

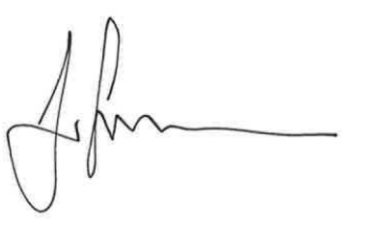
# AGENDA

## **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 via Teams in the Flannel Flower Room, Civic Centre, Dee Why on

**TUESDAY 2 FEBRUARY 2021**

Beginning at 10am 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  
 Ms 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 Engineer  
 Traffic Engineer  
 Traffic Engineer  
 Traffic Engineer  
 Traffic Engineer  
 Traffic Officer  
 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 Ricky Kwok  
 Mr James Brocklebank  
 Mr Velsamy Sankaran  
 Mrs Rezvan Saket  
 Mr Anwar Subel  
 Mr Luke Nickson  
 Mr Brian Duong  
 Mr Ali Samimi Haghighi  
 Mr Yuan Ren  
 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 via Teams on Tuesday 2 February 2021**

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

**Commencing at 10am**

<b>1.0</b>	<b>APOLOGIES</b>	
<b>2.0</b>	<b>CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICT OF INTEREST</b>	
2.1	Minutes of Northern Beaches Council Local Traffic Committee held 8 December 2020	
2.2	Declaration of Pecuniary and Conflicts of Interest	
<b>3.0</b>	<b>REPORTS TO PROCEED TO COUNCIL FOR APPROVAL</b>	
	Nil	
<b>4.0</b>	<b>REPORTS FOR APPROVAL BY COUNCIL DELEGATION</b>	<b>6</b>
4.1	Gondola Road and Pittwater Road, North Narrabeen - Timed Parking Restrictions	6
4.2	Russell Street CLONTARF- Installation of No Stopping Yellow Line.	9
4.3	Oliver Street, Queenscliff - AM peak No Parking	13
4.4	Nield Avenue, Balgowlah - No Stopping	17
4.5	Harland Road, Fairlight - No Parking Motor Vehicles Excepted	21
4.6	Coastview Place, Freshwater - No Stopping	25
4.7	Plateau Road, Bilgola Plateau - No Stopping restrictions	29
4.8	Barrenjoey Road, Mona Vale - Shared Path	32
4.9	Bakers Road, Church Point – No Stopping Restrictions	55
4.10	Riverview Road, Avalon Beach – Give Way and Dividing Barrier Lines	60
4.11	Bellevue Avenue, Avalon Beach - Intersection Treatment	64
4.12	Livingstone Place, Newport - No Parking Restrictions Waste Collection Days	67
4.13	Dress Circle Road, Avalon Beach - No Stopping Restrictions	71
4.14	Hillside Road, Newport - No Stopping Restrictions	75
4.15	Boomerang Road, Collaroy - No Stopping Restrictions	78
4.16	Campbell Avenue, Dee Why - Marked Pedestrian Crossing	82
4.17	Carawa Road, Cromer - Raised Pedestrian Crossing	90
4.18	Grace Avenue, Forestville - Traffic Calming	98
4.19	Sturdee Parade, Dee Why - Motor Bike Parking	102

4.20	Seaview Avenue, Robertson Road and Ocean Avenue, Newport - Speed Cushions.....	106
4.21	The Strand, Dee Why - Streets for Shared Spaces.....	109
<b>5.0</b>	<b>MATTERS FOR NOTATION .....</b>	<b>124</b>
5.1	TABLE OF APPROVALS UNDER DELEGATION.....	124

**NEXT MEETING Tuesday 2 March 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 8 DECEMBER 2020

---

#### RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 8 December 2020, copies of which were previously circulated to all Members, be confirmed as a true and correct record of the proceedings of that meeting.

---

### 2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

---

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

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

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

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

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

---

## 4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1	GONDOLA ROAD AND PITTWATER ROAD, NORTH NARRABEEN - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/767107
ATTACHMENTS	1 <a href="#">↓</a> Gondola Road and Pittwater Road, North Narrabeen - Plan

**GEOCODES:** -33.708009, 151.296446

### REPORT

#### BACKGROUND

Council has received concerns from local business owners regarding vehicles parking for extended periods of time outside the commercial area on Gondola Road and Pittwater Road, between Rickard Road and Gondola Road, North Narrabeen.

