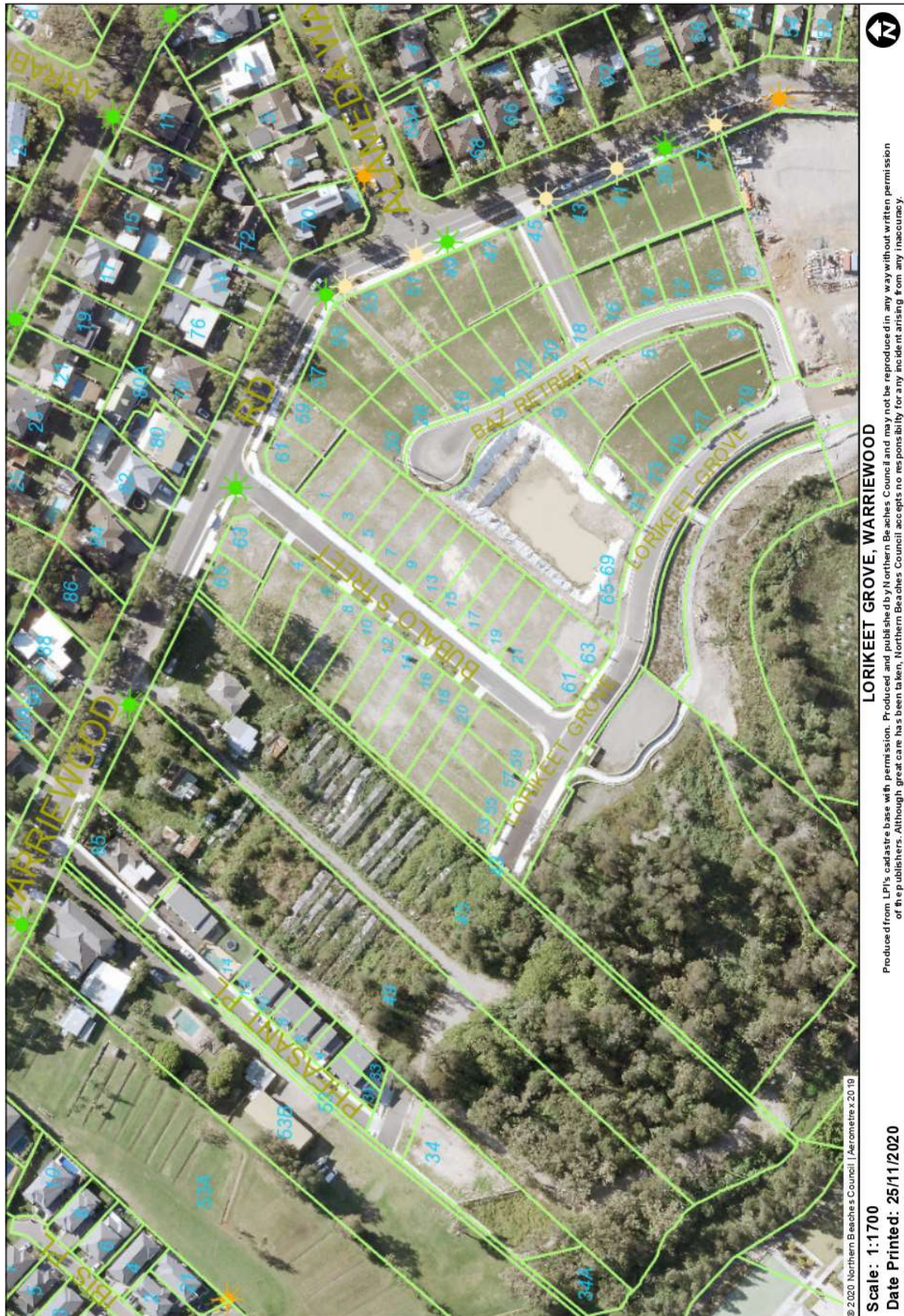
## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

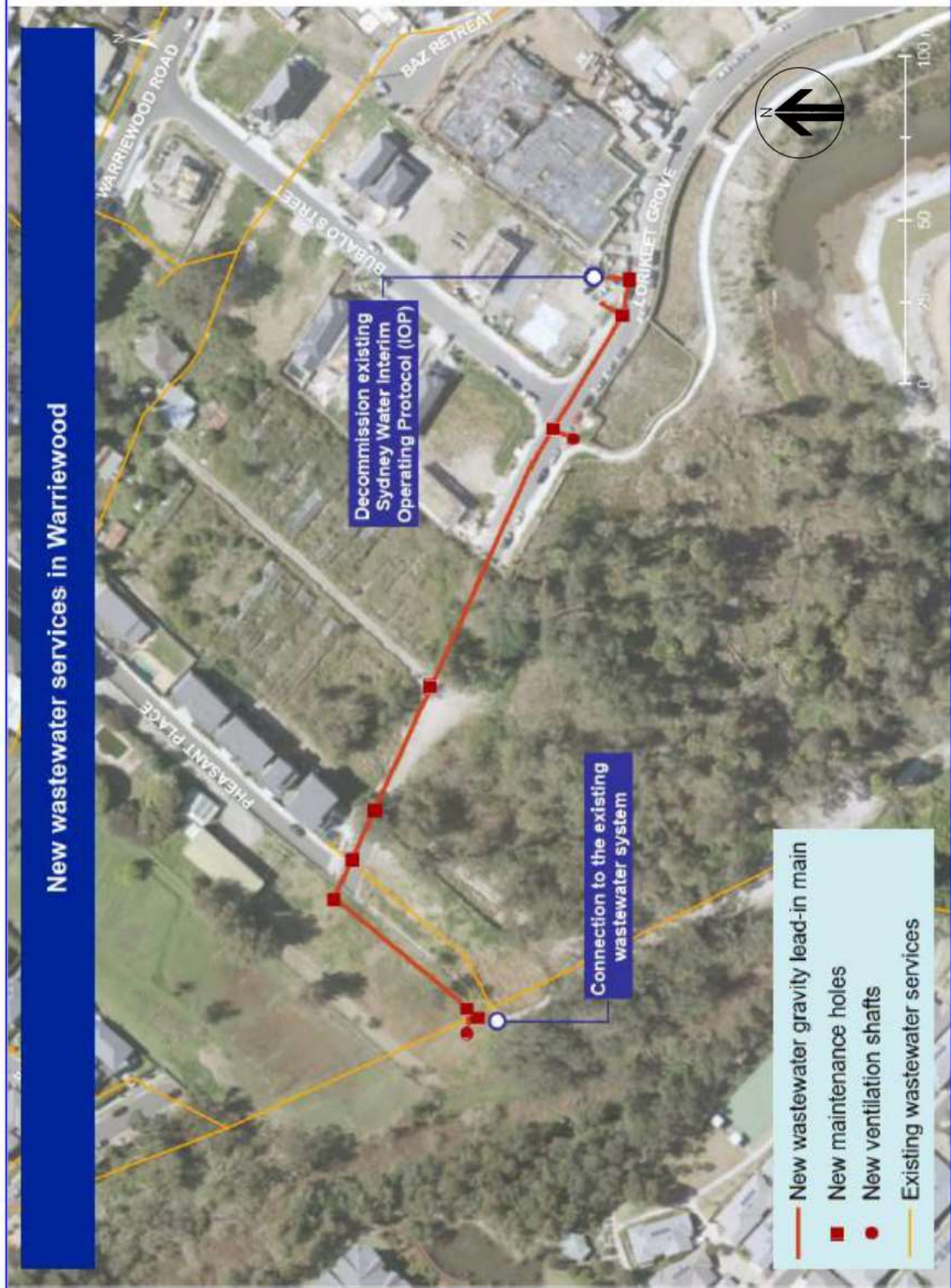
- A. The implementation of the Traffic Control Plans and road closures on Lorikeet Grove, Warriewood from 4 January 2021 to 30 April 2021.
- B. The implementation of temporary 'No Stopping' restrictions on Bubalo Street (western kerbside side) between the intersection with Warriewood Road and Lorikeet Grove, Warriewood.
- C. That the approval would be subject to the following conditions:
  - a. That the TCP be prepared in accordance with the RMS Traffic Control at Work Sites Manual and Australian Standards.
  - b. That any traffic control is only to be carried out by persons with appropriate Traffic Control qualifications acceptable to the RMS.
  - c. That barriers and signs used in the road closures are to RMS standards.

- d. That the road closure be staffed at all times to allow access for emergency vehicles and to ensure barriers are not moved.
- e. That the necessary approvals with respect to the use of any public reserves or use of the public roads are obtained.
- f. That the various emergency services be advised of the closure.
- g. That residents and developments in the affected area be notified by a letterbox drop two weeks in advance of the road closures and changes to parking restrictions with regular updates for the duration of the works. The notification letter must provide details of access restrictions and a contact phone number, should residents have any enquiries.
- h. All barriers and signs associated with the road closure shall be removed at the completion of the stages nominated to reopen the street to normal traffic.
- i. The applicant shall indemnify Council against all claims for damage or injury that may result from the activity or occupation of part of the public way during the activity.
- j. The applicant shall be responsible for the reimbursement for the cost of repair to any damage caused to the public way, or as a result of the activities.
- k. That a copy of the Public Liability Insurance which covers the duration of the road closure be provided.





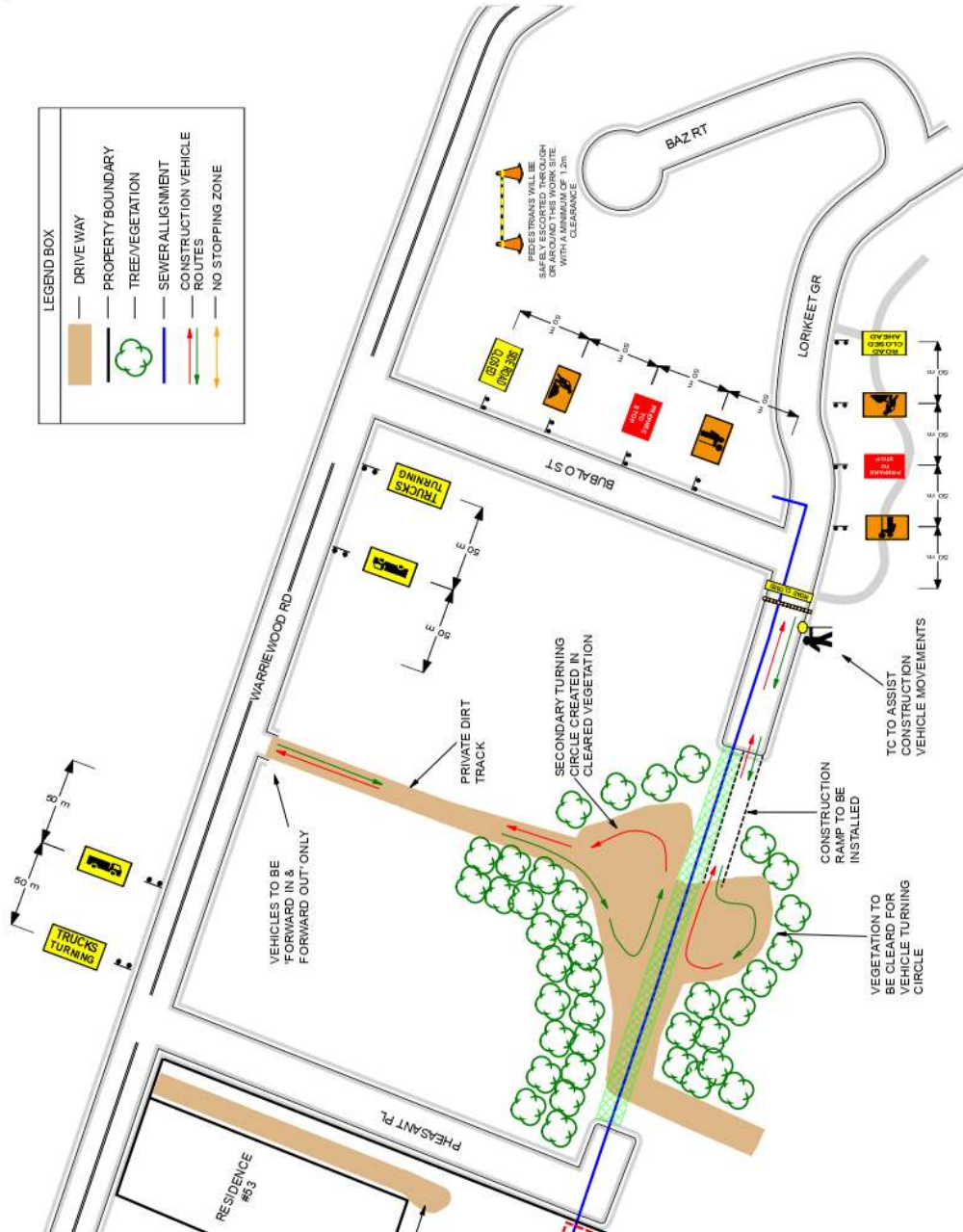
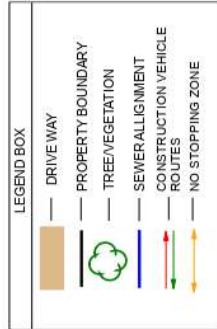




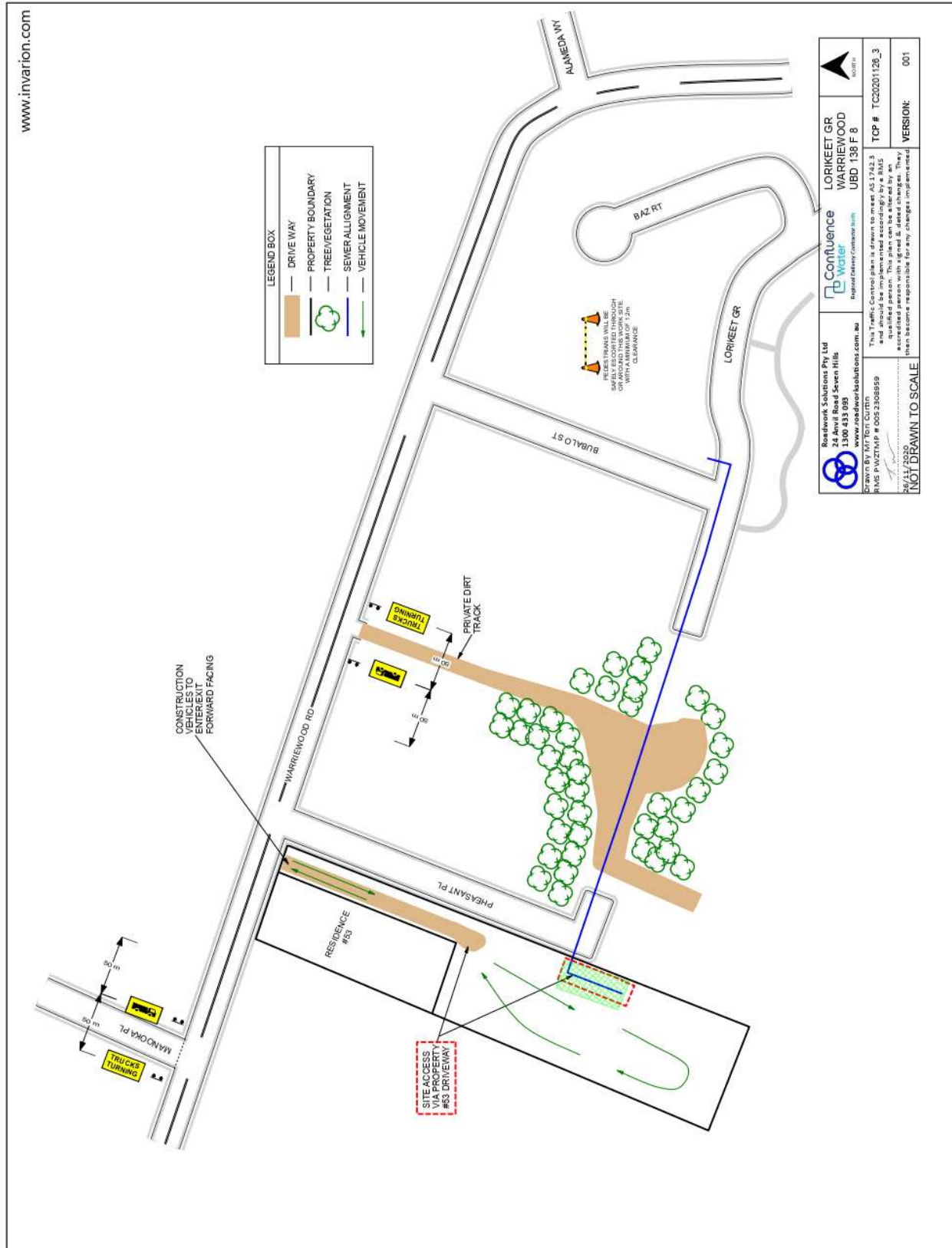




www.invarion.com



|  |  |  |   |
|--|--|--|---|
| <br><b>Roadwork Solutions Pty Ltd</b><br>24 Avon Road Seven Hills<br>1300 433 093<br>www.roadworksolutions.com.au<br>Drawn BY: MT/GIT/CTH<br>RMS PWZMP # 0052308959<br>26/11/2020 | <b>CONFLUENCE</b><br><br>Registered Delivery Contractor (NSW)   | <b>LORIKEET GR<br/>WARRIEWOOD</b><br>UBD 138 F 8 | <br>H20114 |
|  | This Traffic Control plan is drawn to meet AS 1742.3 and should be implemented accordingly by a RMS approved person with signed & dated changes. They then become responsible for any changes implemented. |  |   |
| NOT DRAWN TO SCALE   |  | TCP # TC20201128_4                               | VERSION: 001  |











|                          |  |
|--------------------------|--|
| <b>ITEM 4.21</b>         | <b>HEADLAND ROAD, NORTH CURL CURL - BUS ZONE</b> |
| <b>REPORTING OFFICER</b> | <b>TRAFFIC ENGINEER</b>                          |
| <b>TRIM FILE REF</b>     | <b>2020/741816</b>                               |
| <b>ATTACHMENTS</b>       | <b>1 Headland Road, North Curl Curl - Plan</b>   |

**GEOCODES: -33.759890, 151.283212**

## **REPORT**

### **BACKGROUND**

Council has approved a development application for St. Lukes Grammar School in Headland Road, North Curl Curl. One of the consent conditions requires that the hours of the existing Bus Zone on the school's Headland Road frontage be extended to accommodate drop-off and pick-up of students.

### **LOCATION**

Headland Road is a local road carrying over 3,000 vehicles per day. St. Lukes Grammar School is a significant attractor of vehicular and pedestrian traffic to the western end of Headland Road, particularly during school drop-off and pick-up periods. The school has frontages to both Headland Road and Tango Avenue. The Tango Avenue frontage is where the majority of car drop-off and pick-up activity occurs while the Headland Road frontage is where most buses serving the school arrive and depart. A parking indent has been constructed to allow buses to pull in off the road carriageway. The indent was recently extended in conjunction with school expansion work to more adequately cater for bus traffic.

### **ISSUES**

- Buses require space on the school frontage to drop off and pick up students.
- Facilities to cater for travel by bus minimise the ongoing parking impacts around the school and help reduce traffic congestion levels.
- There is a need for bus parking facilities at times other than during the school drop-off and pick-up periods to cater for activities such as excursions, sporting events etc, hence the proposed change.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to extend the hours of operation of 18m of the existing Bus Zone so that it applies 8am to 5pm Mon-Fri rather than just between 8-9am & 3-4pm.



**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**

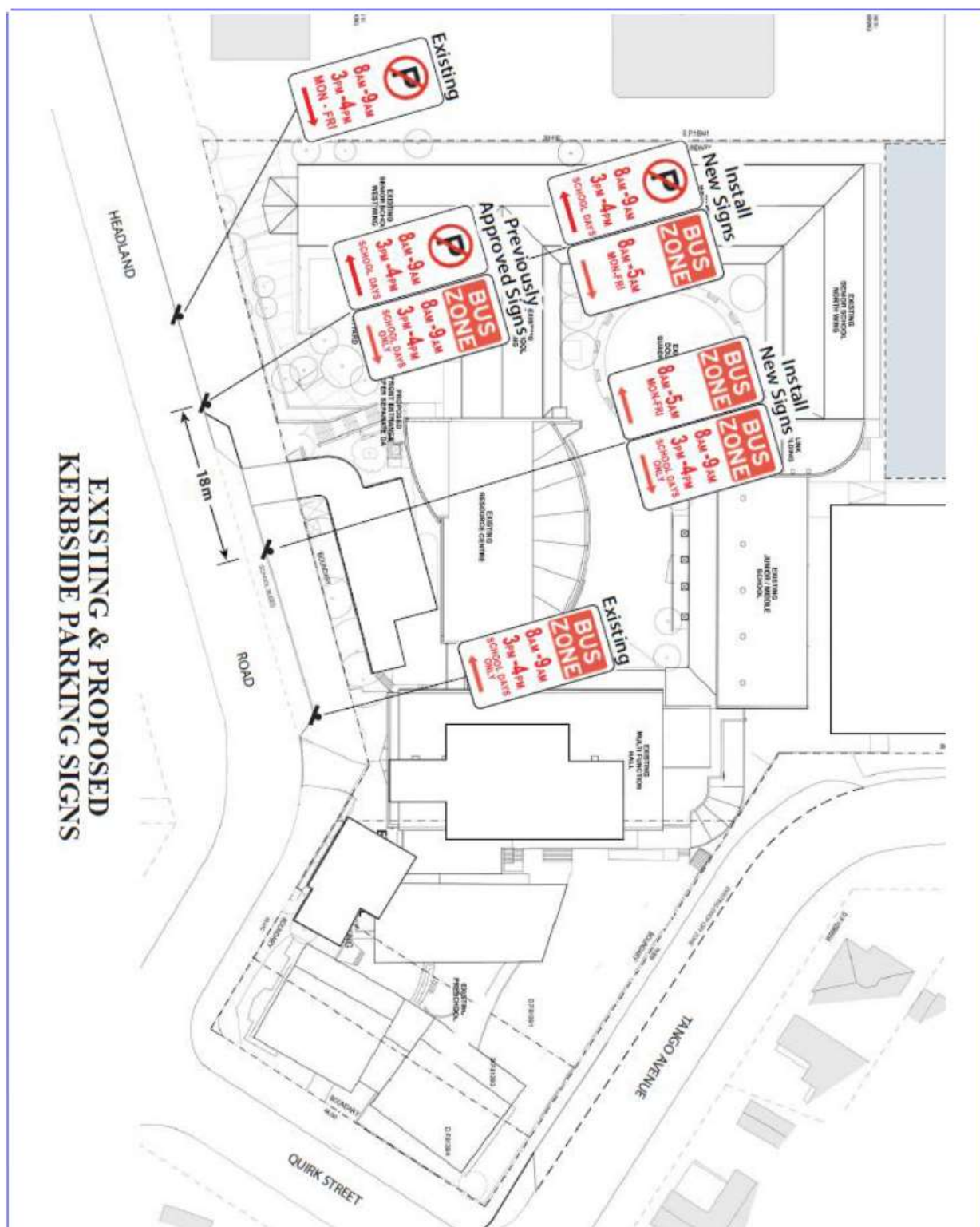
No specific consultation regarding the Bus Zone changes has occurred, however, the expansion of the Bus Zone is tied to the school's traffic management plan and responds to concerns raised in conjunction with the DA notification process regarding increased congestion levels around the school.

---

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Extension of the hours of operation of 18m of the existing Bus Zone on the north side of Headland Road on the St. Lukes Grammar School frontage. The Bus Zone to be active from 8am to 5pm Mon-Fri rather than the existing 8am-9am and 3pm-4pm



## PROPOSAL

## Headland Road, North Curl Curl Bus Zone changes

Drawn JB

Approved *James Brockbank*



northern  
beaches  
council

|                          |   |
|--------------------------|---|
| <b>ITEM 4.22</b>         | <b>QUEENSCLIFF TO FRESHWATER - SHARED PATH</b>        |
| <b>REPORTING OFFICER</b> | <b>CONTRACTOR - TRAFFIC ENGINEER</b>                  |
| <b>TRIM FILE REF</b>     | <b>2020/744093</b>                                    |
| <b>ATTACHMENTS</b>       | <b>1 Plan</b><br><b>2 Community Engagement Report</b> |

**GEOCODES: -33.780919, 151.283191**

## **REPORT**

### **BACKGROUND**

Council has received 50% TfNSW Active Transport funding to provide an improved safe cycling transport connection between Queenscliff and Freshwater. The funding will allow for greater safety, accessibility and provision for the community to walk or cycle in the local area.

This project is in line with Council's *Move – Northern Beaches Transport Strategy 2038*, to improve walking and cycling connectivity and increase active transport trips within neighbourhoods.

This project has been identified in Council's Northern Beaches Bike Plan as part of the Tier 1 Regional Route connecting Manly to Dee Why.

This project is in line with the TfNSW Principal Bicycle Network.

This project proposes a shared path connection along Queenscliff Road, Crown Road Reserve, Crown Road, Dowling Street, Queenscliff and Dowling Street, Freshwater. The project will continue the existing shared path on Queenscliff Road to Freshwater Village. This path will be an extension of the safe cycling network that connects to Manly and currently ends abruptly on Queenscliff Road.

### **LOCATION**

- Queenscliff Road, Queenscliff is a regional road with a 50km/h speed limit.
- Crown Road, Dowling Street, Queenscliff are local roads with a 50km/h speed limit.
- Dowling Street, Freshwater is a local road with a 50km/h speed limit.
- Queenscliff Road, Crown Road and Dowling Street are residential with medium density housing
- Queenscliff Road, Crown Road and Dowling Street are two lane roads with varying widths from 10 meters to 12.5 meters, with on-street parking on both sides of the road.
- Queenscliff Road is a bus route for:
  - 136 – Manly to Chatswood
- Crown Road and Dowling Street is a bus route for:
  - 139 – Manly to Warringah Mall

### **ISSUES**

- Council's Transport Strategy has an objective to expand the shared path network.
- There is currently no off-road bicycle route between Freshwater Village and Manly.



- The existing shared path ends abruptly on Queenscliff Road.
- The area is popular for cycling for both transport and recreation.
- A safer off-road shared path will offer cycling as a transport option to a greater proportion of the community.
- In 2018, the NSW Government increased the age of legally cycling on the footpath from under 12 to under 16. This has resulted in allowing more people to cycle on footpaths. Upgrading the footpath to a shared path will help cater for this increase.

## PROPOSAL

Council has undertaken a review of the location and supports the construction of a 2.5m wide shared path to create a safer cycling route that connects Queenscliff to Freshwater Village. This shared path would form an extension of the existing shared path network that connects to Manly.

The route of the shared path will connect the existing shared path on Queenscliff Road (south side), that will cross at an improved refuge crossing, travel along Queenscliff Road (north side), travel through Crown Road Reserve, travel along Crown Road (south side), cross Crown Road with additional kerb blisters, travel along Dowling Street (east side), cross Hill Street with a continuous footpath treatment and terminate at Lawrence Street.

The adjacent pedestrian refuge crossing on Queenscliff Road at Dalley Street would be upgraded as part of this project.

The project was initially put out to consultation with the route travelling via Dalley and Cavill Streets, Queenscliff. Due to feedback and some concerns from residents, the route has been altered to travel through Crown Road Reserve.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will have a positive impact on pedestrians and bicycle riders by providing a wider path with safer road crossings for pedestrians and provide the option of an off-road route for bicycle riders.

## CONSULTATION

The project was open for community engagement from 21 August to 25 September 2020. Consultation letters were distributed to 663 property owners and occupiers within the immediate vicinity of the location. In addition, the project was listed on Council's *Your Say* website and advertised through Council's community engagement channels.

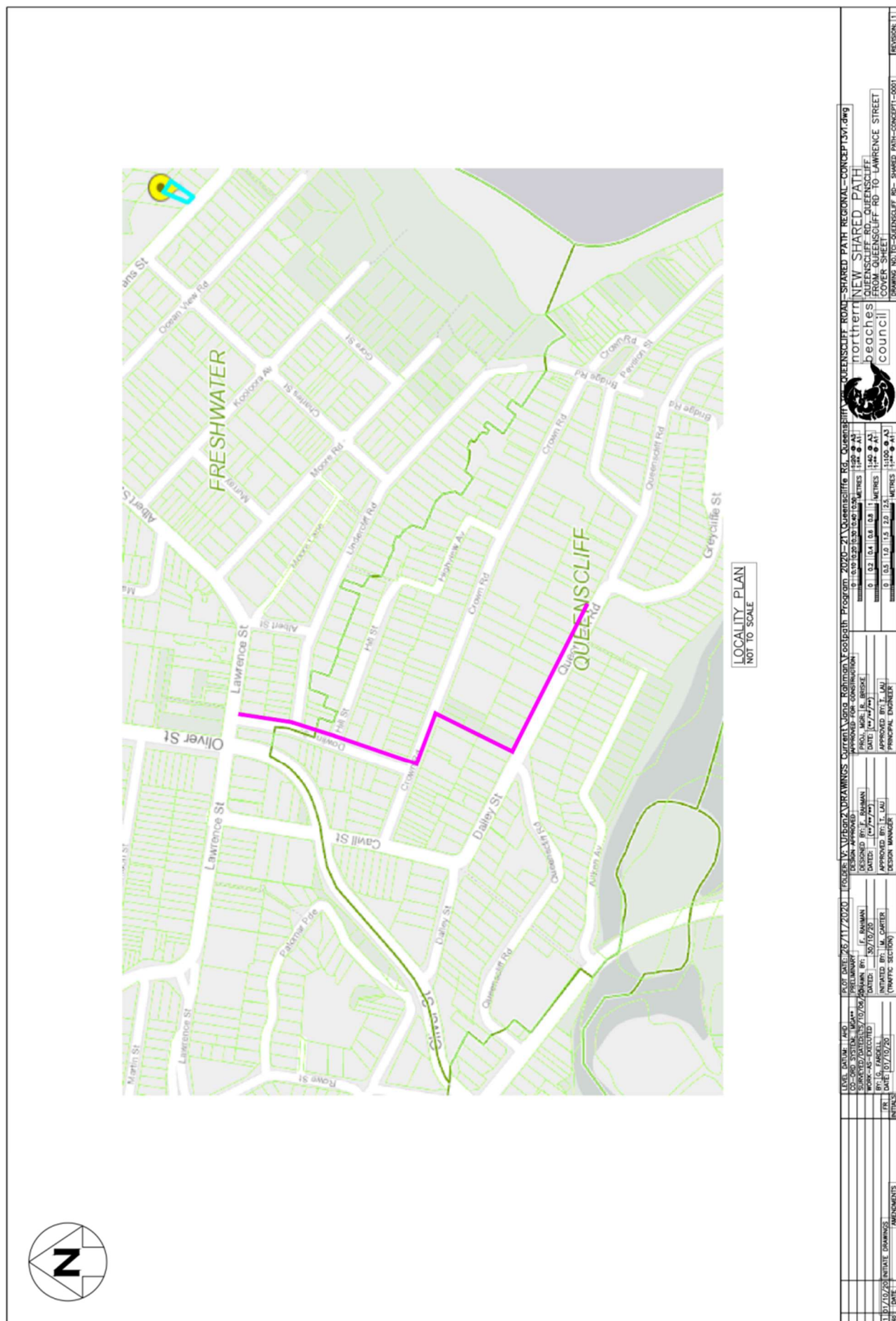
The Community Engagement including all submissions is included in the Community Engagement Report.

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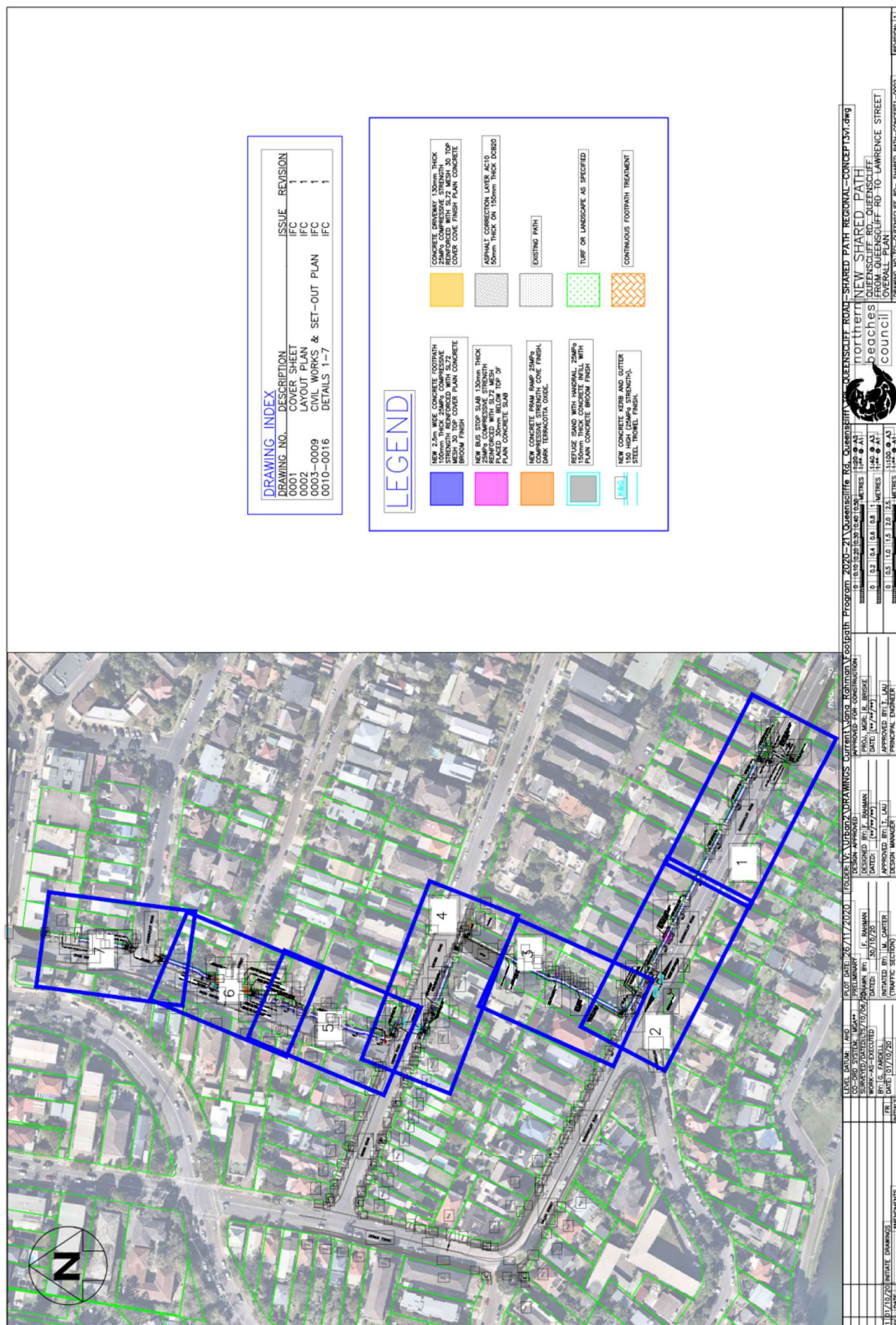
## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. The construction of a shared path along Queenscliff Road, Crown Road Reserve, Crown Road, Dowling Street and associated safer crossing treatments.