#### LOCATION

- Pittwater Road, North Narrabeen is a State Road with a posted speed on 70km/h
- Pittwater Road, Narrabeen and Wakehurst Parkway, North Narrabeen merge into Pittwater Road, North Narrabeen in the south
- Gondola Road, North Narrabeen is a Local Road with a speed limit of 50km/h
- Gondola Road has existing timed indented parking bays on the southern side, outside 1493 Pittwater Road
- Commercial businesses and shop-top housing are located on the western side of Pittwater Road, with no current time restrictions (only Clearway restrictions) between Rickard Road and Gondola Road
- Rear driveway access to these properties is from Minarto Lane

#### ISSUES

- The commercial centre area to the south of this proposal on Pittwater Road, between Rickard Road and Windsor Parade, have existing '1P 8.30AM – 6.00PM Mon – Fri and 8.30AM – 12.30PM Sat, which is not located within a travel lane/clearway.
- The original proposal was distributed to residents and business with '1P 7am – 3pm Mon – Fri, 7am – 7pm Sat & Sun' on Pittwater Road, North Narrabeen

Following discussions with TfNSW, support and approval was provided for '1P 8.30am – 3pm Mon – Fri, 8.30am – 12.30pm Sat & Sun' on Pittwater Road, North Narrabeen and the report and plan have been amended to reflect this.

**PROPOSAL**

Council has undertaken a review of the location and issues and proposes to install 1 hour timed parking on Gondola Road and Pittwater Road (between Rickard Road and Gondola Road), North Narrabeen, to assist with vehicle turnover to support local businesses.

**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 16 properties within the immediate vicinity of the location providing notification of the proposed changes. One support submission was received at the time of reporting.