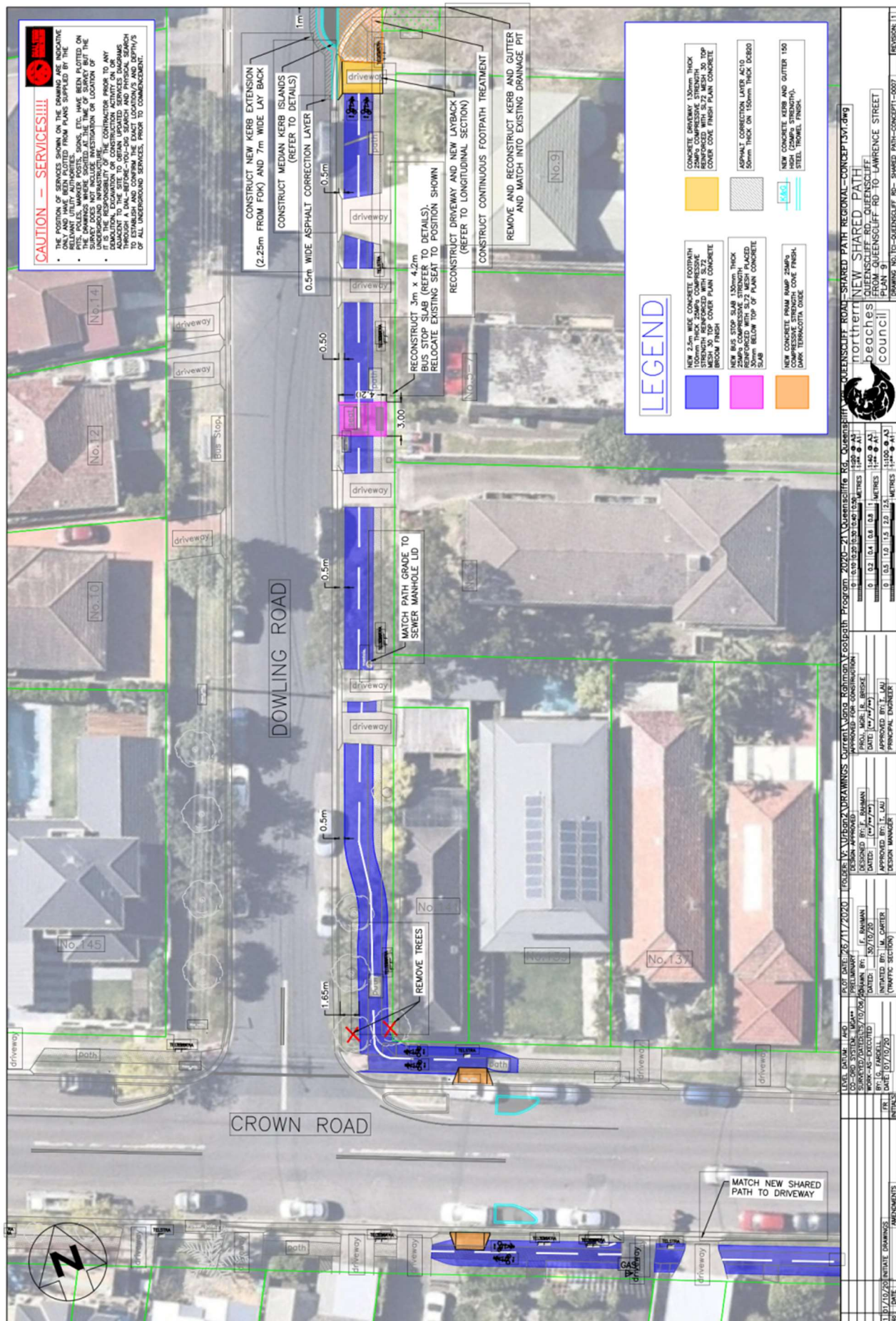




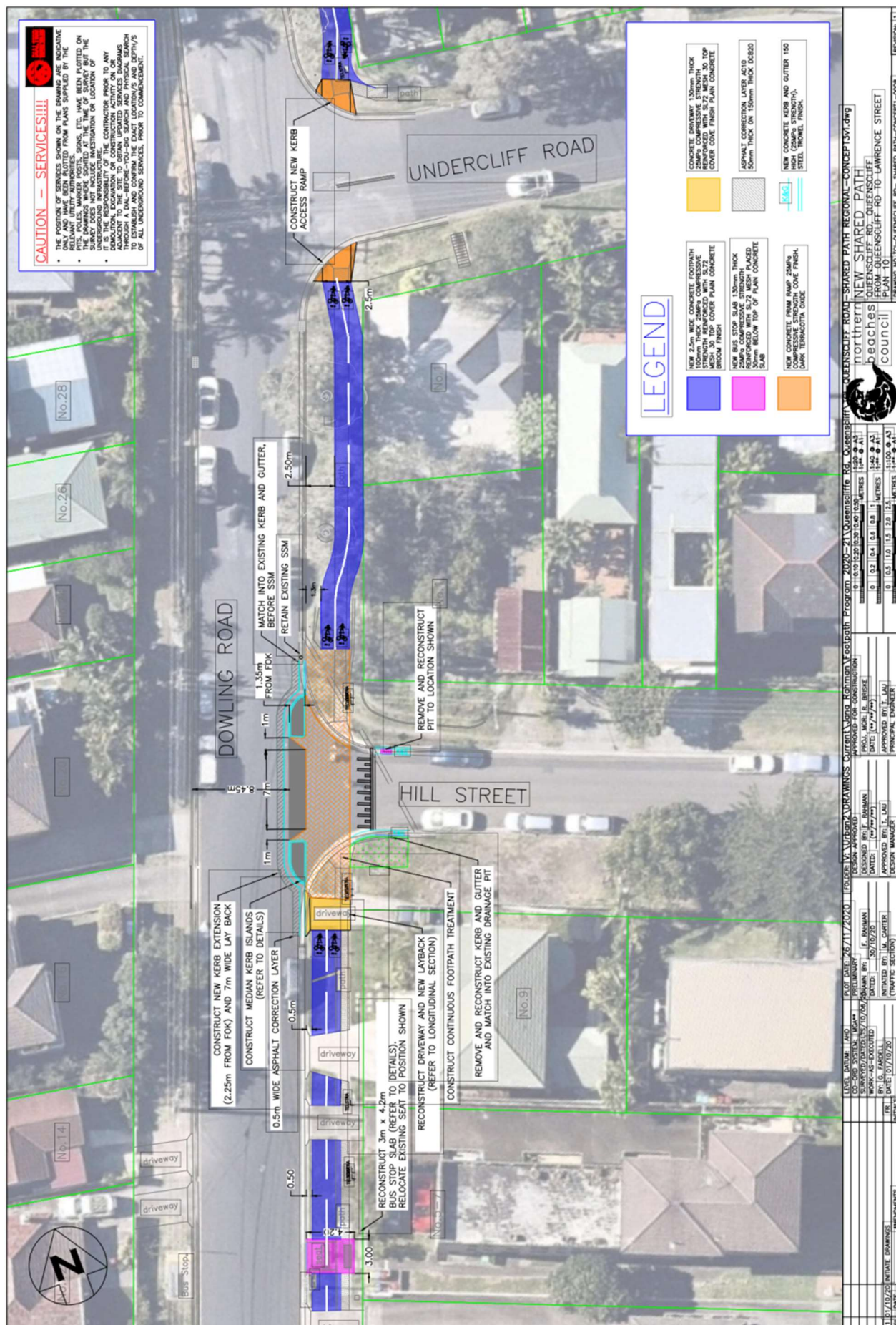






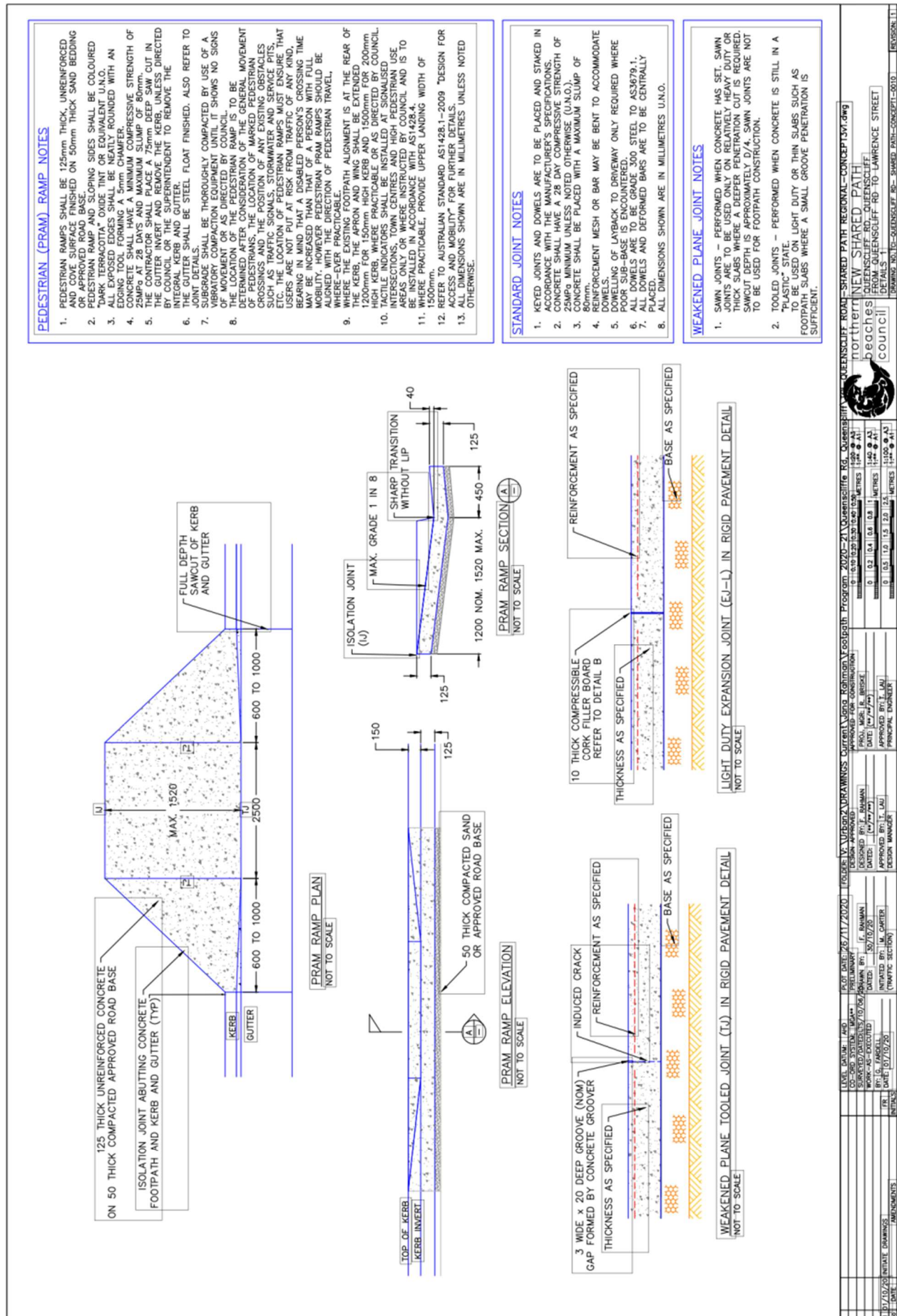








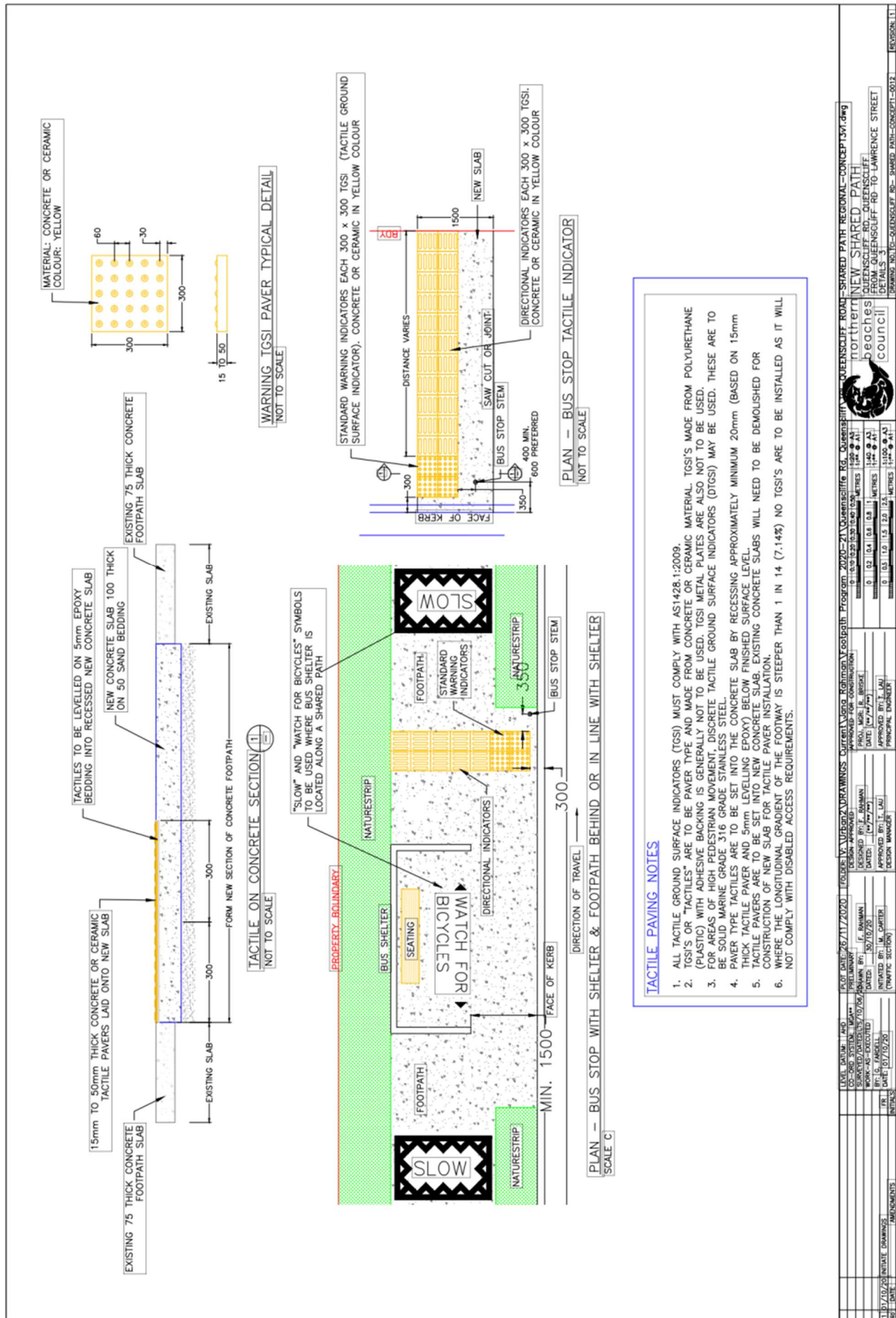


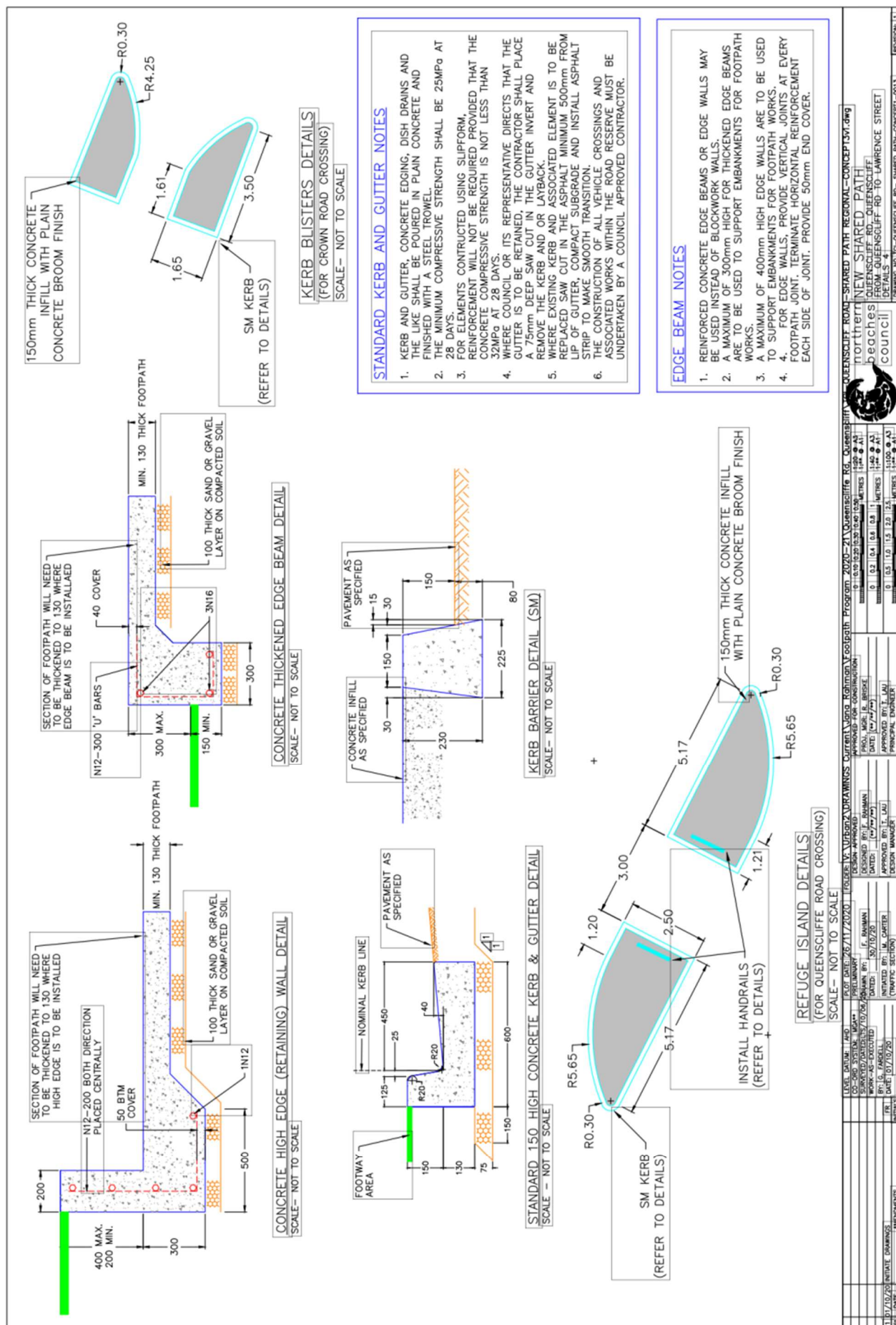


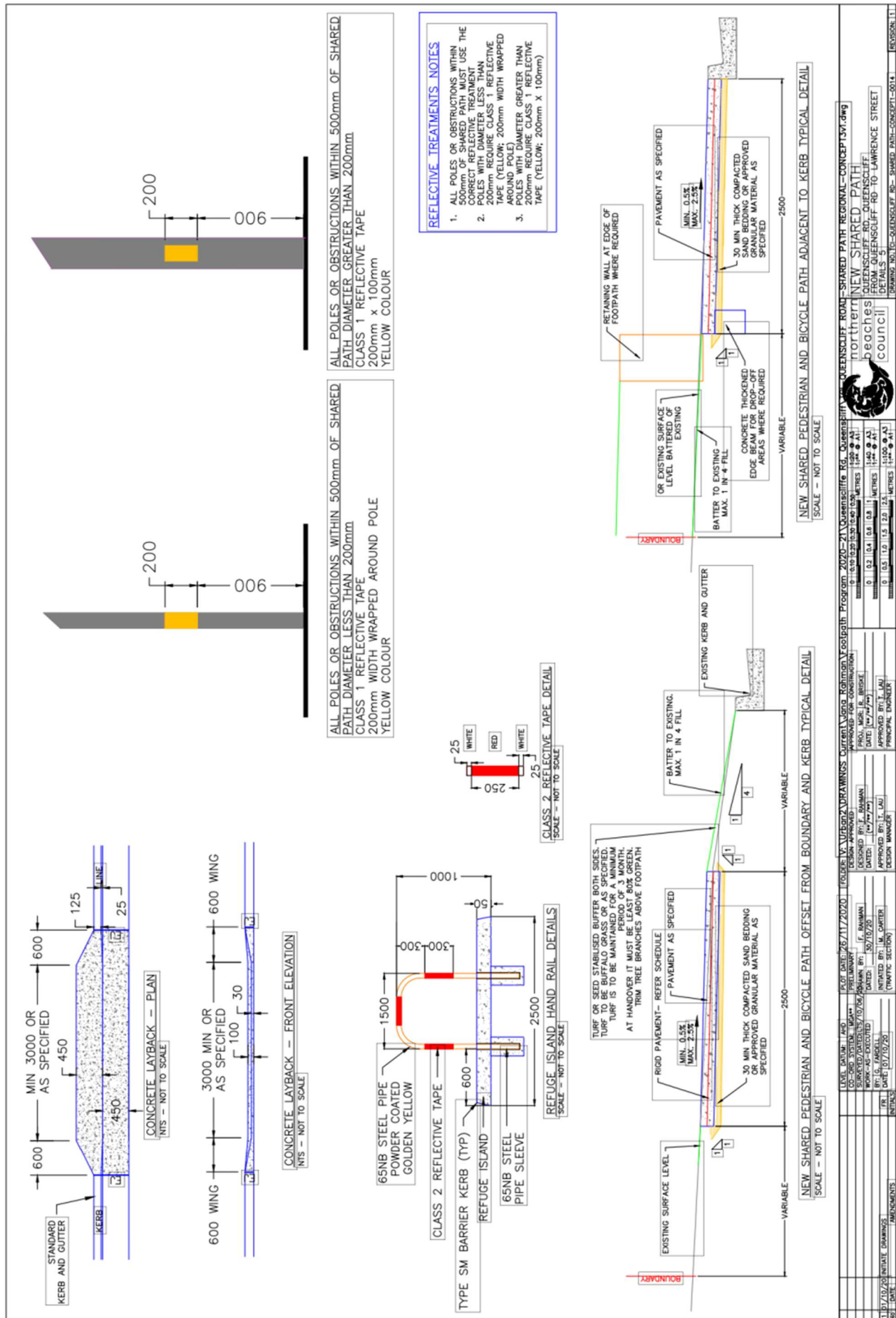








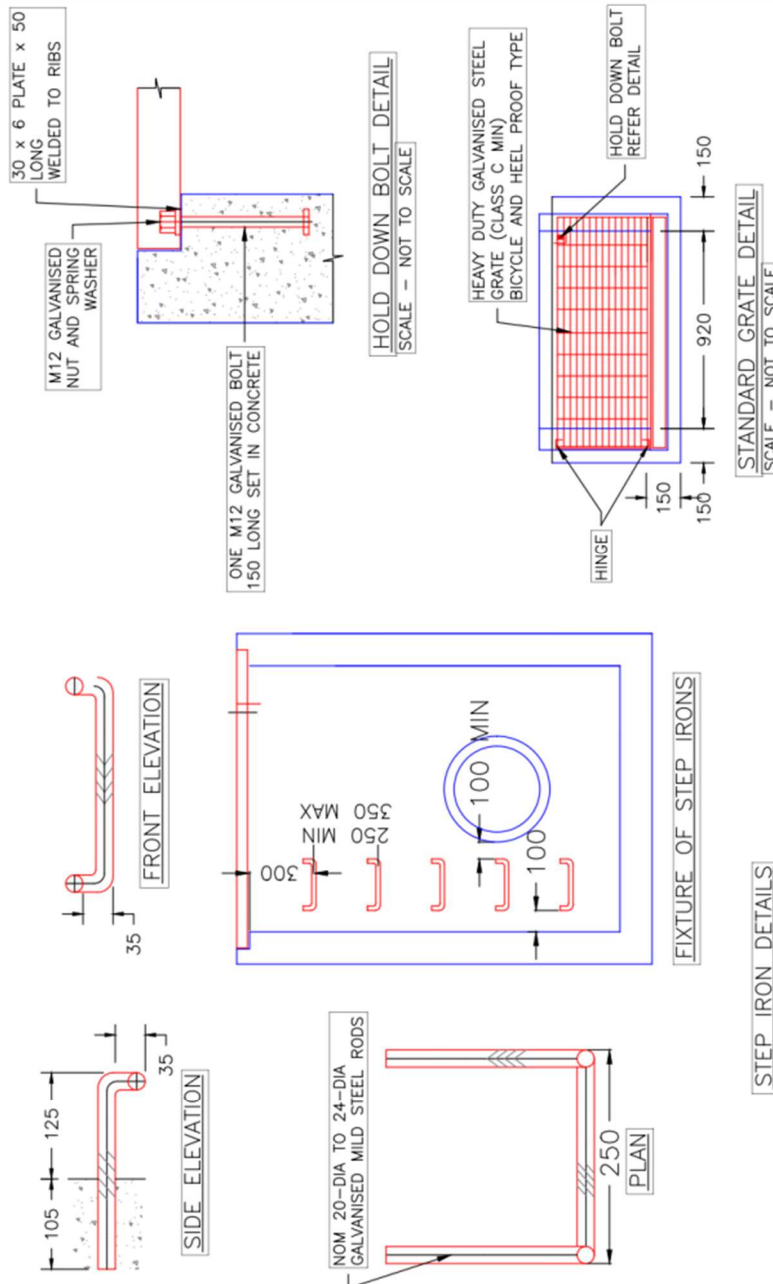






# STORMWATER DRAINAGE GENERAL NOTES

- ALL DIMENSIONS SHOWN ARE IN MILLIMETERS UNLESS NOTED OTHERWISE.
- REFER TO STORMWATER PIT TYPE SCHEDULE FOR SPECIFIC TYPES OF STORMWATER PITS USED.
- ALL STORMWATER PITS ARE TO BE CONSTRUCTED IN INSITU CONCRETE. PRECAST CONCRETE OR PROPRIETARY PITS MAY BE USED SUBJECT TO COUNCIL APPROVAL AND STRICT QUALITY ASSURANCE/CONTROL.
- CONCRETE MINIMUM STRENGTH GRADE IS 25MPa AT 28 DAYS AS PER AS3600 UNLESS NOTED OTHERWISE.
- PRECAST STEEL LINTELS SHALL BE GRADE N32.
- THE LINTEL OPENING SHALL NOT EXCEED 120mm UNLESS SPECIFIED OTHERWISE.
- COVER TO STEEL REINFORCEMENT SHALL BE MINIMUM 50mm TO INSIDE FACE OF WALLS AND BASE UNLESS SPECIFIED OTHERWISE.
- PITS DEEPER THAN 1000mm SHALL BE FITTED WITH GALVANISED STEEL STEP IRONS. PROPRIETARY STEPS MAY BE USED SUBJECT TO COUNCIL APPROVAL AND INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS AND SPECIFICATIONS.
- STEP IRONS ARE TO BE LOCATED DIRECTLY BELOW THE OPENING OR THE COVER AND DESIRABLY ON A WALL WITHOUT PIPE OPENINGS.
- GALVANISED STEEL STEP IRONS SHALL BE STRUCTURAL GRADE 250 AS PER AS3768.
- STEP IRONS SHALL HAVE ROUNDED EDGES.
- ALL BOLTS, NUTS AND WASHERS SHALL BE GALVANISED.
- STEEL GRATES AND FRAMES ARE TO BE FABRICATED FROM MILD STEEL AND HOT DIP GALVANISED TO AS1650.
- ALL GRATES ARE TO BE MINIMUM CLASS C (MEDIUM DUTY) UNLESS NOTED OTHERWISE AND ARE TO BE BICYCLE SAFE AS PER AS3996.
- WHERE GRATES ARE TO BE INSTALLED IN HIGH PEDESTRIAN ACTIVITY AREAS, THEY ARE TO BE HEEL PROOF.
- CUT PIPE FACES FLUSH WITH PIT WALLS AND FILL ALL GAPS AND CRACKS WITH EPOXY RESIN MORTAR OR POLYESTER RESIN MORTAR TO COUNCIL'S SATISFACTION.
- SUBGRADE COMPACTION UNDER PITS SHALL BE TO 98% STANDARD.
- ALL PIPE CONNECTIONS WITH DIAMETERS GREATER THAN 150mm WILL REQUIRE A JUNCTION PIT TO BE CONSTRUCTED.



| NO. | DATE     | REVISIONS        | DESCRIPTION |
|-----|----------|------------------|-------------|
| 1   | 10/10/20 | INITIAL DRAINAGE |             |
| 2   | 10/10/20 | FINAL DRAINAGE   |             |

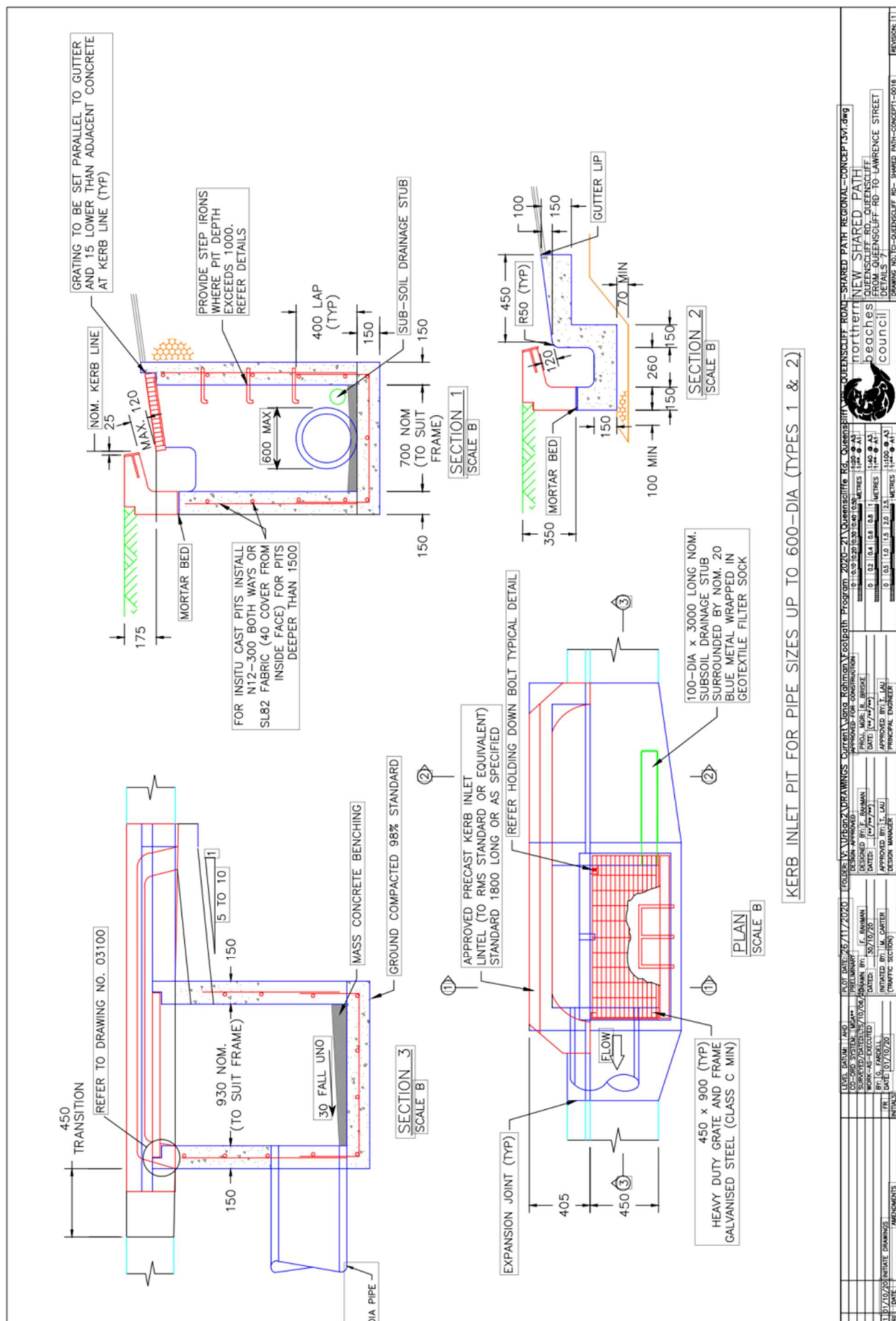
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| DESIGNED BY: J. BAMAN | CHECKED BY: J. BAMAN | DATE: 10/10/20 | PROJECT: 10/10/20 |
| DRAWN BY: J. BAMAN    | CHECKED BY: J. BAMAN | DATE: 10/10/20 | PROJECT: 10/10/20 |
| APPROVED BY: J. BAMAN | CHECKED BY: J. BAMAN | DATE: 10/10/20 | PROJECT: 10/10/20 |

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| APPROVED BY: J. BAMAN | CHECKED BY: J. BAMAN | DATE: 10/10/20 | PROJECT: 10/10/20 |

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| APPROVED BY: J. BAMAN | CHECKED BY: J. BAMAN | DATE: 10/10/20 | PROJECT: 10/10/20 |






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## **Community and Stakeholder Engagement Report**

### **Queenscliff to Freshwater Shared Path**

Impact level: Four

Report date: 21 October 2020

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#### **Contents**

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## 1. Summary<sup>1</sup>

This report outlines the community and stakeholder engagement conducted as part of the Queenscliff shared path project between 21 August and 25 September 2020.

The community consultation revealed that overall, most respondents were supportive of the concept of a shared path connecting Manly and Queenscliff to Freshwater Village, describing benefits to the community including a safer walking and cycling option.

One of the dominant themes that emerged from the feedback was the issue of safety. The comments identified concern with the route going along busy streets with numerous driveways and a couple of road crossings including Crown Road and Dowling Street.

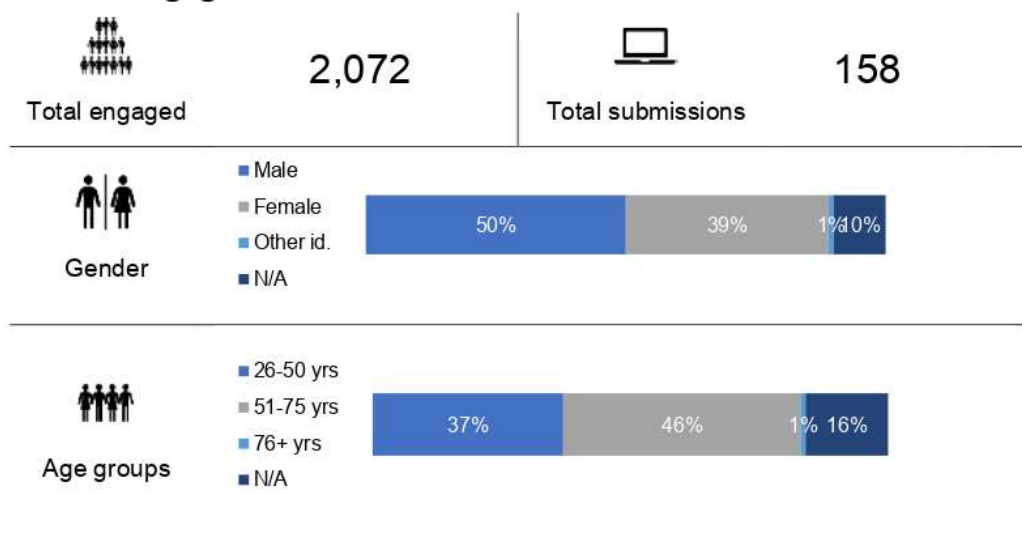
Many commented that a preferred route would be through Crown Road Reserve in Queenscliff (rather than via Cavill Street).

Other themes included the potential for conflict between users of shared paths. Some respondents would prefer to see safer, purpose-built separated cycleways rather than footpath widening as the solution.

### 1.1. Engagement date

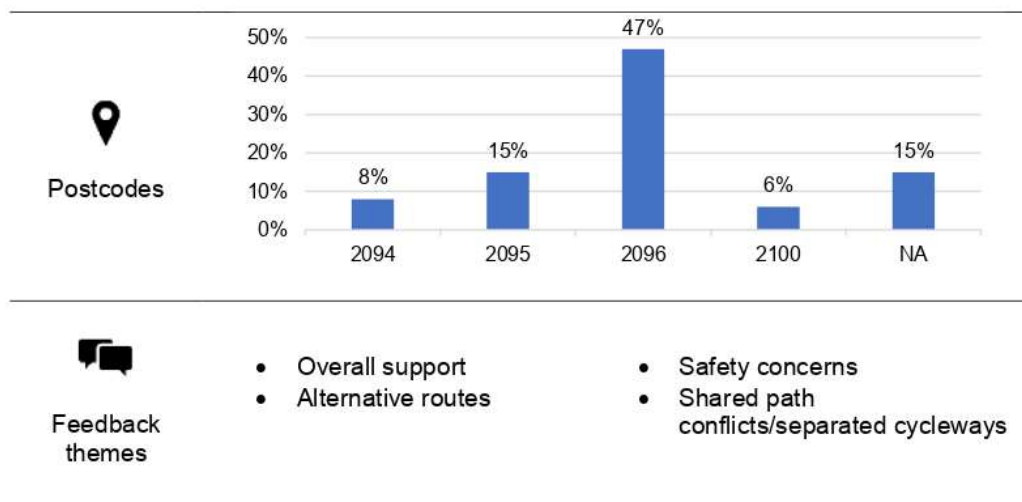
21 August to 25 September 2020

### 1.2. Who we engaged<sup>2</sup>



<sup>1</sup> Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.

<sup>2</sup> No demographic data was captured for respondents who contributed feedback through direct emails or letters.



### 1.3. How we engaged

|  |  |  |
|--|--|--|
| <br><b>Your Say</b>                      | Visitors: 2,053 Visits: 2455   | Av. time onsite: 1 minute 10 secs                                  |
| <br><b>Print media</b>                  | Mail out to neighbouring residents and owners                                  | Number: 663  |
| <br><b>Electronic Direct Mail (EDM)</b> | Community Engagement newsletter: 2<br>Council eNews: 1<br>Stakeholder email: 1 | Distribution: 20,000<br>Distribution: 150,000<br>Distribution: 507 |

## 2. Background

This project is part of the implementation of the Bike Plan to provide a safe and connected active transport network on the Northern Beaches.

The proposal is to connect the shared path network from Manly and Queenscliff with Freshwater Village by constructing a 750m length of path along Queenscliff and Crown Roads, Downing Street to Lawrence Street, Freshwater.

Shared paths provide wider and safer walking and cycling routes allowing greater accessibility for prams, wheelchairs and mobility scooters.

## 3. Engagement approach

Community and stakeholder consultation for the Queenscliff Shared Path project was conducted over five weeks, from 21 August to 25 September 2020, and was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017).

Project information and an opportunity to engage was included on the Council's Have Your Say project page. Behavioural economics principles guided the development of the online content to ensure clear and consistent information was provided to our community. A concept of the proposed route was used to support the page content.

Feedback was primarily collected through an online comment form with email and written responses also accepted.

To promote the engagement to local residents, a notification letter was posted to 663 property owners along the proposed shared path route.

The public exhibition was also promoted by an email to the 507 subscribers of the Bike Plan.

The project was included in the Community Engagement and Council's enewsletters to reach the broader community.

### 3.1. Engagement objective(s)

- Build community and stakeholder awareness of participation activities (inform)
- Provide accessible information so community and stakeholders can participate in a meaningful way (inform)
- Identify community and stakeholder concerns, local knowledge and values (consult)



## 4. Findings

The consultation period for the Queenscliff Shared Path project ran from 21 August to 25 September 2020. During this time, a total of 158 submissions was received, 139 comments online, 18 by email or in writing and one petition. The petition was received outside the public consultation period and was signed by 140 people.

The community response was generally supportive of the concept for a shared path connecting Manly and Queenscliff to Freshwater Village, but many comments expressed concerns regarding safety or suggested alternatives to the proposed path route.

A substantial number of respondents felt that a safer option for cyclists and pedestrians would be to redirect the shared path through Crown Street Reserve (Freshwater Community Garden) rather than along Cavill Street.

There were many comments regarding the issue of safety, particularly where the proposed path would intersect roads and driveways. The consultation revealed concern with the route along Crown Road and Dowling Street, mentioning that they were busy streets with numerous driveways, some with obstructed vision, making it particularly dangerous for cyclists and pedestrians. There were requests for traffic calming measures on busy streets. The bridge at Queenscliff was also mentioned as a dangerous point for cyclists.

Some respondents commented on the potential for conflict between users of shared paths. They would prefer to see purpose-built separated cycleways to safely separate cyclists from cars and pedestrians.

A few commenters stated they did not want to see any impact on curb side vegetation or street parking.

Several respondents mentioned the need for better access at Greycliffe Street. This is out of scope for this current project, and will be consulted on as a separate proposal.