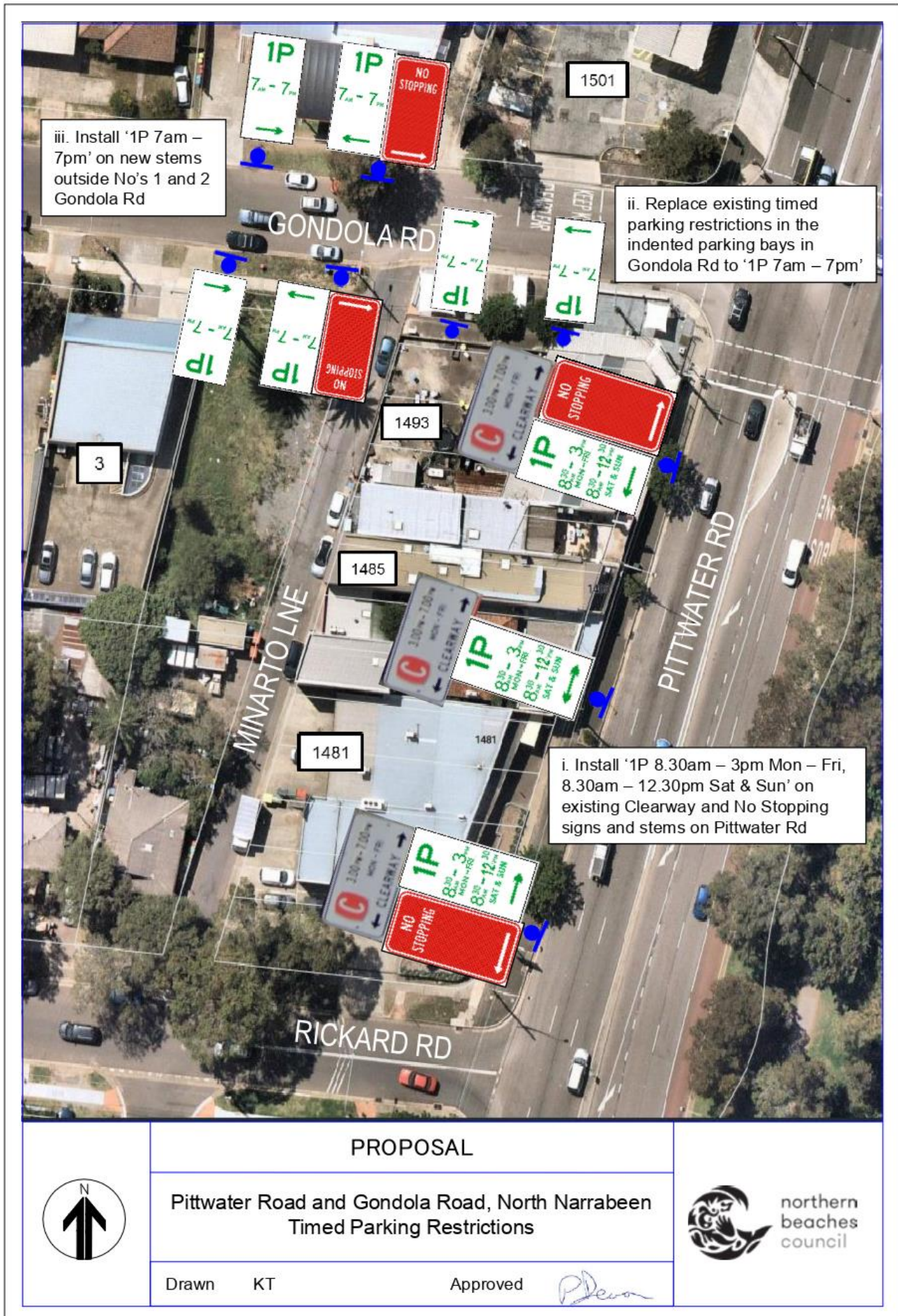
---

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Installation of '1P 8.30am – 3pm Mon – Fri, 8.30am – 12.30pm Sat & Sun' on existing Clearway and No Stopping signs and stems on Pittwater Road, between Rickard Road and Gondola Road.
- B. Replace existing timed parking restrictions in the indented 90° angle parking bays in Gondola Road to '1P 7am – 7pm'.
- C. Installation of '1P 7am – 7pm' on new stems outside No's 1 and 2 Gondola Road.





**ITEM 4.2                      RUSSELL STREET CLONTARF- INSTALLATION OF NO STOPPING YELLOW LINE.**

**REPORTING OFFICER      TRAFFIC OFFICER**  
**TRIM FILE REF            2021/006157**  
**ATTACHMENTS            1   [↓ Table of Consultation](#)**  
**2   [↓ Plan](#)**

**GEOCODES: -33.801231, 151.254028**

**REPORT****BACKGROUND**

Council has received concerns from local residents regarding obstructed sightlines when exiting vehicles from driveways into Russell St and vice versa. Vehicles parked on the northern side of the driveway at 3 Russell Street up to the existing curve point on Russell Road, creating insufficient sight distances and unsafe conditions to allow vehicles to exit/enter the driveway safely.

**LOCATION**

Russell Street is a cul-de-sac and a local road of 5.5m in width, carrying low volumes of partially two-way traffic at the proposed location. Russell Street has been branched into two one-way roads at the mid-point, which joins Maretimo Street to the north and the other one will end in the cul-de-sac on Harbour View Street to the west. There is no bus route that services Russell Street and no timed parking restrictions have been allocated for the proposed location.

**ISSUES**

- Parked vehicles on the northern side of the driveway at 3 Russell Street obstruct vision and creates unsafe conditions for residents to exit/enter their driveway into Russell Street safely.
- Residents are concerned about the possibility of cars colliding with parked vehicles while exiting from their driveway into Russell Street, due to narrow situation of the proposed location.

**PROPOSAL**

Council has undertaken a review of the location and proposes the installation of 13m No Stopping yellow line between driveway No. 3 and No. 5 Russell Street. The proposal will restrict on-street parking of vehicles on the northern side of driveway at 3 Russell Street and will create a safer situation on the curve point of the proposed location.

- Install 13m No Stopping yellow line between driveway No. 3 and No. 5 Russell Street.
- The proposal will help create more visibility for exiting vehicles from abovementioned driveway into Russell Street in order to exit/enter vehicles into their driveway.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- The proposal will have impact on people cycling and it does affect future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

## CONSULTATION

- Consultation letters have been distributed to 10 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 7 submissions were received with 5 objections and 2 supporting the proposal. One non-supporter only agrees with the installation of No Stopping restriction between driveway No. 3 and No. 5 Russell Street.

---

## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 13m No Stopping Yellow Line between driveways No.3 & 5 Russell Street.

### Table of Consultation

<b>Address</b>	<b>3 Russell Street CLONTARE</b>
<b>Proposal</b>	<b>Installation of 13m No Stopping Yellow Line</b>

<b>Properties Consulted</b>	10
<b>Responses Received</b>	2
<b>Support</b>	Nil
<b>Do Not Support</b>	2

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
<b>Lack of Room/Safety</b>	Road is too narrow and the resident is forced to go over the kerb to exit his driveway into Russell Street safely.	Council intends to install 13m No Stopping yellow line between driveways 3 and 5 Russell Street to provide a clear lane on northern side of driveway at 3 Russell Street to solve this issue.
<b>Lack of Visibility</b>	There is lack of visibility at the time of exiting driveway due to parked vehicles at northern side of driveway.	Installation of No Stopping yellow Line will create a clear lane for western side of the road and the amount of visibility will be enhanced.







<b>ITEM 4.3</b>	<b>OLIVER STREET, QUEENSCLIFF - AM PEAK NO PARKING</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2021/012155</b>
<b>ATTACHMENTS</b>	1 <a href="#">↓ Oliver Street, Queenscliff - Plan</a> 2 <a href="#">↓ Table of Consultation</a>

**GEOCODES: -33.781164, 151.279176**

## **REPORT**

### **BACKGROUND**

Council has received concerns from motorists and residents regarding delays and queuing in the AM peak period on Oliver Street, Queenscliff on the westbound approach to Pittwater Road. Concerns have also been expressed about long term parked vehicles, particularly trailers on the south side of Oliver Street.

### **LOCATION**

Oliver Street is a Regional Road carrying over 900 vehicles per hour in peak periods. It is of variable width generally with two travel lanes in either direction. On approach to Pittwater Road it widens to provide 3 westbound traffic lanes with a single right turning lane and two left turn lanes to cater for the high left turn movement onto Pittwater Road. A Bus Zone is present on the south side of Oliver Street immediately east of Pittwater Road, with parking permitted to the east of the bus zone.

### **ISSUES**

- The presence of parked vehicles on the south side of Oliver Street to the east of the Bus Zone at Pittwater Road, limits the ability of traffic to turn left onto Pittwater Road and lengthens the queue of traffic waiting to enter Pittwater Road. The problem is most evident in the AM peak period.
- Boats and trailers park on a semi-permanent basis on the south side of Oliver Street, preventing access to parking for residents.
- Residents of home units on the south side of Oliver Street have limited off-street parking and some park overnight on Oliver Street as they're unable to park off-street.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to introduce an AM peak No Parking restriction on the south side of Oliver Street. The restrictions will apply between 7:30am and 9:30am Mon-Fri for a distance of 60m east of the existing Bus Zone near Pittwater 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 impact on walking paths

**CONSULTATION**

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

---

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Introduction of 60m of No Parking (7:30am to 9:30am Mon-Fri) on the south side of Oliver Street to the east of the existing Bus Zone at its junction with Pittwater Road.



# PROPOSAL

Oliver Street, Queenscliff  
AM peak No Parking

Drawn JB

Approved 



northern  
beaches  
council

### Table of Consultation

<b>Address</b>	Oliver Street, Queenscliff
<b>Proposal</b>	AM Peak No Parking

<b>Properties Consulted</b>	33
<b>Responses Received</b>	5
<b>Support</b>	0
<b>Do Not Support</b>	5

Issue	Resident Comment	Council Response
loss of parking	residents need to be able to park here.	the restrictions only apply in between 7:30am and 9:30am Mon-Fri so residents can still park during the day on weekends and overnight if they leave before 7:30am.
trailer parking	the biggest issue is boat and trailer parking	the proposed restrictions will be effective in removing boats and trailers from where the restrictions apply
permit parking scheme	a resident parking scheme would be a better idea	the location does not warrant a resident parking scheme

<b>ITEM 4.4</b>	<b>NIELD AVENUE, BALGOWLAH - NO STOPPING</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2021/012363</b>
<b>ATTACHMENTS</b>	1 <a href="#">↓ Nield Avenue, Balgowlah - No Stopping</a> 2 <a href="#">↓ Table of Consultation</a>

**GEOCODES: -33.797422, 151.260556**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding vehicles parking on bends and in the narrow “dog-leg” section of Nield Avenue, where sightlines are poor and access to/from driveways and along the street is impeded.

### **LOCATION**

Nield Avenue is a local road of 7.3m in width and approximately 240m in length, terminating in a road closure at its southern end. It carries low volumes of traffic. The road narrows and bends sharply to the west between No.9 & 2B.

### **ISSUES**

- When cars park too close to bends in the narrow “dog-leg” section of the street, access is severely restricted for cars and access is impossible for larger vehicles.
- There are a number of driveways located on or within close proximity to the “dog-leg” section of the street.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to install unbroken yellow No Stopping lines along both sides of the road, through this tight section of 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. Sight lines to pedestrians will be improved