**Table 1: Summary of the main themes, comments and Council's response**

| Theme                          | What we heard   | Response   |
|--------------------------------|---|--|
| Support for the project        | Many respondents supported the project as they felt the proposal would benefit bicycle riding in the area. /provide increased safety for cyclists | Noted. This is the main objective of this project.   |
| Route                          | Many respondents felt that it would be more appropriate to have the path run through the Crown Road Reserve (Freshwater Community Gardens).       | The route via the community gardens has been identified in the Bike Plan. This route is more direct however it also includes a steeper gradient that may not be as appealing to some riders. The future scenario would be to provide both routes to give greater options and extend the network to a wider area. The route option to go through the gardens is being considered. |
| High levels of vehicle traffic | Concerns were raised regarding the levels of traffic and vehicle  | Traffic congestion is a reason to provide an alternative transport   |

|                                      |  |   |
|--------------------------------------|--|---|
|                                      | movements on Crown Road. Many adjacent residents felt the area would be unsuitable for bicycle and pedestrian facilities as it would become busier and make the area more dangerous. | option and a safe cycling option that is separated from the road.   |
| Impact on car parking                | Some comments were concerned with the need to remove some on-street car parking.   | The design has been developed to be able to maintain on street parking on Cavil Street which was the area of most concern. There will need to be some parking loss to be able to provide a safer road crossing point for path users. This parking loss would be minimal and reduced due to the use of kerb extensions. Safety is the primary concern.   |
| Impact on vegetation and landscaping | Respondents did not want any vegetation removed or the landscaping within the road reserve altered saying it would negatively impact amenity.  | The widening of the path would result in loss of some vegetation and landscaping within the road reserve. The design is being developed to minimise vegetation loss by potentially realigning kerbs and minimising path width. Visual and landscape amenity will be affected, however this could also be viewed as a positive change as a new path and crossing improvements can add to streetscape visual amenity. A wider path will have a positive impact on user amenity. |
| Safety at driveways                  | Concerns regarding safety of path users at driveways as residents using driveways cannot always see path users.  | Driveway crossings are potential conflict areas. Path users must take care, however the onus is on the person driving across the path to ensure they do so safely.<br><br>Education will be delivered to residents to ensure they are aware of issues and reduce spends when entering and exiting properties.   |
| Safety of road crossings             | Manly comments thought that the road crossings would be too dangerous.   | The proposal will use existing crossing points. These will be made safer by applying treatments such as kerb extensions or additional line marking.   |
| Shared path conflict                 | Concerns that shared paths are dangerous due to the conflict between pedestrians and bicycle riders.   | This is a concern that is often raised regarding shared paths.<br><br>Transport for NSW Centre for Road Safety released a discussion paper  |

|                                  |   |  |
|----------------------------------|---|--|
|                                  |   | <p>on shared paths in 2015. The concluding remarks, based on evidence, stated that shared paths represent a relatively low safety risk.</p> <p>It is important that the shared path is designed to be as safe as possible with adequate width.</p>   |
| Need for higher quality cycleway | The proposal should consist of a higher quality separated cycleway rather than a shared path. This would provide a better facility for cycling. | <p>It is agreed that a separated cycleway would be the most desirable treatment for a safe cycling route, however this treatment would require the reallocation of road space or on-street parking. Both of these options are not seen to be viable at this point in time.</p> <p>This shared path will provide a safe cycling option.</p> |



## Appendix A – Submissions received online (verbatim)

| No. | Comments  |
|-----|---|
| 1   | <p>[1] Create a bike "bypass" through the road block on "Lower Queenscliff Road" (see attachment 1). This creates a great access route down a calm street to Pittwater road.</p> <p>[2] then, move the proposed crossing further along so it can be used by both cycling traffic coming up from lower Queenscliff Road (from Pittwater road) and the new proposed route from Manly.</p> <p>would also be great to have the path run up the "freshi community garden" but I imagine this would not be appreciated by users of the park (unless you get better segregation in there)</p>  |
| 2   | <p>A wonderful idea. Having lived in Europe and The UK and cycled there my only comment would be that a separate dedicated path for cycling is far safer for both pedestrians and cyclists and much more enjoyable as a cyclist.</p>  |
| 3   | <p>Additional street signage would be required at the existing refuge crossing, as cars do not slow down. Possible zebra crossing, flashing lights during peak times and/or signs - to raise awareness to drivers. Especially if you are encouraging this as a route for school children to cycle on. (which is ideal).</p> <p>In addition: the Bridge over the Manly lagoon at Pittwater Road requires Widening to fit cyclists and pedestrian safely. With a safety fence to prevent bikes/pedestrian falling into on coming traffic. This could be a separate bridge over the lagoon to link directly to footpaths on either side.(See attachment 2)</p>   |
| 4   | <p>All shared paths should have speed bumps to slow down the bike riders and protect pedestrians</p>  |
| 5   | <p>Alternate route and safer is to turn left (heading east on Crown Rd) out of Dowling St into Crown Rd. Create safe crossing adjacent to existing path near 139 bus stop, connecting Crown Rd with Queenscliff Rd. Modify existing path connecting Crown Rd and Queenscliff Rd as shared path. Also likely to be less costly with less modification to existing road infrastructure. Also shorter route for walkers and mobility vehicles.</p>   |
| 6   | <p>As a 60 year resident of Warringah, I'm totally opposed to more concrete as it detracts from the streetscape, removes grassed areas and makes a fairly pleasant walk a hotter and uglier journey. More footpath area also encourages rain runoff into the drains putting more rubbish into the water at our beaches.</p> <p>However I'm retired, I sold my car, bought an Ebike for exercise and Manly is my main destination for shopping and swimming. With the shared pathway going from outside my home all the way to Manly it's going to get a lot of use from me and makes it safer than running the gauntlet on the road with trucks and cars. Personally it's a great Concept for me and people who like to walk or ride rather than drive.</p>   |
| 7   | <p>As a cyclist - I am not a fan of shared paths as they really don't work. People are not accommodating of cyclists on shared paths. Prams, kids learning on bikes etc - they all amble across paths, stop in the middle of paths - they are a really bad idea that seriously doesn't work. I've had too many near collisions with mums with strollers &amp; dogs on leashes changing their minds in their directions even when I ring my bell.</p> <p>If it is to be shared - then make it much wider than you have (current paths through Queenscliff are not adequate for a shared path) &amp; totally colour that dedicated area/strip (green seems to be what is used around Curl Curl) so that is so obvious that that area of the path is for cyclists. Unfortunately we do not share the same commitment as European countries do that really provide a dedicated path for cyclists that others have to respect. Few injuries &amp; less verbal abuse. Plus a MASSIVE education campaign</p> |
| 8   | <p>As a local resident who will be effected by this project, on closer examination it will require the removal of a large number of mature trees, grass nature strips and home</p>  |

| No. | Comments  |
|-----|---|
|     | <p>gardens to be replaced with 2.5 metres of concrete. It will also need to remove many tons of sandstone from in front of the heritage listed house at the corner of Dalley st and Cavill st, removing access to the house. The money (\$50,000) would be better spent on freshwater village, half the shops are empty and there is no place to buy groceries, due to the previous councils approval of the harbord growers site which left the proposed IGA store unusable and vacant , still!</p> <p>During meetings between local residents it appears that the council have been selective in their mail out of the proposal. The safest and most direct route is via Crown reserve. In numerous submissions on this proposal to council, the safety issues have been raised, which should the council proceed and person or persons be injured , the council will be derelict in their duty of care and legally liable. In short, why destroy so much environment, when a perfectly better option (crown reserve and play ground) are available. At the same time we have an alternate proposal that wants to turn the same section of Cavill st into a peak hour freeway. Give us a break.</p>   |
| 9   | <p>As a regular bike commuter between Manly Wharf and upper Queenscliff, I have strong experience with the current traffic situation and a strong interest to have the bicycle facilities and access improved. The current situation is patchwork at best. There are several dangerous squeeze points and crossings between Bridge Rd and Crown Rd, in particular across the bridge and along Greycliffe St. Coming downhill, the shared path is effectively unusable. There is high pedestrian traffic, concealed driveways, piecemeal shared path, foot path and road, ending abruptly on the wrong side of the road.</p> <p>As to the proposed extension/improvements, I can see similar issues being introduced again. Having a crossing at the northern end of Queenscliff bridge seems a bad idea. Extending the pedestrian crossing at Queenscliff surf club and widening the footpath on the western side would make a lot more sense.</p> <p>I would also propose to utilise the current footpath through the Crown Reserve to shortcut the Queenscliff Rd – Crown Rd connection. The upper section of this path is already wide enough to accommodate cyclists and pedestrians. Dalley and Cavill Streets have a number of dangerous driveways.</p> <p>Of concern are also the bus stops along the proposed route. They are pinch points, dangerous for pedestrians and cyclists.</p> <p>While I appreciate the efforts and intentions by the council to improve the plight of cyclists, the implementations often lack the will and financial investment to bring about a real change to make cycling more attractive and safer for the general community. I guess it would be too much of an ask to take away half the on-street parking and install a proper bi-directional cycle lane along critical sections of the cycling network? As for my part, it looks like I will continue to use the road for my daily commute and give pedestrians their chance to enjoy a hazard free stroll along their paths.</p> |
| 10  | <p>As a regular user of the western end of Crown Road I can hardly think of anything worse. It is a very busy road causing most owners to drive into their drive way. As a result they would have to back out onto a bicycle path. People travelling west would be carrying a fair amount of speed are quite likely to hit a car causing who knows what damage. Who is then liable, the car owner for exiting his property, the careless speeding cyclist or the Council for putting in the cycle path. Surely a better solution would be to come up through the space where the community gardens are. Better to trample a garden or two than have some poor kid spread all over the side of a car</p> <p>Brian Marshall. 0415476308</p>   |
| 11  | <p>As representatives of the community group [REDACTED] and I are surprised that the ramp proposed is not featured in this community consultation. We estimate the foot and bike traffic is 20 times (ie 95% of traffic is onto the Queenscliff steps rather than Greycliffe st). The shared footpath proposed is not supported as it does not incorporate where the current traffic is heaviest and what has been acknowledged by</p>  |



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|     | Council as required. Over 1500 people have signed the petition and over 6000 viewed it. [REDACTED]  |
| 12  | At the end of Dowling St, on the way to Manly, I expect most people will turn left and cut through the community garden. This makes for a shorter walk. Why don't you plan for that way instead and may save some kerb realignment. Would be good to have an appropriate safe crossing near Bluebird Ballet.  |
| 13  | Both my husband and I cycle along the current path. We are concerned about the amount of people that use this for general walking instead of the promenade next to the beach. This then becomes dangerous for us and the walker as often they take the whole pathway. And parked cars and vans that Back in with their boot lids left up cause particular danger to cyclists as often protrude over the path. We would like to see the path signed for only jogging, cycling as it is now an accident waiting to happen   |
| 14  | Can we please have a zebra crossing on Crown Road   |
| 15  | Congratulations and Best of luck.<br>Just as well you have not included the Pittwater Road bridge as no cyclist dismounts on the bridge in spite of the signs telling people to dismount you really need to police the Pittwater road bridge  |
| 16  | Crown Road Queenscliff is not a safe road particularly at the Dowling St intersection. Cars and motorbikes regularly speed down Crown Road above the speed limit. Backing out of my carport / driveway is extremely difficult due to lack of visibility and cars travelling at speed. This will only be made worse if I'm having to worry about an increase in small kids, strollers and bike riders crossing my drive away. The thought of how dangerous this is horrifies me. Crown Road Queenscliff needs to have a reduced speed limit which is regularly policed. Ideally the western end of the street needs to be closed off OR to have a speed hump or other. Ideally without the loss of too much parking. It is only a matter of time until there is a serious fatal accident at either the Crown Road / Cavill intersection or the Crown Rd / Dowling intersection. The council really needs to stop ignoring these concerns of locals.<br>Finally .....no one seems to even know the speed limit on Crown Road as there are no signs to indicate. Please consider this matter of safety   |
| 17  | Cutting through the community garden connecting Dalley st and and crown st will cut down travel time and save on construction costs. Only a separated bike path is worth constructing as pictures of bikes on the road are a waste of time. Shared bike and pedestrian paths are also a accident in the making. The share path from Manly to Qweenscliff should be resigned to bikes only as this will speed up travel and cut down the collision risk. Walkers can use the other parallel path along the beach.  |
| 18  | As a resident, we (and many others) have had long-standing concerns regarding safety along Crown Rd, particularly the intersections of Crown Road and Cavill Street + Crown Road & Dowling Street. On a daily basis, the residence of Crown Road experiences the unpredictable and often unlawful speed of vehicles travelling in both directions, lack of visibility at intersections, difficulty crossing the road due to the volume and speed of traffic and difficulty backing out of our driveways.<br>So, given that safety is already an issue, then any increase in foot (and bike) traffic will escalate the existing problem enormously (especially for children and those with mobility issues). Therefore, we feel that the implementation of safety measures to reduce the speed of traffic on Crown Road should be the number one priority.<br>We feel that the ultimate solution to all safety concerned would be the closure of the western end of Crown Road. This would also provide for a very safe crossing of Crown Road for users of the new shared path. However, I am sure other solutions such as zebra crossings could be considered. Kind Regards [REDACTED] |
| 19  | I am writing in regards to the planned shared path extension in Queenscliff. My wife and I [REDACTED] are generally in support of an extension of the existing bike   |



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|     | <p>path though have a number of concerns around safety and practicality.</p> <p>Firstly, in regards to safety, it has been advised to a group of our neighbours that there is no pedestrian crossing likely either on Queenscliff Road or Crown Rd and we consider this quite surprising. Given both these roads are already busy roads that can be difficult to cross, especially with small children as we and many of our neighbours have, I would assume that pedestrian crossings on both roads would be a very necessary safety feature for users of the proposed path. We have also been informed that the reasoning behind this is that there is not considered to be enough foot traffic to warrant it. I am not sure whether this counts bike users of the path but it begs the question as to whether there is enough demand for the project as a whole if there is not considered to be enough demand for a safe way to use it.</p> <p>Related to the safety issue, the concept plan as it stands would have the proposed path going directly out the front of our house and we have been told the plan would widen the footpath by taking away the nature strip closest to our house as opposed to the part of the nature strip closest to the road. I know this is an issue for all the affected neighbours we have spoken to but this creates further difficulties in getting out of our driveway and into the street on what is already a difficult enough situation given the volume of traffic on Crown Rd, a situation that could well be exacerbated by traffic changes currently being proposed by Council.</p> <p>It is also a common issue for our neighbours that this would require the removal of a lot of existing mature plants and trees that would have a negative effect on the streetscape. This also has a significant impact on us as we have recently moved back into our house after knocking it down and rebuilding it and have literally today finished the landscaping. Putting aside the monetary cost, it would be very disappointing for us personally to have just finished the final touches of our new home and have some of them removed.</p> <p>As a practical measure as well, I firmly believe that the path would be much more effective if it was to use the existing pathway that joins Queenscliff Rd and Crown Rd through the community gardens. There are a number of reasons for this belief. Firstly, the path is already in existence and is already widely used by the community. Making any minor adjustments to the existing path would be much cheaper and much safer than having the path follow the proposed plan along Dalley St, Cavill Rd and the western end of Crown Rd. It would affect fewer residents in terms of any construction and not impact the ability of many residents like ourselves to safely get out of their driveways. In addition, it would create a much safer place to cross Crown Rd, that being the eastern side of the intersection of Crown and Dowling as this would avoid the very significant amount of traffic that travels along Dowling, Crown and Cavill.</p> <p>Finally from a practical matter, another reason to use the existing path alongside the community garden is that the corner of Cavill and Dalley is already a very tight corner with quiet limited footpath space and very little practical room to widen given the close proximity to the road and the existence of large retaining walls on affected properties. Additionally, I understand that at least one affected house there is heritage listed and this would no doubt be problematic.</p> <p>I would greatly appreciate acknowledgement of my concerns and a response if possible. I would also like to be kept up to date on any further developments as I know there to be considerable community opposition to the plan in its current form. Thanks and regards.</p> |
| 20  | <p>Definitely a welcome improvement.</p> <p>A better solution would be to build a pedestrian/cycling tunnel between freshy and manly. Could start and finish where both sets of steps start.</p>  |
| 21  | <p>Fantastic idea. This is really a missing link. We often need to get from manly to freshwater with the kids and always need to drive as this section is too dangerous as it is currently.</p>   |
| 22  | <p>Fantastic!!</p>  |

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| 23  | <p>From someone who lives on the road that will be affected, I live on [REDACTED]</p> <p>[REDACTED] I wish to raise my non-Support for this extended shared bike path along the Eastern end of Crown Rd for the below reasons:</p> <p>Proposals / Options:</p> <ul style="list-style-type: none"> <li>• Safety – Reversing out of driveways on the Easter End of Crown Rd is extremely dangerous in its current form with residents having to negotiate motorists, commercial trucks vans, RTA Buses, articulated lorries, construction traffic and not to mention the backlog of traffic that builds up with those above who take the short cut from Freshwater onto Crown Rd through to Cavill St. Adding an additional layer and lane of traffic to this mix is unfathomable and will definitely end in fatalities.</li> <li>• Mirror the oneway access system in Manly (eg. Alexander St, Golf, Rolf Parade, Pacific Parade Manly Flats). Closing the western end of Crown Rd only to one way traffic, this would alleviate all non residential motorists trying to take short cuts through Crown Rd, Dowling St, Undercliff St (to avoid the traffic lights and main roads Cavill / Oliver Streets) this would result in less accidents provide safety and alleviate the current huge congestion, it just makes more sense.</li> <li>• Consider Closing the Western end of Crown Road – this solves a magnitude of problems.</li> <li>• Direct the shared pathway and keep mainstream on Albert St Freshwater, Left onto Oliver St and left onto Cavill St to continue onto Queenscliff Road.</li> <li>• Consider putting this shared pathway along the ramp beside Crown Rd – Playground / Freshwater community Garden exiting onto Queenscliff Road.</li> <li>• Direct this pathway up the Eastern side of Crown Rd and around Pavillion St exiting onto Queenscliff Road then Greycliff St.</li> <li>• Direct this pathway up the Eastern side of Crown Rd and introduce a ramp straight down (beside the Queenscliff Steps directly onto GreyCliff St. (More Scenic, more beautiful, less crowded, less traffic, safer and makes more sense.</li> <li>• Road Safety - Cavill St / Crown Rd / Dowling St (T- sections) are extremely unsafe for Children, Pedestrians, Motorists and Cyclists. Adding a bike lane into this already unsafe situation will only exasperate these known accident blackspots.</li> </ul> <p>Just this very weekend (5th Sept), I witnessed a child nearly getting knocked down trying to cross this intersection and didn't see the car turning right from Cavill St onto Crown Rd. I welcome Council to come visit this area especially on weekends when traffic is increased x100. It is extremely unsafe for everyone. Adding a bike pathway to this congestion is unimaginable and will only increase the already tremulous negotiations residents have to go through when backing out of their driveways not to mention the already highly dangerous blindspots on these roads.</p> <p>Frequent near misses at Dowling St / Crown Rd intersection &amp; Cavill St / Crown Rd. intersection due to obstructive vision. Adding a bike pathway to this scenario is unimaginable and would only increase the already tremulous negotiations residents have to go through when backing out of their driveways</p> <ul style="list-style-type: none"> <li>o Children at play – every household on Western End of Crown Rd has a baby, toddler, school age child. Their safety is our no.1 concern.</li> <li>o These residential streets are heavily used by commercial vehicles, School buses, (Queenwood and Mosman Prep School buses are now utilising this intersection) along with Bus routes 136 and 139 not to mention the constant flow of delivery trucks and commercial vans. Adding a bike pathway to this congestion is unimaginable and will only increase the already tremulous negotiations residents have to go through when backing out of their driveways.</li> <li>o Couriers / Commercial vehicles / Buses / Pedestrian volumes have tripled due to the Covid Pandemic and residents working from home.</li> <li>o Every Bus / Commercial vehicle turning at the Dowling St / Crown Rd/ Cavill St</li> </ul> |



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|     | <p>intersections cannot complete this turn safely. There is no room as it is for this volume of traffic, Adding a bike pathway to this mix is unimaginable.</p> <ul style="list-style-type: none"> <li>o This will most definitely have fatal implications.</li> <li>o Every Child or pedestrian trying to cross these roads put their lives at risk in its current form nobody can cross the road safely - extremely unsafe for Children.</li> <li>o Every vehicle has to negotiate / turning at these intersections, pedestrians and children cannot be seen.</li> <li>o Obstructed vision in both Dowling St /Crown Rd T-section and Crown Rd / Cavill St T-Section. Pedestrians and cyclists cannot be seen.</li> <li>o Well known area for Accidents and Blackspots I witness several near misses everyday and constantly hear, skidding, horns and frustrated motorists (those trying to take the short cut from Freshwater village). Pedestrians and residents are not included in this frustration, if crossing the road you take your life in your hands. Adding a bicycle lane into this mix will only result in fatalities.</li> <li>o This is a huge safety concern, traffic is x100 on weekends and council should conduct their investigations on weekends to take immediate action.</li> <li>o Summer traffic is another huge concern traffic is increased x 200% there are more children at play, surfers, pedestrians, holiday makers, beach goers . The volume of holiday traffic during spring / summer seasons is colossal. Adding a bike pathway to this congestion is unimaginable and would most definitely have fatal implications.</li> </ul> <p>Please can you look at this through a safety &amp; practical lense. We have witnessed too many accidents and near misses especially of late due to the current unsafe road / traffic situation at the western end of Crown Rd. Every household on the Western end of Crown Rd. has at least 2-3 toddlers, infants and school age children each it is extremely unsafe for them at the moment.</p> <p>Also to note – there is not one safe crossing zone from Queenscliff Road to Manly. The disabled in wheelchairs, Children in strollers, Pedestrians / Prams/ School age bike children/ Toddlers &amp; Infants on wheels cannot cross a street safely. There is no Zebra crossing on Queenscliff Road or traffic lights to help the disabled in wheelchairs, parents with Prams, Bikes, Scooters, Toddlers cross safely. The Disabled, Parents and pedestrians cannot get down steps with prams, scooters, bikes, infants, toddlers and pedestrians are all at risk.</p> <p>It is only a matter of time before somebody is killed.</p> <p>Many thanks for your time and look forward to your response with hopefully a practical solution. Kind Rgds [REDACTED]</p> |
| 24  | Good idea to make Cavil and Dowling Streets in particular safer, these are busy roads with parked cars and buses. Lots of people ride bikes from Freshwater / Curl Curl to Manly, especially to the wharf and I think more people would ride if the route was safer, our family included, ie if there were shared paths from Freshwater to Manly.  |
| 25  | Good idea. Please also resurface the existing path as it's in poor condition with tree roots pushing all the asphalt up. Hard on bikes, prams and skateboards.   |
| 26  | Good morning, I believe this is a great idea. I attempt to ride down this path everyday but it's often too crowded with prawns and kids so I ride across the grass. The manly beach walkway is impassible to cyclists during peak times.   |
| 27  | Great idea - absolutely essential to address safe crossing at Greycliff St bend immediately north of Queenscliff - since the 30kph limit was introduced along the Manly beach front there seems to an unfortunate increase in drivers "putting the foot down" and accelerating hard up the hill once across the pedestrian crossing outside the surf club  |
| 28  | Great Idea!  |
| 29  | Great idea!  |



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| 30  | Great idea, but put a speed limit on it please. There are some idiotic cyclists going way too fast along the beachfront. No.... I'm not against bikes, I used to be a Cycling Coach.   |
| 31  | Great idea, especially with safer crossings. The 2.5 m width is important  |
| 32  | Great idea. Well done.   |
| 33  | Great job! I suspect also including the path alongside the community garden between Dalley St and Crown Rd would be beneficial as it would provide more community engagement and an interesting, shorter and less car-intensive alternative than going around Dalley St and Cavill St.   |
| 34  | Great plan!  |
| 35  | Great to see only problem is through Queenscliff park we ride through there 2-3 time a day in the weekend and twice I've been knocked off my bike by uncontrolled dogs and once had a dog run into my bike causing damage to the wheel and none of the owners took responsibility it should NOT be a off leach area  |
| 36  | Great to see proposals for more shared paths - we need these as more people are cycling these days.  |
| 37  | Great, bring it on. All bike friendly paths are a major win in my view.  |
| 38  | Great, the more safe off road cycling options the better!  |
| 39  | Have you considered an alternate route that would avoid the major roads and be safer ? Turn right on queenscliff rd, head up pavilion and bridge, then head down crown rd. Turn right at Dowling and continue as planned. That would avoid queenscliff rd and cavil st.  |
| 40  | Hello council, A more appropriate location for the Proposed Shared Path would be left at Dowling St onto Crown Road, and divert down the already existing path adjacent to the community gardens that links Queenscliff Rd with Crown Rd.<br>The traffic along Dowling St and right into the western end of Crown Road then into Cavill St is high in volume, reckless driving and is particularly unsafe - it would seem only further jeopardising resident and pedestrian safety by creating a path along this hazardous route.  |
| 41  | Hello, I'd like to register my non support for this bike path extension in its current format. I have submitted a letter to Phillip Gray (dated 6th September, 2020) outlining detailed safety and topographical reasons why, but in this submission would like to raise 3 additional points:<br>1. The driveways along the western end of Crown Rd, from 108 down to 118 on the corner all belong to residential houses. I have specifically observed the moment of my neighbors and their cars over the recent week. All cars belonging to these houses drive inwards and park. Thus when restarting, they back out, slowly, onto the green verge surrounding their driveway, and pause here before backing further to cross the current pedestrian path and then down onto Crown Rd. If a shared path was placed flush against the boundary fence of these houses, then these cars would need to back out STRAIGHT onto the shared path. This would cause a dangerous hazard for the residents of this stretch of road and all users of the shared pedestrian bike path. In addition, this section of road is slightly down hill, meaning bikes would gain speed making the situation even more dangerous. In comparison, if the path was routed up through the community gardens, it would have to cross two unit block entry/exit driveways, and route past a dance studio with no access driveway. Please note the unit blocks all have the space to enable cars to turn around underneath them, so cars from these blocks are exiting onto Crown Rd in a forward facing direction, which allows for much better visibility of a shared path such as this. Therefore, along with the safety concerns I raised in my letter to Mr Phillip Gray, this alternate route is the much safer option for all residents and users of this proposed path.<br>2. The Council has retained low density (residential) zoning for this little pocket of Crown Rd, from the Dowling St intersection down to Crown Road's intersection with Cavill |