### **CONSULTATION**

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

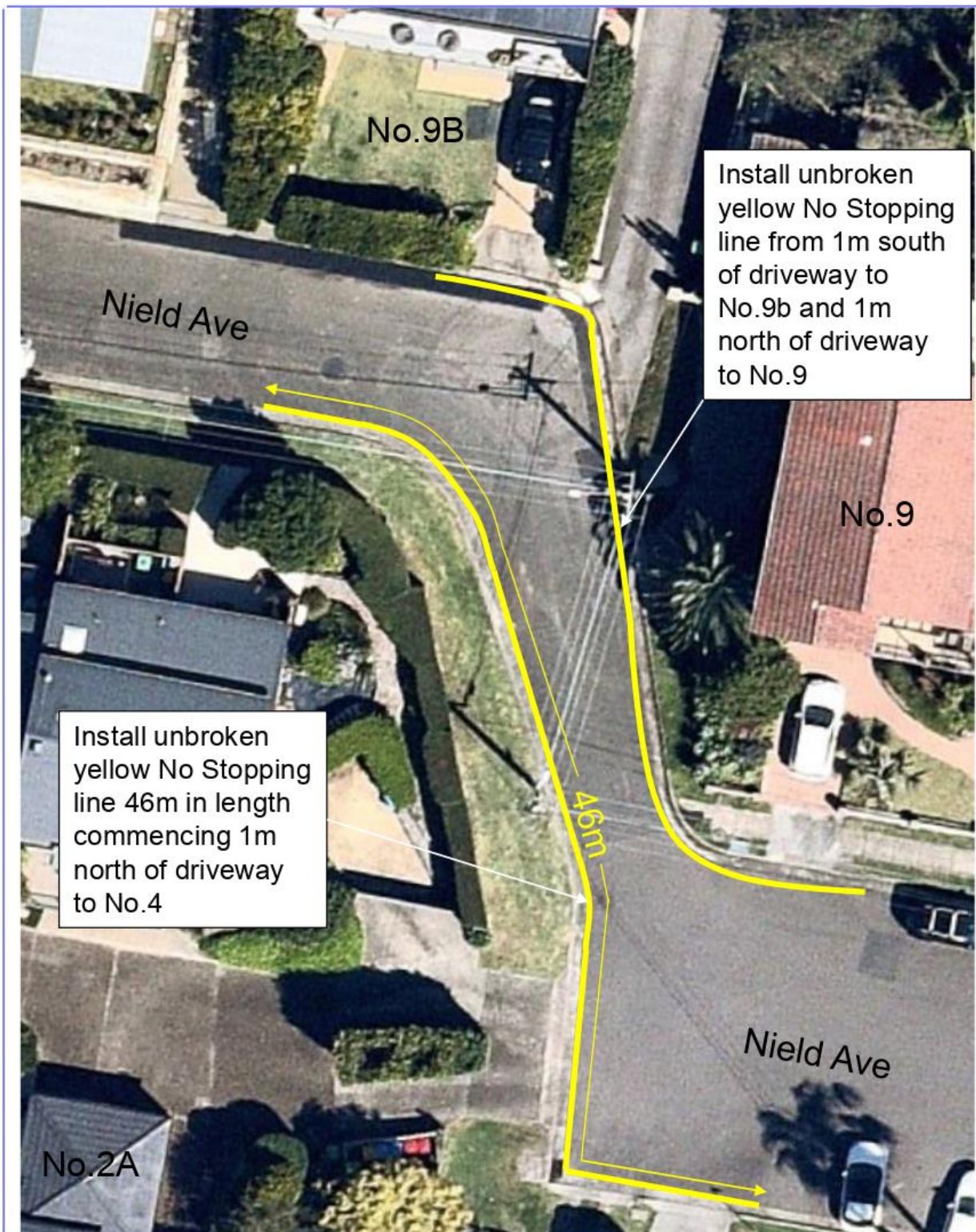


---

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Introduction of unbroken yellow No Stopping lines on both sides of Nield Avenue throughout the length of the tight dogleg section of the street.
  - 1. The line on the western side to extend from 1m south of the driveway to No.9b to a point 1m north of the driveway to No.9.
  - 2. The line on the eastern side to extend 46m in a south and westerly direction commencing from approximately 1m north of the driveway to No.4.



# PROPOSAL

Nield Ave, Balgowlah  
Unbroken yellow No Stopping line

Drawn JB

Approved *James Brookes*



northern  
beaches  
council

### Table of Consultation

<b>Address</b>	Nield Avenue
<b>Proposal</b>	Unbroken yellow No Stopping lines

<b>Properties Consulted</b>	22
<b>Responses Received</b>	4
<b>Support</b>	4
<b>Do Not Support</b>	0

Issue	Resident Comment	Council Response
access to/from driveway	please extend line 1m beyond the driveway wings as access is difficult if cars parked hard up against driveway	the lines will extend 1m beyond the 3 driveways sited near the endpoints of the lines
shorten line	can the line on the eastern side be shortened by 1m to provide an additional parking space	shortening the line as suggested would impact upon its effectiveness as access would be impeded by a car parked that close to the bend



<b>ITEM 4.5</b>	<b>HARLAND ROAD, FAIRLIGHT - NO PARKING MOTOR VEHICLES EXCEPTED</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2021/012645</b>
<b>ATTACHMENTS</b>	1 <a href="#">↓ Harland Road, Fairlight - No Parking Motor Vehicles Excepted</a> 2 <a href="#">↓ Table of Consultation</a>

**GEOCODES: -33.791625, 151.271141**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding a proliferation of boats and trailers parking in Harland Road, Fairlight and limiting the availability of parking for residents, visitors and those seeking parking for uses associated with the adjacent cemetery, the childcare centre and the school.

### **LOCATION**

Harland Road is a local road of 8.3m in width carrying low volumes of traffic. Parking is permitted on both sides of the road over most of its length. The Manly Cemetery is located on its south side and Manly West Public School is located on Hill Street at the western end of Harland Road. The “Only About Children” Childcare Centre is sited on the northern side of Harland Road west of and opposite its intersection with Sprigg Street. A 90 degree angle parking zone of some 23 parking spaces and a motorcycle parking zone is present on the south side of Harland Road near Hill Street.