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|     | <p>Street. The council should therefore support the residents who live in this area by preserving the suburban nature of this street, and not routing a shared bike path down this space.</p> <p>3. I have read through the 'Northern Beaches Bike Plan' and would like to ask why the current proposal seems to prioritise the creation of a shared bike path along what the council has classed as a 'Tier 3, local connection Route', rather than focusing on the other routes as outlined and identified in this plan, the 'Tier 2 - District' route up alongside the community gardens, or the 'Tier 1 - Regional' route straight down Cavill St to the intersection with Oliver.</p> <p>Thank you for reading and accepting my submission. I look forward to discussing the points raised in it with you, as well as the ones submitted in my letter to Council, dated 6th September 2020. Thank you [REDACTED]</p>  |
| 42  | <p>Hi - I would rather the council focus on a switch back path to create better access from Queenscliff to Freshwater (as promoted by [REDACTED]) which surely has more amenity and helps continue the progress towards the integrated coastal walk. Why wouldn't we, as a community, take advantage of the COVID 19 lull on tourism to ensure that we upgrade amenity like that to be ready for what will be a very competitive market for tourist dollars soon? Regions, states and other countries will be fighting hard to attract the tourist dollar in the post COVID comeback, and we need to put our best foot forward!</p>  |
| 43  | <p>Some Additional points, further to our meetings, why we object to this proposal along with the proposed no right turn on Cavill St to Oliver St.</p> <p>1. The 'no right turn' option will increase traffic into Crown Road onto the existing 'rat run' to and from Freshwater Village. Changing existing conditions to encourage more traffic onto local roads simply does not make sense and will increase the chances of a major accident in our neighborhood.</p> <p>2. Putting a new shared path/cycleway hard up against high boundary fences with driveways on Crown Rd is another extremely unsafe plan. Cars will need to back out of driveways immediately into the path of downhill travelling cyclists with no buffer zone for cyclists to take evasive action. There is also no lighting on the southern side of Crown Rd.</p> <p>3. There are two alternative routes to this unsafe route, Oliver &amp; Cavill St or the obviously more direct route to Manly past the playground and Community Garden. The Playground/Community Garden is the most obvious route if you need to keep to local roads. It has plenty of space, an existing wide path, no driveways to contend with and will not impact residents well maintained nature strips. Possibly moving some plants in the Community Garden a few centimetres where there is a huge amount of excess space versus all the negative impacts, especially safety related, to the rate paying residents on Crown Rd and Dowling St is obviously the best option.</p> <p>4. This will allow time for Council to consider further how to address the rat run situation on local roads Crown Rd/Dowling St and hopefully come up with a solution that will improve the safety of cyclists and homeowners alike.</p> |
| 44  | <p>Hi, this is great as cycling is becoming increasingly popular in the area.</p> <p>Can I also suggest looking at the existing shared path along Pittwater Road and where it crosses Manly Creek/Lagoon - and possibly adding some safety fencing? As a parent of a young learning rider it is a scary section of road where the footpath is directly adjacent to traffic (and many buses) doing the 60km speed limit.</p>  |
| 45  | <p>Hi, Rather than running the path along Dalley St and Cavill St to get around to Crown road, why not run it up through the park, alongside Freshie Community Garden and the Crown Reserve Playground? This is the route that locals ride naturally anyway, and it means that</p> <ul style="list-style-type: none"> <li>- you don't need to sacrifice the car parking spaces on Cavill St</li> <li>- its a more scenic route</li> </ul>  |



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|     | <ul style="list-style-type: none"> <li>- less danger from driveways</li> <li>- it's a shorter route.</li> </ul> <p>As someone who cycles there regularly, I would always take this shortcut rather than going around the block.</p>   |
| 46  | <p>Hi, This all seems great. I am just a little concerned that money used to fund this could be better utilised in a "coastal walk" linkage from Manly northwards. Significantly more locals and especially visitors to the area, will prefer a more coastal route, one that heads up the hill once walking north over the Sommersville Bridge. I believe council is looking at a Queenscliff Ramp? This will get my attention, and be a more useful access to Freshie Village.</p>   |
| 47  | <p>Generally supportive of the plan but believe that a safer option for cyclists and pedestrians accessing Crown Road would be to have the path access the existing pathway along the Crown Reserve Playground between Queenscliff and Crown Road. This would be safer and also enable the installment of a crossing treatment at Crown Road and Dowling Street to then join the bicycle path proposed for Dowling Street. I am also concerned that it is not clear what specific Parking Impacts there may be. Parking is already at a premium in area due to the large number of units that have insufficient off street parking.</p> <p>The Council's proposed No Stopping and Right Turn Ban at Cavill Street (Ref: 2020/495597) is also planned to reduce parking availability during peak hours. I would like to know what the specifics of any impacts may be and I also believe the above proposal to alter the path above would alleviate any parking impacts. Regards</p> |
| 48  | <p>How will the 'safer crossing treatment' impact traffic?<br/>It states it aligns with Councils Transport Strategy... can you also identify where in the Bike Plan this section was prioritised (saves us having to trawl through a lengthy document)</p> <p>What is the allocated budget? Concept drawings please.</p>  |
| 49  | <p>How will you police these new shared footpaths? These days you cannot walk without a bike whooshing past you so close to you that they almost touch you, and they scare you out of your skin as they dont ring their bell. I have been rammed in the back twice in one year already, I asked the Council who enforced the ringing of the bell upon approach, and they told me it was a Police matter. How ridiculous is that. I would like to be able to walk safely, which I cannot do at the moment, and it is only going to get worse with more cycle ways.</p>   |
| 50  | <p>Hugely important. I have two young daughters and we would far prefer to ride than drive when we go to manly- this will help make it feasible.</p>  |
| 51  | <p>I am an older still very active person. I have almost been hit by bikes on this footpath several times. Its ok to provide for bikes but have you actually considered the pedestrians. Who is at fault if they hit you and cause damage to you for example. This is not the road...it has no rules and bike riders often act as though they own the paths. I find it very inconsiderate.</p>  |
| 52  | <p>I am concerned that this path may drain funds urgently needed for the ramp from Queenscliff Bridge ,I am a supporter of the Better Access for Queenscliff project.</p>   |
| 53  | <p>I am in support of a shared path suitable for strollers and wheelchairs. Ramps are very important to young mothers and wheelchair users.</p>   |
| 54  | <p>I am in support of more shared paths but please make these wide enough so these are safe to pass pedestrians, runners and oncoming other bikes etc. Most other current paths within Northern Beaches council need to be looked into to ensure minimal widths are safe too.</p>   |
| 55  | <p>I cycle every weekday with my school age son from Freshwater to Manly to catch the ferry. This looks like a good idea which I support. Only comment that I would make is most cyclists currently shorten the route by riding along the path through the Freshwater</p>   |



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|     | Community Gardens between Queenscliff Road and Crown Road. I suspect they will still do this.<br>I think it would be better to improve (widen) that path and hence no need for the works in yellow between Dalley and Cavill streets. This would also be a cheaper option.<br>Otherwise, cyclists will still take that shortcut anyway and its currently a bit narrow for bikes and pedestrians.  |
| 56  | I don't think mixing pedestrian and bike is safe. We already see the issue in the lagoon park and along manly beach. Pedestrian are on the bike track and completely forget that there are bikes and might turn without checking and create an accident (the worse are dog's owners). I think the path you are proposing is good for pedestrian, pram, wheelchair etc. However it would be great to see a green bike lane on the road with no parking slot blocking the path. I'm mainly using my bike to move around the northern beaches, and most of the "bike track" are actually unsafe. I would love to see the community pushing everyone to use bike instead of cars. However, good thing to have limited the manly beach road to 30km/h. I feel safer now to ride my bike on the street on week end when the bike track is full of pedestrian! |
| 57  | I find this completely lacking in thought for the safety of both cyclists and drivers; almost all of the houses along this strip have carports that require reversing out onto the street and it's already so congested with morning and afternoon traffic.<br>There is a direct link pathway wide enough for cyclists between crown and queenscliff Roads adjacent to the community garden that would bypass the worst section of traffic  |
| 58  | I have a general comment regarding bike paths / lanes. Looking at recent improvements (like Allambie Road), why not make the bike lane directly adjacent to the footpath with car parking next to car traffic instead of the opposite? This would provide much better protection for cyclists.  |
| 59  | I heartily support having safer crossings in Dowling Street (at Crown Road, Hill Street and at Undercliff). The latter in particular is at present a very dangerous crossing for pedestrians, due to traffic using Undercliff as a Freshwater Village bypass. I also wish to point out the need for a pedestrian crossing in Cavill Street between Crown and Dalley to enable safe access to the steps leading down to Pittwater Road. Trying to cross Cavill from Crown Road is currently very dangerous due to bad visibility and frequently quite heavy traffic.   |
| 60  | I like the idea of a shared path for pedestrians and bikes, but I find now that I prefer to walk where there are no bikes. I find it to dangerous to walk with bicycles speeding by.  |
| 61  | I live at [REDACTED] its difficult to get out of the drive way currently with extra cyclists this will make it even more difficult with parked cars and heavy fast moving traffic already making it hard to drive out onto the road, maybe reduce the speed limit to 40 Km from 50 km currently.<br>Also the current width of the foot path is not wide enough with the street lights and power poles to navigate and also the many apartment blocks driveways increasing the difficulty  |
| 62  | [REDACTED] I have asked previously about street parking duration (residents excepted). This pathway, which I support, will add to the number of cars parking in Wilson St. I am requesting a review of the non-existing parking duration signs in Wilson St. I suggest 4 hrs (residents excepted). Many thanks for your consideration. [REDACTED]   |
| 63  | I recognise the value of the improved path.<br>Why are you not routing the path through the open space between (approx 90) Crown Road and (approx 115) Queenscliff Rd alongside the community gardens? This is the faster route that any pedestrian or cyclist will follow instead of your proposed route along Dalley Street.  |
| 64  | I support the proposal and have one query. What do "safer crossing proposals" mean? What is the design? The reason I'm asking is because there are safety islands used  |

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|     | throughout the community and in my experience they do not always protect the pedestrians. The combination of people with strollers, bikes etc inhibits traffic flow as they spill across the "island". This is most common around schools, shops, access to parks beaches etc.  |
| 65  | I support the upgrade to this route however the problem with the route is that it is too dangerous where the cross overs are intended as they cannot be avoided. The refuge crossing is not a crossing and few people use as it is a speed zone. There are also narrow paths with poor sight lines and the lengthy route means that as a practicality people won't use it. The better focus for upgrades should be focused on the switch backup to Crown Road (beside the stairs and to Bridge Rd) and then along Crown Road to the Village or better still switch back down to Freshwater. this should be where the priority is looked at.   |
| 66  | I support this proposal and request that we could bring our pet dogs on leash through the new walkway. Also, that if possible, new leash free dog areas would be created.   |
| 67  | I support this proposal as improving walkability and active transport options,  |
| 68  | I support this proposal. Currently it is not easy to get to Freshwater village from Queenscliff. My only concern is that dog owners take up the whole path, making it difficult to ride or walk past safely. I assume that the path would be fully separate from the road, not just lines painted on the road. Any initiative that encourages people to get to destinations by bike/walking rather than driving is a good one.  |
| 69  | I think I have commented on this before. I do cycle to Dee Why often & use the route you have highlighted. There are issues with the existing shared path - the Queenscliff bridge is not adequately wide to cycle on - and cars aren't very happy when I cycle across it. I am not sure if the existing shared footpath is adequate - I usually end up riding on the road.<br><br>It is a very tricky road to cycle on as there are buses to deal with. If you could have a good width with a mini cycle lane along there you might get better use by cyclists - which would usually only be adults. I would love to see some good dedicated lanes like along Curl Curl to Dee Why beach - that section is excellent |
| 70  | I think it is a great thing to extend the bike paths. Could you also go via the Freshie community garden?<br><br>And I personally don't understand why the cars have to be parked close to the footpath. They could park next to the road and the bike lane could be next to the footpath. So further away from the traffic.  |
| 71  | I think the additional crossing if it is a pedestrian/zebra crossing with hold up already congested traffic. However if it is a refuge crossing then it would make crossing safe and not add to the congestion.<br><br>What happened to the plan to add a ramp from upper greycliff St to the bottom of the stairs near the new proposed greycliff St crossing? Bikes, strollers and older people struggle living in this area.   |
| 72  | I think this is a fantastic idea, however, the shared path should have adequate space for bikes to pass pedestrians. Currently, the manly lagoon shared path is an accident waiting to happen. Pedestrians, children and dogs wander all over the path and abuse cyclists who are doing the right thing. More signage and better line markings are needed here and will be needed for the proposed new bike path to ensure it is useable. I prefer to drive to manly than use the bike path due to the huge number of pedestrians who make it unsafe. Please consider separate paths to make it better for all to use. Thank you.   |
| 72  | I think this is a really good idea. The current crossing and refuge on Queenscliff road is quite dangerous, I suggest this is also included in the crossing upgrades. Main reason being is that there are poor site lines when crossing to the south and looking west. My suggestion would be to make a raised zebra crossing here so that cars know to stop, or  |



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|     | alternatively remove some of the car parking so that pedestrians can see before they step out onto the road. Thanks. [REDACTED]   |
| 74  | I walk the Narrabeen Lagoon path and some other shared paths in other Local Government Areas. Perhaps other pedestrians find some cyclists speeding and entitled, with no warning given of their passing from behind at high speed. Would it be possible to include speed bumps on pathways to slow the adrenaline fuelled racers?  |
| 75  | I welcome any new shared pathway and this looks good but an alternative route, turning right onto Queenscliff road and leading to the top of the steps to Freshwater beach on Crown rd might work better. From there the path can lead up crown st. and down dowlings st. to the village.   |
| 76  | I would like to propose that instead of doing a Kerb Realignment to widen the foot path in Dalley St. at a considerable cost to the community, disruption to the traffic, and the narrowing of a corner that is very busy and used by a lot of trucks and busses, is to route the shared path way through the community gardens that already has a path and can be easily widened to Crown Road and then on to Dowling St.  |
| 77  | If it's anything like the shared path down Farley road. Or the shared path along Simmo wealth parade/ Lauderdale road etc it also a waste of time!<br>No 1 Children cannot ride freely and safely across driveways ! Absolutely ludicrous and needs to be sorted out for all families to enjoy safely   |
| 78  | If you're serious about encouraging active transport, this means making bike riding safer and not by making walking less safe. You actually have to provide safe space for cycling while not encouraging conflict and tension between people walking and people riding. This will involve exchanging the space that is currently given over to parking vehicles to people riding bikes. Our streetspace is too valuable now to be locked up just storing vehicles. I support the route you have proposed, but I do not support forcing bikes onto the footpath. Please implement this bicycle path by creating protected bikeways on the carriageway. The carriageway is for movement and access, not for storage of personal property. |
| 79  | I'm a bike rider that rides through the Queenscliff park and the people with their dogs off leads are very annoying due to them wondering back & forwards across the path throwing balls chatting on their phones or to their friends not thinking about any one else. I'm continually ringing my bell & they stop & they do not know what to do they just stand & look with there earplugs in.... Also I've been knocked off my bike by a large dog off lead I was lucky I was ok that time..the owner was more worried about their dog. Hinkler Park is the only one area for off leads. Please keep Queenscliff Park Leads only for Dogs.  |
| 80  | I'm part of a Wollongong based riding group who ride this general route from Freshwater to Manly. Go faster with this project is our view.... And thank you.. It has felt quite unsafe in the past.   |
| 81  | Insufficient information to comment. If it is on road with no separation from opening car doors and cars driving past STOP WASTING MONEY AND ENDANGERING CYCLISTS   |
| 82  | Is this to be another path where pedestrians are constantly having bells rung by bike riders who are going too fast, to get out of the way as is the case with Narrabeen lagoon shared path. Narrabeen has become an exercise rack for bike riders to see how quickly they can cover the complete track, no longer somewhere you can go for a casual walk. If this is not to be repeated how will it be monitored or will the paths be made much wider so pedestrians are not constantly walking in single file to accommodate bike riders.   |
| 83  | It is a good concept, but I can't agree with a crossing at the intersection of Bridge Road and Greycliffe street, Queenscliff. It's dangerous enough at the moment.   |
| 84  | It would be much better to separate cyclists from pedestrians. Pedestrians walk side-by-side (not single file), and the speed difference is too large. Please put in a separated cycle lane, not a shared path.   |



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| 85  | Looking at the map, I was surprised to find that we already have an actual 'existing shared path' on the eastern side of the Stuart Somerville Bridge over Manly Lagoon, as there are no signs to indicate there is, although there is approaching the western side of the bridge from Lower Greycliffe St. But then again, cyclists appear to be of the opinion that all paths are shared, including the beachfront path to Manly, even though there are numerous signs indicating bikes are not permitted. then we have the electric skateboards weaving in and out of pedestrians on the same path. It would also be safer if bikes are all required to use the 'existing shared path' in Lower Greycliffe, instead of crawling up the main traffic bus route from the bridge, holding up the westbound traffic.  |
| 86  | Looks great!   |
| 87  | Love any bike path, so this will be great. Shame about having to cross the road at the beginning of the path extension. Cars are moving quickly here and you've just climbed a massive hill up from Manly. I don't have a problem with removing car parking for cycle paths. We give so much space over to car transport as if it's a born right to drive a car. Like safer crossings.   |
| 88  | Love that you're putting in a cycle path. I am very concerned however that the already ugly hard and noisy Queenscliff will be made worse by concreting the only bit of green verge. Any possibility of also installing some slim tallish greenery along the pathway to make it more visually appealing.   |
| 89  | Love this! Long overdue and very helpful for a lot of families with small children (like us!)  |
| 90  | No more "shared paths" thanks. They are too dangerous to pedestrians and therefore reduce community access to the pathways. The dangers to pedestrians, especially the elderly, are well known to council - why ignore the dangers?  |
| 91  | Please do. The more decent connections we have, will encourage more commuters on bikes as well as the weekenders.  |
| 92  | please fix the path that goes along the lagoon, It is not wide enough for pedestrians and bikes to share, especially when young kids ride their scooters and bikes on it. IT is always congested. It is also very old, and needs repaving, as it is very hard to ride on.  |
| 93  | Queenscliff road is quite busy with traffic. Could the 2x "refuge crossing" on this road please be made such that you can safely be on your bike in the middle of the road? This allows you to get half way when one direction is clear, and then wait for a gap in the traffic on the other direction = safer crossing option, especially with kids/novices on bikes who are not confident at quick intersection crossings.<br>Also, please consider making the lagoon side of the Queenscliff bridge a cycleway. Many cyclists for safety reasons currently cross the road at the pedestrian crossing prior to the bridge then continue uphill on the left side of the bridge (lagoon adjacent side). This then connects immediately to the existing cycleway uphill. As a crossing zone, this would probably be safer than the one further uphill suggested.<br>Another alternative – cyclists could go from Manly beach front under the bridge on the existing pathway to the lagoon, then have an improved 'exit' from the lagoon track to continue onto the Queenscliff bridge left side. This avoids a road crossing altogether. There is potential to have a 'zig zag' up the existing grass slope adjacent to the mural at the beginning of the Queenscliff park. |
| 94  | Queenscliff road is very sparse in terms of native vegetation and mature trees. The development of the pathway needs to be sympathetic to this and be done in conjunction with planting of native vegetation and re-landscaping. Effort needs to be made to minimise the use of hard stand surfaces and prevent increased surface run-off which will ultimately end up in the lagoon.<br>Any associated structures, signs, bollards and handrails etc. should be kept to a minimum and made of warm and natural looking materials as opposed to the harsh steel and chrome I have seen used on the Queenscliff headland pathways and Manly   |

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|     | Beachfront which is not in keeping with the natural landscape. Queenscliff Road desperately needs to be given a more natural landscape so the new pathway must not detract from this further, rather it should help enhance what is there [REDACTED]   |
| 95  | <p>Shared paths are a great idea to protect cyclists from general road traffic. However, Australian cyclists, unlike European urban cyclists, don't use their bell to warn pedestrians and travel too fast.</p> <p>I would endorse the shared path proposal, but ask that it include a communications plan for cyclists to make the shared paths safer for pedestrians. Perhaps a combination of signs on the routes as well as social media? The problem is that most bike riders have not installed a bell anyway!!</p>  |
| 96  | <p>Shared paths are not fit for purpose with the increase in cyclists and the rise of ebikes who travel at a consistent 25kph. It's a bad compromise solution that doesn't suit either pedestrians or cyclists and at best creates antagonism between users and at worst accidents. There's already footpaths on this route, so this project must be changed to a dedicated segregated cycle path so the beaches can start to have a proper cycle active transport network.</p>  |
| 97  | <p>Shared paths do not work if bicycles are involved. It is already extremely dangerous for walkers, kids, prams and dogs along Manly Lagoon where cyclists ride at speed and in many cases with complete neglect and irresponsibility. I have personally witnessed regular accidents and catastrophic near misses where serious injury was just avoided. Bicycles belong on the road or bicycle paths - not shared paths.</p> <p>As it is cyclists illegally use pedestrian crossings, many times at speed which are hazardous to pedestrians and motorists.</p> <p>Also the current pedestrian crossing at the Queenscliff Surf Club is a nightmare. Pedestrians and cyclists cross with complete abandon and cannot be seen easily due to trees and buildings around the crossing. On weekends long queues can form due to the number of people involved. To now suggest that a similar pedestrian crossing be installed at the north end of the Queenscliff Beach bridge would be disastrous and irresponsible. It would compound traffic congestion in an already choked environment. Furthermore, it is completely dangerous and irresponsible to build a pedestrian crossing on a corner on a steeply sloping road which is dangerous in the wet. It would also increase the number of people, prams, cyclists, etc on the beach side of the bridge which quite frankly is already chock-a-block with joggers and walkers going to the beach. The sensible and safety conscious approach would be to use the non-beach side of the bridge which is currently completely under-utilised (even widening it if necessary) so all shared path activities continued down that side of the road and then turned right under the bridge to the beach. This avoids crossing roads, is vastly safer and allows shared activities and vehicles to continue without interruption and danger.</p> <p>Bureaucrats often don't understand the impact all these stop start interruptions have on traffic, frustration and eventual accidents that take lives. Start looking at it from all constituents perspective rather than just a narrow minded one. We need to get the good intentions planned and executed sensibly for all concerned otherwise it is just another dumb idea lacking proper planning and forethought.</p> |
| 98  | <p>Thanks for your consideration for a better outcome and less accidents.</p>  |
| 99  | <p>Sooner the better</p> <p>Sounds good and much needed. Thank you! Please consider making the cycle path continuous across side streets - ie reduce the radius of the kerb to reduce the width of the entrance to the side street and raise the street to pavement level - cars will be forced to slow down and give way to cyclists. I would like to see similar interventions along the Pittwater Road shared path in North Manly. At the moment, the route is not safe for unaccompanied children due to the numerous side street crossings.</p>   |



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| 100 | <p>Sounds great! * If one were travelling on foot, surely one would shortcut from Queenscliff Road to Crown Road by way of the "Freshie Community Garden" (where Queenscliff Rd becomes Dalley St), rather than take the proposed longer and noisier, albeit less steep proposed route?</p> <p>* The District Bike Plan, D7, proposes a bicycle route from Queenscliff Beach to Dee Why via Harbord Road: this shared path will overlap with that. Meanwhile D8 goes from Manly Lagoon to Curlie Lagoon via Harbord Public School: does this integrate with that? Given these two elements, I question the shared path wrapping the block from Dalley St to Crown Rd; is the north and east side of the road the best idea? given that it will ultimately connect with Harbord Rd to the north, and perhaps be coming up the "quiet" part of Queenscliff Road from the lagoon? We probably want cyclists on the South/West side for such connections. How do these works integrate with the plans D7 and D8?</p>  |
| 101 | <p>Suggestions on behalf of Good For Manly community organisation, after the cycle path was discussed vigorously in our social media posts. [REDACTED], Committee Member Good For Manly. The cycling route should go through Crown Reserve, as that is more direct, away from main roads, and avoids a very narrow footpath next to a rock outcrop at the corner of Dalley and Cavill streets. (See attachment 3). Plus, that route is already in use by many cyclists. However the footpath needs to be widened at the Dalley Rd end of the reserve. No trees or shrubs need to be removed, although some garden edging would need to be moved. An access ramp between Greycliffe Street and Bridge Road would be great.</p>   |
| 102 | <p>Thank you for the opportunity to comment on the Queenscliff shared pathway plan. Safer pedestrian access to the proposed path is required at the road where Dalley St becomes Cavill St. A "safer crossing treatment" such as a "refuse crossing" should be included in the plan located within the first 50 m of Cavill St (from its southern approach). A "refuse crossing" would enable safer pedestrian access to the path for residents west of Cavill St. Additionally it would provide safer pedestrian access to the bus stops located east and west of Cavill St opposite Crown Rd, and in so doing be consistent with the existing "refuse crossings" on Queenscliff Rd, one of which is, marked on your concept plan.</p>   |
| 103 | <p>Thank you for the opportunity to comment. Likewise to the Brookvale proposal as a public member/ratepayer it is difficult to provide a diplomatic and fully developed response. I will provide a personal opinion based on years of experience.</p> <p>The essence of shared paths is somewhat flawed if considered as transport gateways. They work relatively well on sections of misc use such as manly beachfront but even there there are significant conflicts with pedestrians exiting and entering cars, loitering, leaving surfboards across the pathway, small children and elderly along with iPhone users and music listeners ambling on the shared path.</p> <p>Add in cyclists travelling up to 20-25Km/h and its a dangerous and conflict generating application this is for a shared locality path if the pathway is a transport connector as this is - ie: there are no immediate exit points - there is even further risk of higher cycle speeds and further danger due to:</p> <ol style="list-style-type: none"> <li>1) vehicles parking on the shared facility (yes - this happens everywhere)</li> <li>2) Rubbish bins being left on the shared facilities by apartment users</li> <li>3) low speed and high risk users - children, prams, elderly etc ambling to the beach</li> <li>4) high speed cyclists seeking to connect to the ferry.</li> </ol> <p>The proposal of using Queenscliff road vs crown road is flawed as the grade will cause higher speeds and creates unresolved complexities to cross Queenscliff road. Crown road also has a grade but has a wider roadway that can allow for a separated dedicated cycleway. Upgrading the existing and never used (do your measurements) cycleway up from Queenscliff is a folly and a waste of money.</p> <p>Consider Lagoon Park cycleway. - it is so over populated by dog walkers, regular</p> |