### **ISSUES**

- The proximity of Harland Road to Manly West Public School, the Manly Cemetery and bus services on Balgowlah Road, means it attracts a reasonably high level of parking activity in addition to residential parking activity.
- The presence of the cemetery on the south side of Harland Road leads many boat and trailer owners to consider that this is a good location to park their boats and trailers. This has been occurring in large numbers in recent years and impacts upon parking availability for other uses
- The width of some boats and trailers and their size impacts upon visibility for motorists and pedestrians.
- The street is well used by pedestrians, many of whom are children attending the nearby school and childcare centre. The obstructed visibility caused by larger boats and trailers creates safety issues

### **PROPOSAL**

Council has undertaken a review of the location and issues, and proposes to install a No Parking Motor Vehicles Excepted restriction over most of both sides of Harland Road. A 4P parking restriction applying 8am to 4pm Mon-Fri will also be created in the angle parking area east of Hill Street to provide a higher turnover of parking for visitors.

**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 removing larger boats and trailers which may obstruct visibility to pedestrians. The proposal does not otherwise affect pedestrian facilities or impact on walking paths.

**CONSULTATION**

Consultation letters have been distributed to 93 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

---

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Introduction of No Parking Motor Vehicles Excepted parking restriction on both sides of Harland Road over most of its length.
- B. Introduction of a 4P time restriction applying 8am to 4pm Mon-Fri within the 90 degree angle parking zone on the south side of Harland Road near Hill Street.

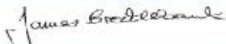




### PROPOSAL

Harland Rd, Fairlight  
No Parking Motor Vehicles Excepted

Drawn JB

Approved 



northern  
beaches  
council

## Table of Consultation

<b>Address</b>	<b>Harland Road, Fairlight</b>
<b>Proposal</b>	<b>No Parking Motor Vehicles Excepted</b>

<b>Properties Consulted</b>	93
<b>Responses Received</b>	23
<b>Support</b>	17
<b>Conditional Support</b>	4
<b>Do Not Support</b>	2

Issue	Resident Comment	Council Response
parking of boats and trailers	parked boats and trailers prevent residents and visitors from parking and impede access	the proposed restrictions will ease these issues
parking at childcare centre	boats and trailers parking in the indented parking bay at the childcare centre make drop off and pick up difficult and reduce visibility	the proposed restrictions will ease these issues
oppose 4P near Hill St	visitors may park longer than the 4P allows	4P should be long enough for most visitors, Those needing longer will have increased availability of parking further along the street in the No Parking Motor Vehicles Excepted zones once the trailers are gone
oppose No Stopping	The proposed No Stopping across driveways to No.127 & 129 will prevent residents from legally stopping to open garage doors	The No Stopping at this location has now been removed from the plan
extend restrictions to other streets	The No Parking Motor Vehicles Excepted restrictions should be extended to Sprigg St, Jamieson St & south side of Balgowlah Rd to prevent boats and trailers shifting there	These streets are more residential in nature and tend to attract less boat and trailer parking activity. The reserve frontage of Sprigg St is already signposted as No Stopping. The situation will be monitored
marked parking bays	marked parking bays should also be provided	this is considered unwarranted
40km/h speed zone	the speed of traffic is also a concern. A 40km/h speed limit should be imposed	the narrow width of the street and parked cars either side act to keep speeds down. A 40km/h zone is not considered necessary
One Way	A One way traffic flow should also be imposed given the narrow width of the street	this is likely to increase speeds and will create access issues for residents



<b>ITEM 4.6</b>	<b>COASTVIEW PLACE, FRESHWATER - NO STOPPING</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2021/012994</b>
<b>ATTACHMENTS</b>	1 <a href="#">↓ Coastview Place, Freshwater - Plan</a> 2 <a href="#">↓ Table of Consultation</a>

**GEOCODES: -33.776232, 151.291534**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding vehicles parking too close to the 90 degree bend in Coastview Place and also on both sides of the road where access to and from driveways is impeded.

### **LOCATION**

Coastview Place is a local road of 7.3m in width carrying low volumes of traffic. It is a No Through Road, providing access to 13 homes and parking is permitted on both sides of the road over most of its length. Driveways occupy most of the kerb space in the street and as consequence, demand for parking in the remaining road space is high.

### **ISSUES**

- Given the narrow width of the road when vehicles park opposite and adjacent to driveways, access to and from the driveway is difficult.
- Vehicles parked too close to the 90 degree bend can impede access for larger vehicles such as garbage trucks.
- There are few spaces in the street within which vehicles can legally park and Council's original proposal to implement a No Parking restriction on the south side of Coastview Place has been opposed by most who have responded to Council's consultation letter.

### **PROPOSAL**

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

- a. Extend the existing unbroken yellow No Stopping line around the bend on its inside radius.
- b. To introduce a parking bay, linemarking will be organised on the north side of Coastview Place to assist in keeping vehicles parking away from driveways.

### **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**

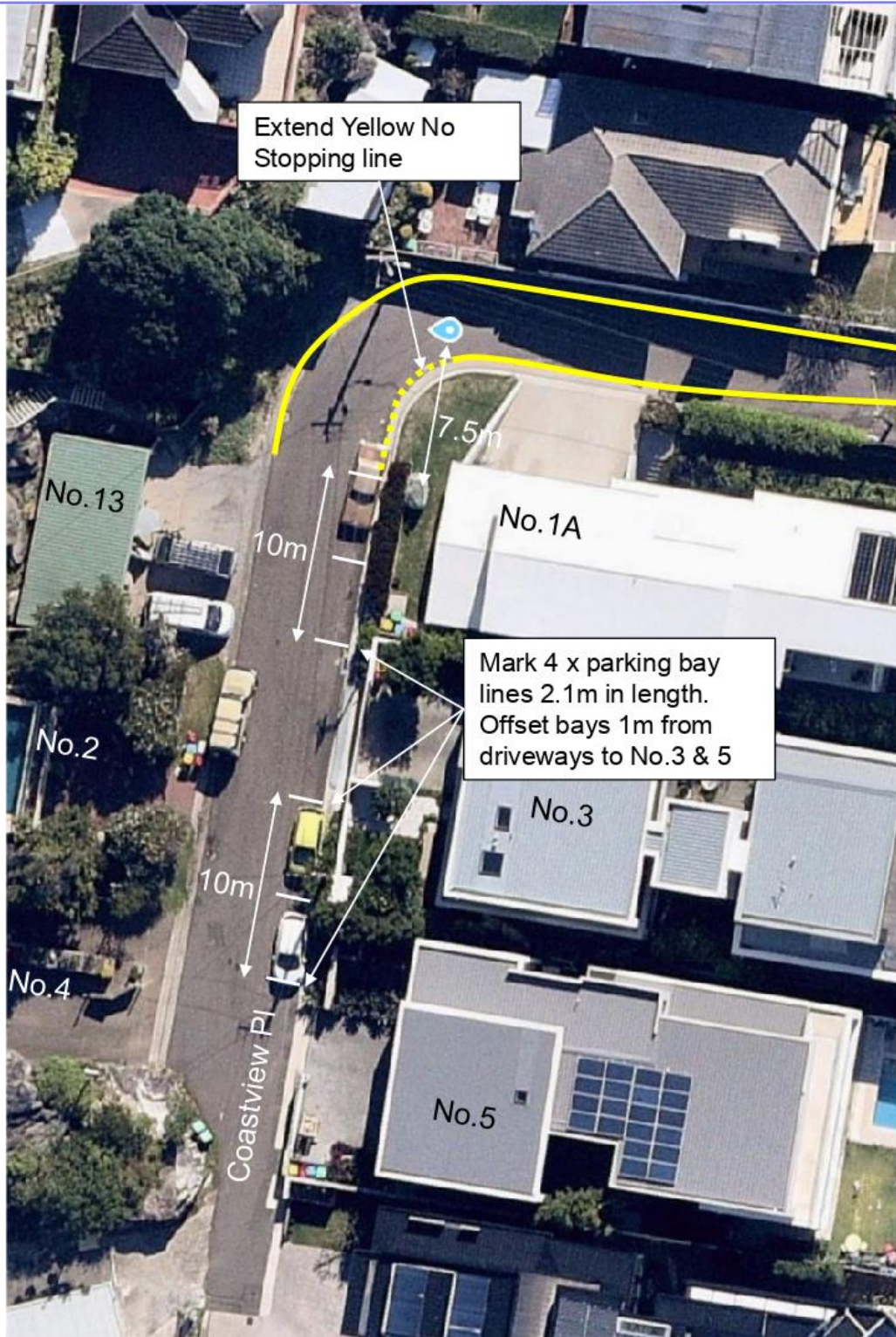
Consultation letters have been distributed to 18 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

---

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:


- A. Extension of the existing Unbroken yellow No Stopping line in Coastview Place. The No Stopping line to be extended so that it terminates 7.5m east of the 90 degree bend in the road
- B. That 4 x parking bays be marked on the north side of Coastview Place. The parking bay lines to be offset 1m from the driveways to No's 3 & 5 Coastview Place.