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|     | walkers, children and other low speed users that cyclists ride on the grass and dirt creating damage to the park and/or bypass the shared pathway in preference of local streets<br>Council should see PROFESSIONAL advice as to the delivery of the Bike Plan as its is an amateurish and basic attempt at solving a complex problem that requires proper infrastructure design and delivery, not an 'ad hoc' approach of partial solutions that will simply waste rate payers money and end up not achieving utilisation rates forecast. I urge NBC to treat this seriously and professionally and see to engage qualified professional consultants to deliver these solutions rather than what has been cobbled together at lowest cost to date. The future will demonstrate who is correct here. Thanks  |
| 104 | Thank you for this. One thing. The right hand turn from Cavill into Crown .... any safer options? It's often backed up with cars, poor visibility for cars heading south. Would hate for a teenager or inexperienced rider to navigate that.   |
| 105 | Thanks for your work.<br>1. The bridge over Manly Lagoon/Creek on Pittwater Rd (at the start/end of the path) is incredibly dangerous. The footpath is narrow - not enough room for a bike and pedestrian safely – and there is no railing although it is next to a busy road. (See attachment 4). I think there is a plan to fix the situation. I hope it can be put into action soon.<br>2. Cross Bridge Rd over Manly Lagoon on the West pavement. You suggest road work to improve the crossing on the North end of the bridge. I suggest improving the safe crossing at the South end of the bridge. Either the pedestrian crossing or the existing bridge underpass. That would direct most bike/foot traffic to the West side of the bridge. Widen the West pavement on the bridge. Bikes etc coming down the hill from Freshwater don't need access to the pavement as much as bikes going up the hill from Manly. It's because bikes going quickly down the hill are out of the area in no time, and can easily keep up with traffic on the road. Thanks  |
| 106 | That would be a great idea as current the stretch of road from the bridge to the island refuge marked on the map, is very dangerous with lots of cars and no room for pedestrians and bicycles   |
| 107 | The more bike paths , the better. My children love riding their bikes and it avoids car congestion on busy weekends. Also supporting a Healthy life style.   |
| 108 | "The 'possible' safer treatment at the intersections of Dowling St/Hill St and Dowling St/Undercliff Rd MUST have consideration for vehicles exiting on to Dowling St that already have problems with limited visibility that already exists with parked vehicles between Hill St & Undercliff Rd especially when vans or small trucks are parked and blocks all sight lines. I live in the area and use these roads regularly and almost every time you have to edge out into Dowling St to gain any visibility, now add the inclusion of cyclists (especially electric bikes that travel faster) in new bike lines and there will be increased accident levels with cars edging forward to see oncoming traffic.<br>What happens when cyclists get to the corner of Dowling St & Lawrence St? The cross walk access to continue through Freshwater shops would mean going onto the footpath then crossing on the crosswalk, are you going to mix cyclists with pedestrians?<br>There are concerns in this neighbourhood that there is a council proposal to ban a right turn at the traffic lights when driving along Cavil St from Manly and then turning right into Oliver St intersection to access Freshwater which will force more traffic to turn earlier into Crown Rd and then into Dowling St which will follow the proposed new bike cycle way, this can only mean cycle/traffic chaos when all happening at once on congested weekends peaks. |
| 109 | The proposal to connect Manly and Queenscliff with Freshwater Village via a shared path is a welcome community improvement. So too are the 3 proposed "possible safer crossing treatments" along Dowling St, from Crown Rd to Lawrence St. An alternative consideration to these crossings would be to remove the intersection of Cavill St and  |

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|     | Crown Rd by creating a no through road from Crown Rd to Cavill St - effectively a "dead end" at the western end of Crown Rd. This would remove the traffic using the "detour" of Crown and Dowling to get to Freshwater which many choose from Cavill to avoid the main routes of either Cavill, Oliver & Lawrence or Cavill & Lawrence. Introducing crossing treatments will not significantly assist the blind spots of this route to both vehicles and pedestrians, the route is particularly unsafe and hazardous, and crossing treatments would also mean available parking spaces in an already limited area would be further reduced due to distance laws for parking near crossings. The option of a no through road at the Cavill St end of Crown Rd is a much safer, feasible and effective planning option for walkers and vehicles alike.   |
| 110 | The proposed path from Sommersville Bridge along Queenscliff Rd is a very lengthy route. The proposal put forward by Better and Safer Access for Queenscliff widely supported by the local community, making use of a switchback ramp beside the existing stairs, is a more realistic proposal providing access between Queenscliff and Freshwater ie.. the majority of residents will take the shortest route between A and B.   |
| 111 | The shared path concept linking Freshwater to Manly should not replace the Queenscliff ramp. These need to be independent of each other.  |
| 112 | There are 3 issues i would like to suggest<br>1) The present path configuration under Queenscliff Bridge has blind spots that are created by the bridge abutments. Travelling for example in a northerly direction you are not aware of pedestrians/ runners / wide prams coming out of the northern pinch point until you are 3 metres away. Needs perhaps a mirror and a slow down sign . (for the prams)<br>2) Having rode a bike through Lagoon Park today (Monday at 9am) I spent a lot of time on the grass as there is no painted reminders on the path to keep left and 'share'.<br>3) The current path from Queenscliff to Manly adjoins parked cars for most of its length. When the path was initially put in place and due to the limited car spaces depth there was a requirement that all cars had to park nose first. Today perhaps a third of the cars park rear to the path and leave towbars and bumpers to sterilize at least a quarter of the paths available width and creating an obvious hazard to the unwary. Over time the signage that required nose to kerb had been deleted. I have reported this twice before over the past 2 years. |
| 113 | There is already a huge problem in the Manly area with bikes. They simply ignore the areas they are supposed to use and are constantly and dangerously riding through areas which are for pedestrians only: footpaths, the Corso, the Fairlight promenade, Marine Parade on weekends. Worst of all they speed along the Manly beachfront pedestrian area, despite the fact that they have a huge designated area of their own. They are also a minister traffic because they cut in and out in front of cars and ignore red lights. There are too many bikes in Manly already, and too little is done to bring them under control. We need fewer bikes, not more, and we certainly don't need more bike paths which they are too selfish to use. Get rid of the bikes!  |
| 114 | This is a good concept but Lagoon Park shared path must have better lighting to be safe. It is too dangerous after dark with bikes, dogs, people running, kids and commuters all on this path in the dark.  |
| 115 | This is a good idea. I often ride my bike but to get to Harbord, one really has to walk up the steep stairs, where, fortunately, there are grooves to help you push up the stairs, and down the other side to Freshwater Beach. I have often ridden along the main road to Brookvale on the footpath, that is noisy and busy, ... but does not get you to Harbord. It would be nice to have a variant route.  |
| 116 | This is all about cyclist, how about pedestrians who have to dodge speeding cyclist that come up from behind with no warning, teach them to ring their bell, slow down and dismount where required  |



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| 117 | <p>This pathway should join the existing community garden pathway. It should NOT go along the western end of Road Road. The loss of garden beds down the western end of Crown Road would be a disaster. There is a beautiful Bismarck Palm [REDACTED] which needs its garden bed retained.</p> <p>Also, the shared pathway extension from Manly to Fairlight Beach has been a complete waste of money. It never gets used.</p>   |
| 118 | <p>This will present immense problems on Dowling Street which is a narrow street and it already has major issues with busses being too wide to allow 2-way traffic. Cars have to pull over when a bus travels along the street...</p>  |
| 119 | <p>This would be so amazing for many of us residents. My only concern is that the current crossing at the road in queenscliff is on a blind hill. It's very dangerous to cross especially with a pram. I'm not even sure a wheelchair user could cross alone. This needs to be addressed with a set of lights or a shift to where the current crossing is</p>  |
| 120 | <p>To Whom it May Concern, What a wonderful project. However surely Council cannot keep taking without giving!</p> <p>As you would be aware this is a high density area, where parking is virtually impossible and the number of unit blocks appear to continually increase. Every time some 'improvement' is made, parking spaces seem to be lost. A space on Cavill St was recently lost, although I believe I gave a reasonable alternative (I did not receive a response from Council to my suggestion). Of course it would be great if everyone caught public transport, but unfortunately the reliance of a car to visit friends/family for most is the best or only option. I find myself in a position where I cannot entertain or have family/friends visit as there is no where for them to park, evenings and weekends are impossible. Imagine having a Council where constituents have to sell their properties, as people can't visit! Most of my neighbours are in a worse situation than I.</p> <p>Looking at the map on your correspondence, it seems the path on Cavill St is only a short distance, however it appears that it will be an area where "minor loss of street parking" will occur. You did not even mention Cavill St in the body of your correspondence – this is not the first time this has occurred. I feel sure the residents of Cavill St, would like to know –</p> <ol style="list-style-type: none"> <li>1. Why a street affected by these changes was not even mentioned in the correspondence?</li> <li>2. How will the lost of parking (again!) be compensated?</li> </ol> |
| 121 | <p>Totally in favour.</p>  |
| 122 | <p>Very supportive of this initiative which would make it safer for people to walk and cycle in the area, especially as the existing path is heavily utilised and popular</p>  |
| 123 | <p>Waste of money. Should be putting walkway/ bike path at Bridge St, Queenscliff. That is where people walk. It's only matter of time before serious accident occurs, especially buses turning. Get rid of parking on Bridge st. People are walking on road all the time.!!!</p>  |
| 124 | <p>We are concerned that Council has implemented a policy of a shared pathway on the eastern footpath of the Stuart Summerville bridge. This footpath has a very high volume of pedestrian use in both directions, at all times of the day.</p> <p>Mixing pedestrians, including the elderly pedestrians, and bicycles on this restricted area will be a source of many potentially life threatening violent incidents. The corner of Bridge Road and Greycliffe St. (north side of the bridge) is now a difficult intersection to navigate, and increasing the potential volume of bicycles crossing Bridge Rd. is a major flaw in the plan</p>   |
| 125 | <p>We cycle from Curl Curl to the wharf, via the community gardens and support the proposal.</p> <p>Perhaps the plan should include a route through the community gardens between Crown Rd and Dalley St? Proposed Queenscliff ramp has been mentioned to us but we are unlikely to continue uphill along Crown Road to use the proposed ramp, which sounds too narrow and steep and not en route.</p>   |



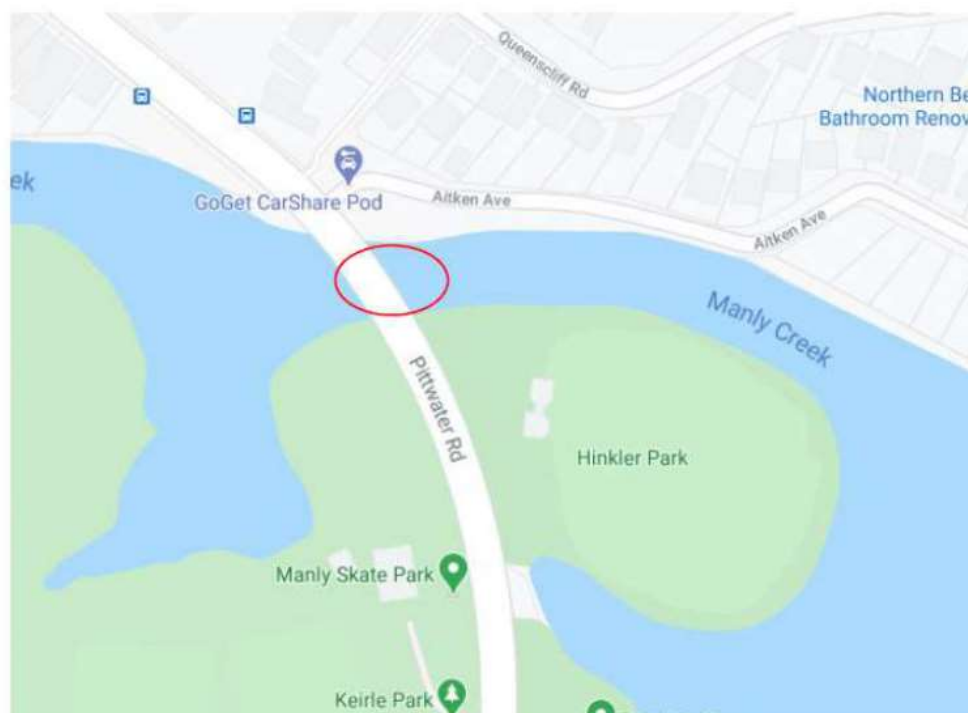
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| 126 | We live in Curl Curl and often cycle to Manly through Queenscliff with the kids. It is really tricky and stressfull to go on Queenscliff rd with the kids. It would be great to have a safe bike/walk path to Freshwater Village.   |
| 127 | We need this in light of how many cars we now see on the beaches. Great for family to ride between beaches abs villages. Try and send your child safely to Freshwater from Manly. Could you and would you?  |
| 128 | We should absolutely be looking at increased access on the stair between queenscliff to manly and queenscliff to freshwater ! It's the most direct route and should be more accessible!   |
| 129 | We would like to register our support for the proposed Shared Path Extension along the proposed route. We are local residents in Queenscliff and recognise the current pedestrian access difficulties between Manly and Freshwater. The proposed Share Path will go a long way to addressing this issue. In particular the most problematic section currently is along Greycliffe Street, where there is not adequate space for pedestrians. Additionally, I would also encourage Council to also remember there is also the alternative route, which is up the public stairs between Pittwater Road and Dalley Street, that are quite well used by residents. The stairs don't need much to be maintain, other than the occasional lawn mow to keep the grass and weeds down. We would encourage Council to also please continue maintaining the public staircase route, in addition to the new Shared Path Extension. |
| 130 | Whatever can be provided for safe cycling and walking is good as long as trees and natural spaces are not sacrificed. A route by bike to Freshwater is already easy but a path would be better. We cycle often all over the district and find what is missing is connections between pathways. Hardly any of them join up. Something else desirable would be more tolerance between walkers and cyclists on shared paths. Neither group own them.   |
| 131 | Why doesn't this plan include the ramps approved around the Queenscliff steps. The steps are the issue, there are already footpaths that take you on this long route to Freshwater village? I strongly urge the council to take into consideration the approved ramp before they proceed with the above plan.   |
| 132 | Why not go through Crown Road Reserve.....that's the route everyone will take anyway so why waste money going around Crown-Cavill-Dalley?   |
| 133 | Will anything be done to the dangerous pedestrian crossing over Queenscliff Lagoon, on Pittwater Road? Its extremely dangerous for pedestrians, way too narrow.   |
| 134 | Will this include widening and barrier installation of cycle path on bridge on Pittwater Rd?  |
| 135 | Will this make cycling from Queenscliff to Freshwater an appealing prospect? I do not think so. The infrastructure in place for people who drive cars is infinitely better, and as a result many will choose this mode of transport even for such a short journey. With the large number of people riding bikes in the area, and demand to connect cycle routes in Curly and Manly, there is potential to make this so much better. Another bumpy, noisy, polluted shared pavement with people who cycle or walk having to yield to people in cars at every side road is a wasted opportunity.  |
| 136 | wouldn't it be safer to link Queenscliff road with Crown road via the path alongside the community garden? nicer to ride on, less intrusive to cars and parking   |
| 137 | Yes Please! I'm not confident enough to cycle down Queenscliff Road (on the road) so I'm on footpath where possible. This would be very welcome!  |
| 138 | Yes support any additional cycling facilities   |

## Appendix B - Attachments to online submissions

### Attachment 1



### Attachment 2





### Attachment 3 Queenscliff Shared Path



The cycling route should go through Crown Reserve, as that is more direct, away from main roads, and avoids a very narrow footpath next to a rock outcrop at the corner of Dalley and Cavill streets. (image: left below). Plus, that route is already in use by many cyclists. However the footpath needs to be widened at the Dalley Rd end of the reserve. No trees or shrubs need to be removed, although some garden edging would need to be moved.



Rock and narrow footpath at cnr Dalley & Cavill streets



Narrow path at Crown Reserve



**Attachment 4**



**Attachment 5**

To: Northern Beaches Council  
PO Box 82  
Manly NSW 1655

From: [REDACTED]  
[REDACTED] Crown Rd  
Queenscliff

CC: Phillip Gray, Transport Project Officer  
Phillip Devon, Manager Transport Network

Without Prejudice

RE: Shared Path Extension Queenscliff Freshwater – your ref: 2020/488137  
No Stopping & Right Turn Ban – Cavill St, Freshwater – your ref: 2020/495597

I am writing as a very concerned resident of the western end of Crown Road, Queenscliff, and wish to strongly object to the two recent Council proposals referenced above.

Both proposals will have a **significant detrimental impact to our neighbourhood, further exasperate the existing major road safety concerns and have a major impact to our trees, shrubbery and native wildlife.**

The western end of Crown Road has long been the location of two major accident black spots, the junction of Crown Rd and Cavill St and the junction of Crown Rd and Dowling St. Both junctions have numerous accidents and near misses due to the overused 'rat run' to and from Freshwater Village, as speeding traffic avoid the traffic lights at Cavill and Oliver St.

Adding a 'shared path extension' to the 'rat run', increasing traffic and adding to the complexity of the already untenable traffic situation by itself would be disastrous. To then compound the situation by not allowing traffic turn right at Oliver St, hence diverting even more traffic to turn right at Crown Rd, is extremely concerning and raises many questions.

Also, the proposed route of the shared path from Freshwater Village to Cavill St impacts **'fifteen driveways'**, numerous well-maintained nature strips and **'fifteen trees'**. A much shorter route and more obvious route would be from Freshwater Village onto Oliver St and then onto Cavill St and would impact only **six driveways and maybe three trees**. Plus, the road is wide enough to take the additional traffic and already has traffic management in place (traffic lights etc).

I have set out the reasons and detail for my concerns and a proposed solution below, but moreover, would like to highlight that Council are missing a major opportunity here to have a significant positive impact on our neighbourhood by simply **closing off the western end of Crown Road**. The western end of Crown Road is one of the few remaining low-density housing enclaves in Queenscliff. We should take advantage of the focus on change to the area and government funding to improve safety, preserve wildlife and the heritage our street. This would solve all the traffic and safety issues, maintain our nature strips, trees and wildlife and create a beautiful street where our children can play safely. This modelling has been implemented with huge success in Manly Basin for example, where closing 'rat runs' to traffic have resulted in beautiful family friendly neighbourhoods for all to use.

**Our proposal is as follows;**

1. The new proposed 'shared path' extension should be redirected from it's starting point in Freshwater Village directly onto Oliver St then into Cavill St and continue the proposed route to Manly (see highlighted in yellow on map below).
2. There also needs to be a pedestrian crossing on Cavill St/Queenscliff Road.

## Appendix C - Submissions received by email

RE: Shared Path Extension – Queenscliff to Freshwater

Dear Philip,

Thank you for your letter in the post this week regarding the proposed shared path extension from Queenscliff to Freshwater. As a resident, we (and many others) have had long standing concerns regarding safety along Crown Rd, particularly the intersections of Crown Road and Cavill Street + Crown Road & Dowling Street. On a daily basis the residence of Crown Road experience the unpredictable and often unlawful speed of vehicles traveling in both directions, lack of visibility at intersections, difficulty crossing the road due to the volume and speed of traffic and difficulty backing out of our driveways.

So, given that safety is already an issue, then any increase in foot (and bike) traffic will escalate the existing problem enormously (especially for children and those with mobility issues). Therefore, we feel that implementation of safety measures to reduce the speed of traffic on Crown Road should be the number one priority.

We feel that the ultimate solution to all safety concerned would be the closure of the western end of Crown Road. This would also provide for a very safe crossing of Crown Road for users of the new shared path. However, I am sure other solutions such as zebra crossings could be also be considered.

Kind Regards

[REDACTED]

[REDACTED]  
Crown Road  
Queenscliff. NSW 2096

Good morning,

I am writing in response to the letter received detailing plans to extend the shared pathway from Queenscliff to Freshwater.

I am very much in agreement with this plan but would like to make a request that has been on my mind for some time. To get across to the Eastern side of Cavill Street you must either take your life in your hands at the dangerous Cavill/Oliver St lights crossing, or cross closer to Dalley Street on the flat where there is no formal crossing. The Oliver/Cavill intersection sees regular accidents and my family have nearly been hit by cars not abiding to the green walking man when turning left into Cavill from Oliver.

So, is it possible to consider some kind of crossing on the flat of Cavill Street near Dalley Street? Even a refuge crossing? A lot of people (including children) cross there to access school buses and the 136, and a crossing would make it much safer, as well as giving safe access to the shared pathway.

Alternatively a proper red/green filter light on the left turn into Cavill from Oliver would leave me slightly more comfortable in having my family cross there.

I look forward to your thoughts.

Many thanks

[REDACTED]

Cavill St resident



ATTN: Philip Devon

RE: Traffic Management - Crown Road, Dowling St and Cavill St intersections

Dear Philip,

We have recently lodged a letter outlining our safety concerns to Philip Gray - regarding the installation of the new shared pathway extension along Crown Road.

The traffic and safety concerns along the western end of Crown Road, including the intersections at Crown and Dowling Street and Crown Road and Cavill Street have been long standing concerns of Crown Road residence. We understand this issue has been raised many times before. Over the last decade, due to development (especially high density living) in the area, there has been a substantial increase in traffic, particularly the Dowling Street to Crown Road to Cavill Street flow of traffic to avoid the traffic lights at Cliver and Lawrence Street. Therefore, this ongoing safety issue has amplified and needs to be reconsidered by the Traffic Committee, with a new assessment of the situation. This will be particularly important from a safety point of view with the proposed shared pathway, which will further increase bicycle and pedestrian traffic (including strollers, and those with mobility difficulties). Hence, we feel that Crown Road safety concerns need to be addressed and considered as part of the proposed project.

Some suggestions that could be considered include:-

**1) The closure of the western end of Crown Road**

This would solve multiple issues such as:-

- The lack of safety of the right turn into Crown Road from Cavill St as well as the safety of the left and right turn turn from Crown Rd onto Cavill.
- The safety issue at the intersection of Dowling St and Crown Rd. This is currently a three-way intersection, where crossing the road for pedestrians is dangerous.
- Decreased speeding and volume of traffic will assist with the poor visibility of cars backing out of driveways down the western end of Crown Road (especially around the Dowling Street intersection).
- It will resolve the issue of vehicles speeding across the intersection (often well above the speed limit) as they travel in both directions along Crown Rd. This will making it much easier for pedestrians and others to cross the road.

**2) Restricted right hand turn out of Dowling St into Crown Road** – during peak morning and afternoon times along with a restricted Right hand turn into Crown Road from Cavill St during peak morning and afternoon times.

**3) Traffic calming devices and pedestrian crossing** - however we are aware that this will come at the expense of parking in the area which is already difficult.

We would appreciate this being considered as part of the proposed shared path project.

Kind Regards

[Redacted Signature]

Dear Phillip,

I am writing to you regarding the Shared path extension from Queenscliff to Freshwater.

I am not objecting, I just have a question.

I live at ■ Dalley Street and I have a grass verge either side of the existing footpath and an established native tree growing on the verge closest to the road. I have measured the proposed width of the new path and realise that I will lose one of the grassed verges (assuming the one closest to the road, or a bit of both?). However I would like to be able to retain the tree. There are many telegraph poles in a similar position to my tree along the road that I assume will remain and the path extension will deviate around by being a bit narrower, will the same be done for my existing tree? I hope so.

Looking forward to your feedback.

Kind regards,

■

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To Whom it May Concern,

What a wonderful project. However surely Council cannot keep taking without giving!

As you would be aware this is a high density area, where parking is virtually impossible and the number of unit blocks appear to continually increase. Every time some 'improvement' is made, parking spaces seem to be lost. A space on Cavill St was recently lost, although I believe I gave a reasonable alternative (I did not receive a response from Council to my suggestion).

Of course it would be great if everyone caught public transport, but unfortunately the reliance of a car to visit friends/family for most is the best or only option. I find myself in a position where I cannot entertain or have family/friends visit as there is no where for them to park, evenings and weekends are impossible. Imagine having a Council where constituents have to sell their properties, as people can't visit! Most of my neighbours are in a worse situation than I.

Looking at the map on your correspondence, it seems the path on Cavill St is only a short distance, however it appears that it will be an area where "minor loss of street parking" will occur. You did not even mention Cavill St in the body of your correspondence – this is not the first time this has occurred.

I feel sure the residents of Cavill St, would like to know –

1. Why a street affected by these changes was not even mentioned in the correspondence?
2. How will the lost of parking (again!) be compensated?

Sincerely

■

■ Cavill St,  
Queenscliff NSW 2056

Dear Philip

Thank you for your time on the phone last Friday (38<sup>th</sup> August 2020) regarding mine and my neighbours concerns for pedestrian safety on the Western End of Crown Road in Queenscliff. As discussed, we have had long standing concerns regarding safety along Crown Rd, particularly the intersections of Crown Rd and Cavill St & Crown Rd & Dowling St. On a daily basis the residence of Crown Road experience the unpredictable and often unlawful speed of vehicles traveling in both directions, lack of visibility at intersections, and difficulty crossing the road due to the volume and speed of traffic. Therefore, since receiving the notification regarding the proposed shared path project, which would further increase pedestrian traffic to the area, we feel particularly concerned about safety of the area, which really needs to be looked at more broadly.

As I understand from our discussion, the likelihood of pedestrian crossings on and around Crown Road (as part of this project) is currently low. However, given that safety is already an issue, then any increase in foot traffic will escalate the existing problem enormously. Therefore, we feel that implementation of safety measures to reduce the speed of traffic on Crown Road should be the number one priority. In addition, it is well known that the route along Dowling, turning right into Crown Rd is a 'rat run' to avoid using the main road intersections along Lawrence Street and Oliver St. So, as the residential density increases in our area, we know that this volume of traffic is only going to increase.

As we have previously presented to council, a solution to all of these problems, would be the closure of the western end of Crown Road, which would also provide for a very safe crossing of Crown Road for users of the new shared path. As you have advised, we will also submit our concerns to our Traffic Engineer for the area, where we will request that our safety concerns are considered in conjunction with the proposed shared pathway project.

We look forward to your response of our concerns regarding the design and development of your proposal.

Kind Regards

[REDACTED]

[REDACTED] Crown Road

Queenscliff

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After studying the proposed route for Council's shared path extension, I would like to inform you of my concerns.

I live in 1/1 Cavill St. Queenscliff and my 89-year-old mother is in the upper duplex, 2/1 Cavill St.

Our section of Cavill St. -- with Crown Rd on one corner and Dalley St. on the other -- is a stretch of road best described as being very dangerous.

Going in and out of the driveway is a challenge.

To make you understand why I strongly object to the proposed route, I would like to invite you to use my driveway during peak hour on a weekday or mid-morning on a weekend. There are 3 manoeuvres I would like you to attempt:

- Turn into the driveway from the other side of the road.
- Turn into Cavill St. from Crown Rd. then enter the driveway
- Reverse out of the driveway

PERFECT TIMING is required. You will need to be aware of several things: Is the 136 approaching the bus stop? Are vehicles coming from the north end of Cavill St. or turning into it from Oliver St.? Then you need to watch out for vehicles from Crown Rd. All southbound vehicles turn into Dalley St. at high speed.

A shared path along this stretch of Cavill St. will increase the likelihood of a fatal collision. All it takes is for the sudden appearance of a cyclist.

I am sure you are aware of how unpredictable cyclists can be. And I am just as sure that you have seen many people -- men and women alike -- pushing prams or strollers while looking at their mobile phones.

My mother has mobility issues. She is, as I said, 89 years old. She uses a rollator, her reflexes are slow, and she has had to watch out for kids on skateboards. I dread to think what could happen as she tries to go from our driveway to the bus stop when cyclists and people on mobility scooters are encouraged to use this path.

There are many nightmare scenarios one can imagine. And they can be avoided by a simple re-routing of the path.

#### **WHY NOT USE THE EXISTING PUBLIC PATHWAY?**

All that needs to be changed is where the route goes after Dowling St.

It makes sense to have it continue left into Crown Rd., for just a few metres, until it is approximately opposite the public pathway that connects Crown Rd. and Dalley St.

Many locals push strollers up and down this path, cyclists (who know of its existence) use it, too. It is a shortcut that many of us have utilised for a long time.

The land to the left of the path is council land. On Crown Rd., there is a children's playground, then towards Dalley St., there's a community garden.

As you go down from Crown Rd., the concrete path is very wide. Lower down it needs to be widened, especially next to the community garden. Some aluminum planters will need re-locating, but there is ample space to accommodate this. The gardeners affected by the path development could do with some assistance from Council.

#### **THE ADVANTAGES**

Firstly, this is **THE SAFEST ROUTE** because it allows users to avoid the vehicles leaving or entering 28 driveways:

- 3 driveways on a very dangerous stretch of Cavill St.
- 14 driveways on Crown Rd. (over 90% of which belong to homes with very young children who can suddenly run on to the footpath)
- 11 driveways on Dalley St. (close to the corner of Cavill St. and Dalley St. is a huge rock that makes creating a 2.5 shared path near impossible. More on this later...)

Secondly, this is **THE LEAST DISRUPTIVE ROUTE**. It does not impact on the utility connections that run underneath the paths and the verge. Think:

- High-voltage power lines that were moved underground some years ago. (Has Council consulted the electricity people?)
- Gas
- Water
- And the wonderful NBN

Thirdly, Council can complete the path in less time and at significantly less cost because ...

- **It won't have to realign Cavill St and a section of Dalley St.**

The word "realign" is causing much confusion among residents.

A surveyor explained to one of my neighbours that Council is extending the concrete path into the verge area, and is making it as level as possible, and that vegetation will be removed. The driveways on Cavill St are all on a slope. Can you guarantee that there will be no sudden drop from the driveway to the path?

A few days ago, another Council worker explained to one of my other neighbours that the path would be widened towards the street and that the verge would not be touched. This saves the plants but still poses a risk to people.

However, I have just received a letter from Council's Transport Network manager, informing me of plans to "allow two travel lanes in the peak traffic flow direction" on the east side of Cavill Street. The question is: How do you extend the path into the road and still allow for two lanes?

We are not just concerned about the proposed route, we are very, very confused.

- **It won't have to reduce much-needed vegetation in the suburb and repair damaged walls.**

If the surveyor my neighbour spoke to is right, then I am worried about my brick wall. Over 20 years ago, Council planted a banksia in front of the wall. This is now a mature tree. I do not know how far and how deep the root system is. The wall is perfectly straight at present, but if the tree is removed, it may destabilise the wall. I expect Council to rebuild it.

- **It won't have to cut the huge rock on 21 Dalley St. in order to widen the path.**

This is a complex and costly undertaking. Furthermore, it fails to take into consideration that 21 Dalley St. is a Heritage Listed property. It sits well above the road; the steps, which have been cut into the rock, provide the only access to the house.

Lastly, there is the advantage of making enormous savings that can be used to extend the path beyond Dowling St.

I trust you will take into consideration the concerns I have raised. And I would like you to know that I am serious about inviting you to use my driveway during peak hour. It is the best way to understand why those of us with driveways on Cavill St. are opposed to the proposed route of this shared path. While you are here, we will be more than happy to take you around to see the public path that already exists.

If you nominate a day and a time, I will arrange for as many of us as possible -- including neighbours from Dalley St. and Crown Rd. -- to be present.

If, however, your schedule will not allow this, at least take 10 minutes to stand at the corner of Cavill/Crown and Cavill/Dalley and observe the traffic and speed during peak hour.

Yours sincerely,

  
Cavill St.  
Queenscliff NSW 2096

**RE: Shared path extension – Queenscliff to Freshwater**

Dear Phillip,

I am writing in response to your letter re the shared pathway from Queenscliff to Freshwater. I have concerns about this proposal and its safety for all those who use this section of road (pedestrians, cyclists – both recreational and road cyclists, residents and vehicle drivers). I believe the cycle/pedestrian path along Queenscliff Rd, Cavill St and the western side of Crown Rd is a hazardous proposal for the following reasons:

**1. Traffic pressure**

- The corners and associated intersections of Cavill St, Crown Rd and Dowling Streets are already very congested during peak periods M - F and all day on Saturdays. Traffic will often back up from the Crown Rd Cavill St intersection all the way back to its junction with Dowling Street. To add another element to this very busy section of road would be downright dangerous without proper installation of traffic calming/slowing devices or the installation of a proper pedestrian crossings.
- The Crown Rd/Dowling Street intersection is already used as a rat run for many cars who seek to cut through from Manly to Freshwater/Curl Curl. To add another element into an already tight corner here – one that is utilised by busses, pedestrians and cyclists without the mandatory installation of pedestrian crossings would exacerbate the existing problems enormously.
- The proposed traffic/no right turn changes for the Cavill/Oliver Street intersection (proposed 25<sup>th</sup> August, Phillip Devon) will only exacerbate the 'rat run' effect and increase the already heavy number of cars which use this as a way to cut through the back streets to Freshwater. Adding another element to this mix seems like it is asking for trouble.

**2. Local topography**

- Crown Rd and Cavill St meet on the crest of a hill. Visibility is already limited from either side of the crown and adding another element of a bike path and cyclists to the corner here would be dangerous. I watched numerous times as people attempt to cross the road dangerously here.
- The corner of Cavill St near Dalley St when travelling Sth. to Manly is a dangerous corner being narrow and sharp. It is further complicated by the 136 Bus route and associated stop. Adding further elements to this already narrow and busy corner, even if sections of footpath are taken over, ignores the already hazardous nature of this area of road.



- There are also large, old banksia trees near this 136 Bus Stop, which provide shade and shelter. Removing these would be detrimental to the local streetscape and environment.

## 2. Pedestrian demand

- Living on the Western end of Crown Rd, and observing people's movements, I believe pedestrian demand for the new path would be limited. Instead, most pedestrians from Manly to Freshwater opt to walk up the large, wide concrete path alongside the community garden linking Queenscliff Rd and Crown Rd. All other pedestrians use the newly installed paths and stairs at the eastern end of Queenscliff Road/Crown Rd.

## 3. Cyclist demand

- Pleasure cyclist demand for the route along Crown Rd and into Dowling Street is limited.
- Most pleasure cyclists instead take the wide path which runs down the side of the community garden and which connects Crown Rd and Queenscliff Rds.
- 'Road cyclist' demand is heavy. Road cyclists use the Dowling St > Crown Rd > Cavill St > Queenscliff Rd route heavily every morning before peak periods (preferring to ride in the cooler weather). Being road cyclists, these cyclists *prefer* to use the roads, and as a rule they do not make use of shared bike & pedestrian paths.

## 4. Loss of landscape, tree coverage and parking

- Street parking is already at a premium around Cavill, Crown and Dowling Streets. To put forth a proposal which would result in the loss of valuable and needed car space seems ill thought through. Many apartment dwellers who have no parking available utilise these street areas to park.
- Loss of street parking would also be a major hinderance to the northern beaches residents who utilise the small dance studio located at 94 Crown Rd.
- Loss of landscape – the verge along the southern side of Crown Rd and the sides of Dowling Street is home to many established trees and shrubs, all of which add to the streetscape and provide shelter for local birds and insects.

If the council has usage studies plans showing there is demand for such a path, I would like to view them.

If, due to usage demand a path must be constructed, then I respectfully suggest the following alternative:

### 1. Routing the shared pedestrian bike path desired by the Council up the side of the community garden/green space which links Queenscliff Rd and Crown Rd.

- As you are no doubt aware, there is already a large, wide concrete path which links these two roads, and if you spend time here, you will observe that this is actually the preferred route of pleasure cyclists and pedestrians who use this wide, off road path, to safely cut through from Manly to Freshwater.
- The concreted path here is already concreted and wide, so a shared path should have no or minimal impingement on the community garden

### 2. Refurbishment of the play area/park on Crown Rd – making the area more of a destination and a place which pleasure cyclists can stop on their route from Manly to Freshwater – adding

new drinking fountains/bottle refill stations and perhaps also a bike fixing station as the council has installed in other areas.

As a final note, on a daily basis the residents of Crown Rd experience the unpredictable and often unlawful speed of vehicles travelling in both directions on their road, a lack of visibility at intersections (both Cavill/Crown and Crown/Dowling) and difficulty crossing the road due to the volume and speed of vehicle traffic – both local and those using the ‘rat run’. Your notice about the shared path project, which looks to further increase foot and pleasure cyclist traffic to an already congested and dangerous area raises many concerns about the safety of the area, which I feel needs to be looked at more broadly.

Thank you for accepting my submission. I look forward to you acknowledging my letter and additionally to discussing the issues raised within it with you.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED] Crown Rd, Queenscliff

[REDACTED]



General Manager  
Ray Brownlee  
Northern Beaches Council  
P.O. Box 82  
Manly NSW 1655

8 September 2020

Dear Mr Brownlee,

**Re: Proposed Path Upgrades – Brookvale to Dee Why and Freshwater to Queenscliff.**

Thank you for the opportunity to comment on the Proposed Path Upgrades– from Brookvale to Dee Why and Freshwater to Queenscliff. Northern Sydney Local Health District (NSLHD) Health Promotion is committed to ensuring that the built environment has a net-positive impact on the health and well-being of individuals and the wider community on the Northern Beaches. In this context, we commend Northern Beaches Council's commitment to increase safer cycling and walking as healthier alternatives to using a car. These strategies are supported by evidence-based guidelines as important contributors to the health of the population<sup>1</sup>.

**Proposed Path Upgrade – Brookvale to Dee Why**

Health Promotion commends Council's proposal to extend the shared path network from Warringah Mall and Brookvale B-Line to Dee Why. The paths would be widened to 2.5m to allow for usage by cyclists and pedestrians. Whilst the 'gold standard' for paths is to separate cyclists from pedestrians, it is appreciated that retrofitting these is not always practicable due to road space constraints and decreased car parking and reduced access to shop fronts that this may cause.

**Proposed Path Upgrade – Freshwater to Queenscliff**

Health Promotion commends Council's proposal to extend the shared path network to connect Manly and Queenscliff to Freshwater Village. However, the proposed route raises safety concerns. It has five street crossings, three of which are considered to be dangerous. Cars travel at speed along Crown and Queenscliff Roads, making them dangerous to cross, despite two pedestrian refuges on Queenscliff Road. In addition, there would be no safe method of crossing the road at the junction of Lower Greycliffe St and (lower) Bridge Rd, which is a sharp, steep bend as it approaches Queenscliff Bridge.

Furthermore this is a long-winded route between Queenscliff and Freshwater Village. The vast majority of people take the direct route – the steps up from Lower Greycliffe St to Pavilion St and down from (upper) Bridge Rd to Undercliff Rd and this is unlikely to change by upgrading the path.

**Recommendation:**

NSLHD Health Promotion recommends Council consider three alternate routes, beginning with the Health Promotion's most preferred:

- 1) To capture the vast majority of pedestrians and cyclists who traverse this route, redirect the proposed shared path, so that it runs down Lawrence and Albert Sts and turns right into Moore Rd. Moore Rd is a very wide road that could cope well with a 2.5m shared path or better still, a separated cycleway. From Moore Rd the path would link to the south-eastern end of Undercliff Rd.

<sup>1</sup> Kent, J., Thompson, S.M., and Jalaludin, B., Healthy Built Environments: A review of the literature, Sydney: Healthy Built Environments Program, City Futures Research Centre, UNSW



At this location Council would construct a switch-back to (upper) Bridge Rd, to serve the same equity and access purposes as the switch-back Council is designing on the south side of Queenscliff Headland or tunnel through from Undercliff Rd to Lower Greycliffe Rd, thereby avoiding constructing two sets of switch-backs. This route would also avoid any road crossings and would therefore be much safer than Council's proposed plan. Health Promotion appreciates that a tunnel may be prohibitively expensive, however construction of two switchbacks is also an expensive undertaking, so Health Promotion recommends Council weigh up the costs and benefits prior to proceeding.

- 2) Redirect the shared path so that it runs up Dowling St, eastward along the northern side of Crown Rd, then right into (upper) Bridge Rd, to link to the switchback being designed by Council from (upper) Bridge Rd to Lower Greycliffe St. This route would still have five road crossings, however none of these are in dangerous locations and it would be more direct than the proposed route.
- 3) A minimal change to Council's exhibited route would be to continue the shared path along the northern side of Queenscliff Rd into Pavilion St, turning right into (upper) Bridge Rd and linking with the switch-back being designed by Council from (upper) Bridge Rd to Lower Greycliffe St. This would remove the dangerous road crossings at Queenscliff Rd and the corner where Lower Greycliffe St meets (lower) Bridge Rd.

Building shared paths is an expensive undertaking and Health Promotion believes that it is highly unlikely that Council will be able to afford to build another shared path between Queenscliff and Freshwater for a very long time, so it is important that the safest, most beneficial and practical route is chosen for this path.

Thank you for the opportunity to comment on these two important shared paths which will encourage active transport for not only Brookvale, Dee Why, Freshwater and Queenscliff residents, but for all Sydneysiders and tourists to the Northern Beaches to enjoy.

Yours sincerely,



David Morrissey

Health Promotion  
Northern Sydney Local Health District  
Brookvale Community Health Centre,  
Level 4, 612-624 Pittwater Rd Brookvale NSW 2100  
Tel (02) 9388 5289  
david.morrissey@health.nsw.gov.au

████████ Crown Road,  
Queenscliff, NSW, 2096  
8/09/2020

Mr Philip Gray,  
Transport Project Officer,  
Northern Beaches Council.

**Re: Shared Path Extension – Queenscliff to Freshwater –Your Ref: 2020/488137**

In response to NBC's letter of 20 August 2020, regards the above subject and reference, we would like to advise our "NON SUPPORT" for the proposal as presented, for the following reasons.

My Wife & I have lived at the corner of Crown Rd & Cavill St, Queenscliff, for 35 years and regularly walk around and observe the area covered in this proposal. In that time we have met and discussed the many problems of the area with State and Council representatives.

**Route:**

- (1) The vast majority of people coming south from Freshwater up Dowling street, heading for Queenscliff, turn left (east) on Crown Road, then cross at the bus stop outside of 127 Crown Rd, then proceed (south) down the pathway in Crown Reserve, to Queenscliff/Dalley Rd, then on to Queenscliff-Manly. This includes pedestrians, cyclists and mothers with prams. (It has been many years since we have seen a mobility scooter or a wheelchair in the area). Many families stop and use the Crown reserve playground.
- (2) Those people who turn right (west) from Dowling St into Crown Rd, walk to the corner of Crown & Cavill St, then the great majority cross to the western side of Cavill St and proceed to the local apartments, Dalley St (west) or the public pathway to Pittwater Rd.

**Environment:**

- (1) To build an unobstructed 2.5 metre wide concrete path on the eastern side of Dowling Street, will require the removal of several mature trees and the replacement of the grass nature strip with concrete. As there is no pathway on the western side of Dowling Street, this would require pedestrians, prams etc., to mix with cyclists on a steep stretch of path and this steep stretch would be of major safety concern for mobility scooters and wheelchairs.
- (2) To construct a 2.5 metre path on the southern side of Crown Road, from Dowling St to Cavill St, would again require the removal of either or both, mature trees and/or private gardens, as well as replacing the grass nature strip with concrete.
- (3) For the section from the corner of Crown Rd, south on Cavill St to the corner with Dalley St, the proposal suggests, "possible kerb realignment" to achieve the required 2.5 metre concrete path, this would again require, the removal of trees and gardens, in addition the grass nature strip along this section is sloped from 122 Crown along to 23 Dalley St. This may cause issues for entry into the houses and driveways for 122 Crown Rd, 1 Cavill St and 23 Dalley St.

- (4) Where Cavill St meets Dalley St, the path on the (25KPH) left hand corner narrows to one (1) metre for approx 5 metres in length, because of a large sandstone rock some 1.7 metres tall, into which the stairs and a ramp have been carved for entry into the Heritage listed house at 21 Dalley St. Should the council care to inspect the area, they will find the original 1.5 metre high sandstone fence, stretching from 23 Dalley through to 19 Dalley St is in danger of falling onto the pathway.

The one metre wide area of path cannot be extended out onto the Dalley St roadway, as the corner is very tight for buses and trucks heading south now.

- (5) From there along Dalley St to Queenscliff Rd would also require the removal of grass nature strips/ gardens to be replaced with 2.5 metres of concrete pathway.

**Replacing mature trees and grass nature strips with 2.5 metre wide concrete paths is environmental vandalism.**

**Amenity:**

- (1) Street parking in the entire area is extremely limited, partially due the fact the majority of the apartment buildings are old and therefore have limited parking, so, in the evenings and on weekends it is almost impossible to get a street park. The possible removal of three street parking spots (due to kerb realignment) on Cavill St beside my house, will make it difficult and dangerous for my wife and I to exit our garage into Cavill St. This would also affect parking for family and friends visiting houses on this stretch of Cavill St.
- (2) From the intersection of Dowling St and Crown Road, going west down Crown Rd to Cavill St then around and along Dalley St, you have single family dwellings, who I am sure do not want 2.5 metres of concrete path out the front of their house's, in lieu of trees and grass nature strips, a significant loss of amenity and property values. Plus the problems of exiting their garages.

**Council Transparency:**

It would appear that details of this NBC proposal letter (ref: 2020/488137) has had limited distribution in the affected area, as several people have said they have not been notified nor received this letter and therefore will have no input into the project.

**Conclusion:**

Again we emphasise our response is "NON SUPPORT". The best, most direct and safest route from Freshwater on Dowling St and Crown Rd is via Crown Reserve to Queenscliff Rd and vice versa. Crown Reserve, which the council already own, has a wide pathway and the \$50,000 budget could be used to improve this area and make it picturesque, with gardens, seats and a better pathway. Many families stop and use the playground in Crown Reserve, coming and going from all directions.

Suggest NBC Councillors and staff members attend the area, for a period of time to observe how it is utilised.

Yours Sincerely

[Redacted Signature]

cc. Curl Curl Ward Councillors.

---

NBC Ref: 2020/488137

Page 2



#### New Shared Paths Proposals

1. Brookvale. Fully supported, as they expand the bike network and incorporate key connections.
2. Queenscliff. Also fully supported for the same reasons.

However, in relation to 2, I note that the accompanying map (see below) purports to show an existing shared path across Queenscliff Bridge and up the hill on the (lower) Greycliffe slip road.

Not only is the bridge **not** a shared path, but there is a sign clearly informing cyclists that the shared path ends at the bridge (photo 1). Legally, they are obliged to dismount to cross the bridge, although few do of course.

Also, heading N there is a short strip of shared path which ends at the slip road, Greycliffe (photo 2). That first section of the road is **not** a shared path and does not even have any bike logos or directional arrows. It's currently a low speed shared zone for pedestrians and vehicles, as per the sign.

Continuing N through a narrow connecting link path there is a poorly defined area, also lacking in logos, before the actual shared path on the remainder of Greycliffe, on to Queenscliff Rd.

Finally, the map shows a circle at the junction of the (non shared bridge) and the short shared path. As the 2 sections already merge seamlessly (albeit confusingly) what does that circle depict?

My recommendation is that when/if the expansion of shared paths at Queenscliff proceeds, at the same time

- the bridge should be formally designated as shared and
- the entire section along Greycliffe be regularised and upgraded, with logos, appropriate line markings and directional signage.

It will then be clear this is the designated safe route for cyclists.

---

Northern Beaches Council  
PO Box 82  
Manly NSW 1655

20\_\_ /

From: [REDACTED]  
[REDACTED] Crown Road  
Queenscliff. NSW. 2096  
[REDACTED]

RECEIVED  
NORTHERN BEACHES  
COUNCIL  
10 SEP 20  
MAIL ROOM

Attention: Philip Gray -Transport Project Officer  
Attention: Philip Devon – Manager Transport Network

Re: Shared Pathway Extension – Queenscliff to freshwater and 'No Right Turn Ban into Oliver - from Cavill St'.

The residents of Crown Road Queenscliff have had long standing concerns about the **lack of safety for pedestrians and vehicles**. This is particularly evident down the western end of Crown Road, at the busy intersections of Crown Road / Dowling Street and Crown Road / Cavill Street. Over the last decade, due to new developments (especially high density living) in the area, there has been a substantial increase in traffic, particularly the Dowling Street to Crown Road to Cavill Street (rat run) flow of traffic to avoid the traffic lights at Oliver and Lawrence Street. Apart from the high volume of traffic, cars and motorbikes regularly speed down Crown Road above the speed limit. This is especially the case on the slightly downhill stretch of road from approximately 74 Crown Road - towards the western end of the street. I will also point out that on this section of Crown road there is a **children's playground** and **'Bluebird' Children's Dance Studio**. So, children are often out in numbers trying to cross the street with no means of a safe crossing (zebra crossing etc). Furthermore, reversing out of driveways / carports along this section of Crown Road is extremely difficult due to lack of visibility of cars travelling along the road often above the speed limit. Many in fact do not know the speed limit as **there are no signs to indicate**.

This existing safety issue will be intensified immensely if the proposed plans of an extended shared bike path and also 'No Right Turn Ban into Oliver - from Cavill' go ahead, which will increase traffic and pedestrian volume to Crown Road and Dowling Street. The thought of trying to back out of our driveway with a further increase in traffic volume, as well as an increase in small children, strollers and bike riders is frightening.

So, residents feel that this matter of safety needs to be addressed well before considering an extended shared pathway from Queenscliff to Freshwater. As far as the proposed 'No Right Turn Ban into Oliver - from Cavill St' goes, **we are a NO**, as this will increase the volume of cars turning into Crown Road to access Freshwater (hence amplifying our existing safety issues).

Some suggestions that should be considered (to increase safety) include:-

- Closing the Western end of Crown Road! – this solves a magnitude of problems.
- **Reducing the speed limit** of Crown road and Dowling Street and policing it.

- **Traffic calming devices** - down the western end of the street (where no buses travel) such as a speed hump or chicane.
- A **zebra crossing** on Crown Road and possibly Dowling St with **zig zag road lines** in the lead up to it.
- To counteract the loss of parking -**restricted parking of 2 hours** (on Crown Rd and Dowling St) for non-residents and all-day **permit parking** for residents of **Crown Road and Dowling Street only**.

Kind Regards

[Redacted Signature]

---



Attention: Philip Gray -Transport Project Officer  
Attention: Philip Devon – Manager Transport Network

**Re: Shared Pathway Extension – Queenscliff to freshwater**

Hello – thank you for your recent communication and reaching out to us, we really value being included in this planning and investigation.

I am a resident of Crown Road Queenscliff. I wish to raise my **non-Support** into the current proposed plans of an **extended shared bike path, I would like council to consider some proposals / options and also note strong non-support for the below reasons:**

**Proposals / Options:**

- Mirror **the oneway access system** in Manly (eg. Alexander St, Golf, Rolf Parade, Pacific Parade Manly Flats). Closing the western end of Crown Rd only to one way traffic, this would alleviate all non residential motorists trying to take short cuts through Crown Rd, Dowling St, Undercliff St (to avoid the traffic lights and main roads Cavill / Oliver Streets) this would result in less accidents provide safety and alleviate the current huge congestion, it just makes more sense.
- Consider **Closing the Western end of Crown Road** – this solves a magnitude of problems.
- Direct the shared pathway and **keep mainstream on Albert St Freshwater, Left onto Oliver St and left onto Cavill St to continue onto Queenscliff Road.**
- Consider putting this shared pathway along the ramp beside **Crown Rd – Playground / Freshwater community Garden exiting onto Queenscliff Road.**
- Direct this pathway up the Eastern side of Crown Rd and around **Pavillion St exiting onto Queenscliff Road then Greycliff St.**
- Direct this pathway up the Eastern side of Crown Rd and introduce a **ramp straight down (beside the Queenscliff Steps directly onto Grey-Cliff St.** (More Scenic, more beautiful, less crowded, less traffic, safer and makes more sense.
- Road Safety - Cavill St / Crown Rd / Dowling St (T- sections) are **extremely unsafe for Children, Pedestrians, Motorists and Cyclists.** Adding a bike lane into this already unsafe situation will only exasperate these known accident blackspots.
  - Just this very weekend (5<sup>th</sup> Sept), **I witnessed a child nearly getting knocked down** trying to cross this intersection and didn't see the car turning right from Cavill St onto Crown Rd. I welcome Council to come visit this area especially on weekends when traffic is increased x100. It is extremely unsafe for everyone. Adding a bike pathway to this congestion is unimaginable and will only increase the already tremulous negotiations residents have to go through when backing out of their driveways not to mention the already highly dangerous blindspots on these roads.
  - **Frequent near misses** at Dowling St / Crown Rd intersection & Cavill St / Crown Rd. intersection due to obstructive vision. Adding a bike pathway to this scenario is unimaginable and would only increase the already tremulous negotiations residents have to go through when backing out of their driveways
  - **Children at play – every household on Western End of Crown Rd has a baby, toddler, school age child. Their safety is our no.1 concern.**
  - These **residential streets are heavily used by commercial vehicles, School buses,** (Queenwood and Mosman Prep School buses are now utilising this intersection) along with Bus routes 136 and 139 not to mention the constant flow of delivery trucks and commercial vans. Adding a bike pathway to this congestion is unimaginable and will only increase the already tremulous negotiations residents have to go through when backing out of their driveways.
  - Couriers / Commercial vehicles / Buses / Pedestrian volumes have tripled due to the **Covid Pandemic and residents working from home.**
  - Every Bus / Commercial vehicle turning at the Dowling St / Crown Rd/ Cavill St intersections cannot complete this turn safely. There is no room as it is for this volume of traffic, Adding a bike pathway to this mix is unimaginable.
  - This will most definitely have fatal implications.

- c Every Child or pedestrian trying to cross these roads put their lives at risk in its current form nobody can cross the road safely - extremely unsafe for Children.
- c Every vehicle has to negotiate / turning at these intersections, **pedestrians and children cannot be seen.**
- c **Obstructed vision in both Dowling St /Crown Rd T-section and Crown Rd / Cavill St T-Section. Pedestrians and cyclists cannot be seen.**
- c Well known area for Accidents and Blackspots I witness several near misses everyday and constantly hear, skidding, horns and frustrated motorists (those trying to take the short cut from Freshwater village). Pedestrians and residents are not included in this frustration, if **crossing the road you take your life in your hands.** Adding a bicycle lane into this mix will only result in fatalities.
- c This is a **huge safety concern, traffic is x100 on weekends and council should conduct their investigations on weekends to take immediate action.**
- c Summer traffic is another huge concern traffic is increased x 200% there are more children at play, surfers, pedestrians, holiday makers, beach goers . The volume of holiday traffic during spring / summer seasons is colossal. Adding a bike pathway to this congestion is unimaginable and would most definitely have fatal implications.

Please can you look at this through a safety & practical lense. We have witnessed too many accidents and near misses especially of late due to the current unsafe road / traffic situation at the western end of Crown Rd. Every household on the Western end of Crown Rd. has at least 2-3 toddlers, infants and school age children each it is extremely unsafe for them at the moment.

Also to note – there is not one safe crossing zone from Queenscliff Road to Manly. Children / Pedestrians / Prams/ School age bike children/ Toddlers & infants on wheels cannot cross a street safely. There is no Zebra crossing on Queenscliff Road or traffic lights to help Parents with Prams, Bikes, Scooters, Toddlers cross safely. Parents cannot get down steps with prams, scooters, bikes, infants, toddlers and pedestrians are all at risk.

It is only a matter of time before somebody is killed.

Many thanks for your time and look forward to your response with hopefully a practical solution.

Kind Rgds

3. The western end of Crown Road should be closed off to traffic permanently at Cavill St.
4. There is no requirement for a 'no stopping right turn ban' at peak hours north bound at Cavill & Oliver St, instead a filter arrow on the existing traffic lights would solve any perceived minor traffic problem, which in our view does not exist.

**The reasons our proposal makes sense and should be accepted are as follows;**

1. This will eliminate the dangerous 'rat run' to and from Freshwater Village to Cavill St which has created two significant accident black spots at the junction of Crown Rd and Cavill St and the junction of Crown Road and Dowling St.
2. This will make our street safe for pedestrians and cyclists alike, particularly our children and elderly. The western end of Crown Road has become a raceway for speeding drivers taking advantage of the 'rat run' and lack of traffic calming. Pedestrians and cyclists also must contend with RTA buses, school buses, trucks etc. trying to navigate streets and turns that are way too narrow for their size.
3. Sending more cyclists down this route is a recipe for disaster. The traffic and 'shared path/cycleway' should be diverted to the roads where there is already traffic management (traffic lights etc) on Oliver St and Cavill St.
4. The shared path should not be directed past 15 driveways where cars already struggle to back out onto an extremely busy road. The shared path could impact up to 15 trees between Freshwater Village and Cavill St and nature strips, threaten our native wildlife including possums and kookaburras.
5. Parking is already a major issue on our street due to the overflow from the high-density apartment blocks nearby. The impact of the shared path, and no stopping restrictions proposed on Cavill St, on parking is another recipe for disaster.
6. The proposed alternative route for the shared path along Oliver & Cavill St is also much shorter in distance, therefore will save costs and more people are likely to use it as the shortest route is generally the preferred route particularly for cyclists.
7. Also, most cyclists would not bother to turn right from Dowling St onto Crown Rd, but would likely opt to take the shorter route by going left and then down the pathway past the Queenscliff playground and community vegetable garden to Daley St.
8. Our proposal will create a beautiful street at the western end of Crown Rd, which would be child friendly, safe for pedestrians and cyclists and preserve the heritage of one of the few remaining low-density areas in Queenscliff. The newly created family friendly street would be a haven not just for the immediate residents and their many children, but also for the nearby families in apartments who long for a street where their kids can play in safety.
9. We have a huge opportunity here to really make a positive difference to the long-neglected suburb of Queenscliff.

This is first time we have ever written a letter to Council and would not be taking the time and effort if we did not feel so passionately about this issue and major opportunity.

We implore Council not to dismiss this submission, and the many others I'm sure you will receive, but instead listen and work with us on a solution and outcome that will be applauded by the local community and make a positive impact to our beautiful street for generations to come.

Yours Sincerely,





Northern Beaches Council  
PO Box 82  
Manly NSW 1655

[REDACTED]  
[REDACTED] Crown Rd  
Queenscliff

ATTN: Philip Gray

Mob: [REDACTED]

**RE: Shared Path Extension – Queenscliff to Freshwater**

Dear Philip,

I am not sure if you ever received my letter dated 28<sup>th</sup> August, as I did not receive any sort of conformation. Well since sharing my safety concerns, it has been brought to my attention that to widen existing paths on your proposed route along Crown Road Queenscliff, it will come at the expense of garden beds (ie not the grass nature strip). This is yet another reason why the shared path extension should go up through the Queenscliff Community garden where there is already an adequate public pathway in place. In fact, there is so much room there, the path could be 3 metres wide (please see attached photo).

SO, the path should go up the community garden (existing path) and then cross (zebra crossing) in front of 104 Crown Rd apartments, before heading down Dowling Street. Please see attached photos which explain the appropriateness of this suggestion and the inappropriateness off the path going along the western end of Crown Road including my house at 108 Crown Road. Please also note the mature Bismarck Palm and established garden bed in front of 108 Crown Road is enjoyed by everyone living in the area. So this is another reason why the shared pathway extension should connect with the existing community garden path - and then turn left along Crown Rd, going past number 96 Crown and 100 Crown (where there is LOTS OF SPACE for a wide path) and then cross the road (with a safe crossing) at 104 crown Road.



above = existing community garden path with loads of space





above picture = in front of 96 / 100 Crown (lots of space)



above = 108 Crown Road – no space + mature Bismarck Palm



As far as our safety concerns go - On a daily basis the residence of Crown Road experience the unpredictable and often unlawful speed of vehicles traveling in both directions, lack of visibility at intersections, difficulty crossing the road due to the volume and speed of traffic and difficulty backing out of our driveways. In fact, 12 months or so ago my husband was in an accident with a motorbike rider who was speeding down Crown Road. My husband was slowly backing out of our carport (█████ Crown Rd) when the motorbike rider came speeding down the Road, her breaks failed, and she slammed into the side of my husband's car. The police and ambulance were involved SO there will be a record of this accident. My point being, that already, reversing out of our driveway is difficult due to lack of visibility and vehicle's traveling above the speed limit. It is hard enough dealing with this AND a busy intersection, let alone the thought of having an increase in small children trying to safely ride bikes and scooters across our driveway. The thought of it is frightening.

Please have this shared pathway extension link up with the existing community garden path and NOT go along the western end of Crown Road.

Kind Regards

████████████████████

Dear Phillip,

Please see below our feedback with regard to the Shared Path Extension – Queenscliff to Freshwater.

Dowling Street has seen an increase in traffic flow over the past number of years due to a rise in Freshwaters popularity and new unit dwellings on Lawrence Street. With or without the addition of the shared path extension, traffic calming measures need to be taken on Dowling Street to ensure that pedestrians and bike riders are kept safe.

Once the proposed shared bike pathway is complete the number of bikes utilising our street will no doubt increase and attract a number of younger bike riders. To ensure the safety of all I would propose the following measures be taken into consideration:

1. Due to lack of visibility at the intersections of Dowling Street at Undercliff Road and Dowling Street at Hill Street, I would recommend removing the on street parking on the eastern side of Dowling Street between Undercliff Road and Hill Street. This would result in the loss of 4 car parking spaces however would greatly improve the visibility for both pedestrians and motorists at these busy intersections.
2. Installation of a roundabout at the intersection of Dowling Street and Undercliff Road. This particular intersection lacks visibility and also causes traffic jams as motorists nudge out of Undercliff Road slowly to peer around the parked cars on the eastern side of Dowling Street. The 139 bus route travels along Dowling Street so when cars are parked on the eastern side of Dowling Street, and a bus in travelling in the northern direction, this makes for a very dangerous situation for cars turning left or right out of Undercliff Road. A roundabout would slow traffic and keep it flowing. This will also impact on street parking but greatly improve safety.
3. The 40km zone, which currently starts after Undercliff Road when travelling north, needs to be stretched out to start at Hill Street. This would slow traffic down well in advance of the built up pedestrian and bike areas. Currently the 40km zone sign post is partially covered by trees and very difficult to see.
4. We have also received notice from Council with regard to DA2020/0939. I note the location of the proposed driveway for both of the new dwellings is to be located on Dowling Street. For the safety of pedestrians, bike riders and the owners of the new properties I would stress again the need to remove the 4 car spaces on the eastern side of Dowling Street between Undercliff Road and Hill Street.

Please do not hesitate to contact me to discuss any of the above points.

Kind regards,

██████████  
██████████ Dowling Street  
██████████ Queenscliff  
██████████













To whom it may concern,

I have reviewed your proposal for a shared pathway and would like you to review my own concerns.

I live at no. [REDACTED] Dalley street, Queenscliff. My house is on the most dangerous part of the street. I am situated on the corner of Cavill/Dalley street.

The traffic approaching from either Oliver street or Crown road must come over the crest of the hill and they do so at great speed.

Indicating to access my driveway at no. [REDACTED] does not slow down traffic behind me, as they may think that I am intending to proceed forward around the bend and down Dalley street. There is no need to indicate if continuing forward!

The intention of creating a new shared pathway would be to get more people outdoors, increase both cycle and pedestrian traffic and possibly, to reduce motorists.

The reality is that there will be no reduction in cars on the road and any increase in pedestrian and cycle traffic will make an already dangerous corner even more dangerous and less safe.

Three minutes walk down Crown road is a community garden. The garden already has a good wide path for a good length between Crown road and Dalley Street already. Widening the lower section would cause virtually no inconvenience to anyone, would create a safe path for all to enjoy and cost significantly less to the ratepayers of the Northern Beaches.

The properties on Cavill street between Crown road and Dalley Street, on the side proposed for the new path, are all set back on a slope with retaining walls fronting them.

The council would be digging a considerable amount of earth away to make a level path which may undermine the retaining walls, and I presume that all greenery will be decimated to make way for a lot of concrete!

I invite all councillors involved in this proposal to visit my property and speak with myself and concerned neighbours. I would like you to see firsthand how difficult and dangerous this proposal is for this part of the street and to observe the difficulty in accessing and leaving my driveway.

I would like you to observe the slope of the median strip and the retaining wall in place to keep our properties secure. (please see attached photos)

I would like to have assurances that if this goes ahead as planned, that the Council will take all responsibility for any damage that you cause to my very old sandstone wall.

I would also like to know how you intend to keep me safe, pedestrians safe and cyclists safe as I am concerned that we may see fatalities on this corner if this pathway proceeds as planned.

[REDACTED]  
[REDACTED] Dalley Street  
Queenscliff 2096  
Sent from my iPad

Northern Beaches Council  
PO Box 82  
Manly NSW 1655

15 SEP 2020  
20\_\_ /

RECEIVED  
NORTHERN BEACHES  
COUNCIL  
15 SEP 2020  
MAIL ROOM

ATTN: Philip Gray

RE: Shared Path Extension – Queenscliff to Freshwater

Dear Philip

We have received your letter in the mail regarding the installation of the shared pathway from Queenscliff to Freshwater, and we have some serious concerns regarding safety issues for pedestrians, cyclists and other users of the path, particularly along the Western end of Crown Rd. We have had long standing concerns regarding safety along Crown Rd, particularly the intersections of Crown Rd and Cavill St & Crown Rd & Dowling St. On a daily basis the residents of Crown Road experience the unpredictable and often unlawful speed of vehicles traveling in both directions, lack of visibility at intersections, and difficulty crossing the road due to the volume and speed of traffic. Therefore, since receiving the notification regarding the proposed shared path project, which would further increase pedestrian traffic to the area, we feel particularly concerned about safety of the area, which really needs to be looked at more broadly.

We understand from discussions that have been had with our neighbour and you, that the likelihood of pedestrian crossings on and around Crown Road (as part of this project) is currently low. However, given that safety is already an issue, then any increase in foot traffic will escalate the existing problem enormously. Therefore, we feel that implementation of safety measures to reduce the speed of traffic on Crown Road should be the number one priority. In addition, it is well known that the route along Dowling, turning right into Crown Rd is a 'rat run' to avoid using the main road intersections along Lawrence Street and Oliver St, and now with the proposed plan to restrict the right hand turn from Cavill St into Oliver St (per Philip Devon's letter dated 25<sup>th</sup> August 2020, this is only going to exacerbate this issue.

As we have previously presented to council, a solution to all of these problems, would be the closure of the western end of Crown Road, which would also provide for a very safe crossing of Crown Road for users of the new shared path. We also propose that the most appropriate location for the share pathway would be through the community gardens area that currently links Queenscliff Rd and Crown Rd, then providing for a pedestrian crossing at the childrens playground to the other side of Crown Rd, we would like to understand why this option has not been considered further.

In addition we would also like an understanding of the proposed 'landscaping' or greenery inclusions within the pathway along Crown Rd, as we assume existing trees will not be able to be preserved? Also a better understanding of the treatment of existing large trees, particularly the paperbarks, along Dowling St, with the installation of the path.

We look forward to your response of our concerns regarding the design and development of your proposal.

Name/s: [REDACTED]

Address: [REDACTED] QUEENSLIFF

Email: [REDACTED]

Signature: [REDACTED]

(Copied letter. Received from 10 properties. Eight properties on Crown St, one property on Hill Street and one property Dowling Street).

## Petition wording

### **Petition to Chief Executive Officer of Northern Beaches Council**

We the undersigned wish to register our "NON SUPPORT" for the concept changes proposed by Northern Beaches Council – "Shared Path Extension-Queenscliff to Freshwater"  
(Reference: 2020/488137 of 20 August 2020).

We do not support the planned route nor the installation of a 2.5 metre wide concrete path along Crown Road, Cavill Street, Dalley Street and Dowling Street.

**Environment:** The construction of a 2.5 metre concrete path along the proposed route would require the removal of mature trees, grass nature strips and household gardens. It would also require the removal of a very high & large sandstone rock which acts as the sole entry point to 21 Dalley Street a Heritage Listed house, where the path is currently 1 metre wide on a blind & dangerous corner.

**Safety:** The proposed route would pass 28 family home driveways, 14 on Crown Road, 11 on Dalley Street and 3 on a very dangerous stretch of Cavill Street, making vehicle/pedestrian/cyclist interaction a problem. The proposed "kerb realignment" of Cavill Street, between Crown and Dalley, would see the removal of 3 much needed parking spaces and make entry and exit from the 3 homes on Cavill St very dangerous.

**Amenity:** The construction of a 2.5 metre path in front of all these homes would see a decrease in property values as well as a negative environmental impact.

We respectfully request Northern Beaches Council abandon the proposal and look at a safer and more direct route via Crown Reserve, from Queenscliff Road to Crown Road, then to Dowling St and on to Freshwater Village.



|                          |  |
|--------------------------|--|
| <b>ITEM 4.23</b>         | <b>NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE DATES FOR 2021</b> |
| <b>REPORTING OFFICER</b> | <b>ACTING EXECUTIVE MANAGER TRANSPORT AND CIVIL INFRASTRUCTURE</b>     |
| <b>TRIM FILE REF</b>     | <b>2020/752116</b>   |
| <b>ATTACHMENTS</b>       | <b>NIL</b>   |

## REPORT

### BACKGROUND

The meetings of the Northern Beaches Council Local Traffic Committee for 2021 are to be held on the first Tuesday of each month as per established practice. The proposed meeting dates including the agenda closing dates are shown in the table below. Also shown are the Council meeting dates at which, any minutes or recommendations of the Northern Beaches Council Local Traffic Committee that require Council's consideration would be considered.

| <b>NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING DATES 2021</b> |  |                              |
|--|--|------------------------------|
| <b>Traffic Committee Agenda Closing Date</b>                               | <b>Traffic Committee Meeting Dates</b> | <b>Council Meeting Dates</b> |
| 15 January   | 2 February                             | 23 February                  |
| 12 February  | 2 March                                | 23 March                     |
| 19 March   | 6 April                                | 27 April                     |
| 16 April   | 4 May                                  | 25 May                       |
| 14 May   | 1 June                                 | 22 June                      |
| 18 June  | 6 July                                 | 27 July                      |
| 16 July  | 3 August                               | 24 August                    |
| 20 August  | 7 September                            | 28 September                 |
| 17 September   | 5 October                              | 26 October                   |
| 22 October   | 9 November                             | 23 November                  |
| 19 November  | 7 December                             | 14 December                  |

### RECOMMENDATION TO TRAFFIC COMMITTEE

That the proposed Northern Beaches Council Local Traffic Committee meeting dates for 2021 be adopted.

## 5.0 MATTERS FOR NOTATION

|                   |  |
|-------------------|--|
| ITEM 5.1          | TABLE OF APPROVALS UNDER DELEGATION                                      |
| REPORTING OFFICER | SPECIALIST ADMINISTRATION OFFICER - BUSINESS SUPPORT                     |
| TRIM FILE REF     | 2020/737083  |
| ATTACHMENTS       | 1 Approvals Under Delegation - Local Traffic Committee - 8 December 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.

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### RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- 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 - 8 December 2020**

| Location                      | Action   | Consultation   | Referral Sent Date | Approval Date    |
|-------------------------------|--|--|--------------------|------------------|
| Daydream Street, Warriewood   | <ul style="list-style-type: none"> <li>- Install 'NO STOPPING' restrictions (unbroken yellow line) from 12m south of the driveway of No.4 Daydream Street (western side) to the indented parking in Jubilee Avenue.</li> <li>- Install 'NO STOPPING' restrictions (unbroken yellow line) from Daydream Street (eastern side) to the indented parking in Jubilee Avenue.</li> </ul> | <p>Properties consulted: No consultation conducted but notification provided to businesses</p> <p>Support: n/a</p> <p>Object: n/a</p> <p><b>Reason for approval:</b></p> <p>Vehicles parking adjacent to dividing barrier lines restricting access for vehicles entering and exiting Daydream Street</p> | 11 November 2020   | 18 November 2020 |
| Wandean Road, Clareville      | <ul style="list-style-type: none"> <li>- Install 'BUS ZONE'</li> </ul>   | <p>Properties consulted: No consultation conducted but notification provided to residents</p> <p>Support: n/a</p> <p>Object: n/a</p> <p><b>Reason for approval:</b></p> <p>Vehicles parking adjacent to existing Bus Stop restricting access for bus services to draw-in and out of the bus stop.</p>    | 11 November 2020   | 18 November 2020 |
| Gondola Road, North Narrabeen | <ul style="list-style-type: none"> <li>- Install 'BUS ZONE' signs between the hours of 8:15AM TO 9AM 3PM TO 3:45PM SCHOOL DAYS signs</li> </ul>  | <p>Properties consulted: No consultation conducted but notification provided to residents</p> <p>Support: n/a</p> <p>Object: n/a</p> <p><b>Reason for approval:</b></p> <p>Vehicles parking adjacent to existing Bus Stop restricting access for bus services to draw-in and out of the bus stop.</p>    | 11 November 2020   | 18 November 2020 |
| Myola Road, Newport           | <ul style="list-style-type: none"> <li>- Install 'BUS ZONE' signs between the hours of 3:30PM TO 4:00PM SCHOOL DAYS</li> </ul>   | <p>Properties consulted: No consultation conducted but notification provided to residents</p> <p>Support: n/a</p> <p>Object: n/a</p> <p><b>Reason for approval:</b></p> <p>Vehicles parking adjacent to existing Bus Stop restricting access for bus services to draw-in and out of the bus stop.</p>    | 11 November 2020   | 18 November 2020 |



| Location                                   | Action  | Consultation  | Referral Sent Date | Approval Date    |
|--|---|---|--------------------|------------------|
| Nullaburra Road & Wallumatta Road, Newport | <ul style="list-style-type: none"> <li>- Install No Stopping Restrictions, 20m on both sides of the painted tail of the refuge</li> <li>- Install No Stopping Restrictions 10m exiting the refuge</li> <li>- Install No Stopping Restrictions 10m from the intersection of Nullaburra Road and Wallumatta Road</li> </ul> | <p>Properties consulted: No consultation conducted but notification provided to residents.<br/>Support: n/a<br/>Object: n/a</p> <p><b>Reason for approval:</b><br/>In accordance to Australian Standards, Pedestrian Refuge Islands should have 20m No Stopping on approach to and 10m No Stopping on Exit of a refuge island. 20m No Stopping should be installed on both sides of the painted tail following the northern island, as the lane widths are narrowed by this</p> | 11 November 2020   | 18 November 2020 |
| Cabbage Tree Road, Bayview                 | <ul style="list-style-type: none"> <li>- Install Separation Line in between the existing Dividing Barrier lines (from No.84 to No.68)</li> <li>- Install No Stopping Restrictions for 9m after the Dividing Barrier Lines</li> </ul>  | <p>Properties consulted: No consultation conducted but notification provided to residents.<br/>Support: n/a<br/>Object: n/a</p> <p><b>Reason for approval:</b><br/>As Mona Vale Road is undergoing upgrades, Cabbage Tree Road is receiving increased traffic. Requests have been made to install a separation line to keep vehicles within their lanes. 9m No Stopping Restrictions should be installed to allow safer passing of traffic after dividing barrier lines</p>     | 11 November 2020   | 18 November 2020 |
| Bakers Road, Church Point                  | <ul style="list-style-type: none"> <li>- Install No Stopping Unbroken Yellow Kerb Line restrictions 5m on both the northern and southern side of existing double centre lines</li> </ul>  | <p>Properties consulted: No consultation conducted but notification was provided to residents<br/>Support: N/A<br/>Object: N/A</p> <p><b>Reason for approval:</b> vehicles parking adjacent to Dividing Barrier Lines, which then requires traffic to cross these lines when passing parked vehicles</p>  | 11 November 2020   | 18 November 2020 |

**ITEM 5.2 REQUEST FOR WORKS ZONE**

**REPORTING OFFICER TRAFFIC OFFICER**

**TRIM FILE REF 2020/717714**

**ATTACHMENTS NIL**

**GEOCODES:** Various

**REPORT**

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

| Applicant                   | Location  | Works Zone Length and Time   | Requested Period               |
|-----------------------------|---|--|--------------------------------|
| Delaney Civil Pty Ltd       | 11150-1168 Pittwater Road COLLAROY (on Stuart Sreet)    | Length: 27 metres  | 9 November 2020 - 28 May 2021  |
| Delaney Civil Pty Ltd       | 1150-1168 Pittwater Road COLLAROY (on Wetherill Street) | Length: 10 metres  | 9 November 2020 - 28 May 2021  |
| Landmark Construction Group | 2 Delmar Parade DEE WHY NSW 2099                        | Length: 15 metres<br>Time: 7:00am-5:00pm Mon-Fri<br>8:00am-1:00pm Saturday | 30 November 2020 - 31 May 2021 |
|                             |   |  |                                |

**RECOMMENDATION TO TRAFFIC COMMITTEE**

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