### PROPOSAL

Coastview Place, Freshwater  
No Stopping & parking bays

Drawn JB

Approved 



northern  
beaches  
council

### Table of Consultation

<b>Address</b>	<b>Coastview Place, Freshwater</b>
<b>Proposal</b>	<b>Unbroken yellow No Stopping line and parking bays</b>

<b>Properties Consulted</b>	18
<b>Responses Received</b>	8
<b>Support</b>	2
<b>Do Not Support</b>	6

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
access to/from driveway	When vehicles are parked too close to driveways and on the opposite side of the road getting in and out of the driveway is near impossible	Council originally proposed a No Parking zone on the south side of the road but most responses do not favour this action. Marking parking bays on the north side has now been proposed to maintain and regulate parking
loss of parking	The proposal takes away too much parking. Parked vehicles don't prevent driveway access as cars can manoeuvre using driveways on the opposite side	The amended proposal for parking bay lines maintains parking while also helping keep vehicles parked further from driveways
reduce length of yellow No Stopping	The length of the yellow No Stopping line should be reduced to maximise parking on the north side	The extension of the yellow No Stopping line has been reduced from the original proposed 10m to 7.5m east of the bend to maintain 2 parking spaces between the bend and the driveway to No.3



**ITEM 4.7 PLATEAU ROAD, BILGOLA PLATEAU - NO STOPPING RESTRICTIONS****REPORTING OFFICER ENGINEER - TRAFFIC****TRIM FILE REF 2021/017014****ATTACHMENTS 1 [↓](#) Plateau Road, Bilgola Plateau - Plan****GEOCODES: -33.643847, 151.318765****REPORT****BACKGROUND**

Council has received concerns from local residents regarding traffic safety and vehicles parking on both sides of the bend at the intersection of Plateau Road and Laguna Road, Bilgola Plateau.

**LOCATION**

- Plateau Road is a collector road with a 50km/h speed limit.
- The section of Plateau Road under consideration is 10m wide between kerbs, but narrows to 9.5m on the bend.
- Laguna Road is a local road with a 50km/h speed limit, and a road width of approximately 8m between kerbs.
- Laguna Road intersects Plateau Road on the curve, as the stem of a 'T' intersection. The intersection includes a constructed traffic island and dividing barrier lines, and is controlled by a 'Stop' sign and line.
- Parking is generally unrestricted except for the statutory 'No Stopping' 10m from the intersection, and the statutory 'No Stopping' 10m from the intersection, and 20m before and 10m after the bus stop signs.
- Bus services operate along Plateau Road, with bus stops located on opposite sides of the road. The bus stop for the 191 bus route - Avalon Beach to Taylors Point (Loop Service) is located on the southern side of the road outside No.145, and the bus stop for the 189X bus route is located outside the Billy Kids Bilgola Early Learning Centre at 100 Plateau Road.
- Kerb and gutter exists on both sides of the road, and there is a constructed footpath only on the northern side of the road.

**ISSUES**

- Plateau Road provides the primary connection route for traffic linking Bilgola Plateau to Clareville.
- Vehicles parked on both sides of the road narrow the overall road width for through traffic.
- Sight distances are further reduced when vehicles park on the curved sections of road.
- The Road Rules do not permit parking within 3m of the continuous dividing line, however there are sections on the approach to the bend where vehicles can legally park if drivers position their vehicle directly adjacent to the kerb.
- The 189X bus route - Avalon Beach to City Wynyard (Express Service), was withdrawn late last year as part of service changes across the Northern Beaches and North Shore. The existing bus stop located outside Billy Kids Bilgola Early Learning Centre is therefore redundant and the removal of the bus stop sign would allow for additional unrestricted parking in this area.

## PROPOSAL

Council has undertaken a review of the location and issues and consulted on a proposal to install 'No Stopping' restrictions (unbroken yellow line) to prevent parking near the Plateau Road/Laguna Road intersection. A plan of the proposal is shown in Attachment 1 - Plateau Road, Bilgola Plateau - 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 Plateau Road which is part of the future Safe Cycling Network. The parking restrictions would provide wider traffic lanes and improved sightlines for through traffic.
- The proposal does not affect any pedestrian facilities or impacts on walking paths.

## CONSULTATION

Consultation letters have been distributed to 25 properties within the immediate vicinity of the location providing notification of the proposed changes. No responses were received during the consultation period.

---



## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following proposals near the Plateau Road/Laguna Road intersection, Bilgola Plateau:

- A. Installation of 'No Stopping' restrictions (unbroken yellow line) on the inside of the curve, between the driveways of No.88 and 94 Plateau Road.
- B. Installation of 'No Stopping' restrictions (unbroken yellow line), from 3m south of the dividing barrier lines in Laguna Road, to the street light outside No.127 Plateau Road.
- C. Installation of 'No Stopping' restrictions (unbroken yellow line), from 3m south of the dividing barrier lines in Laguna Road, to the driveway of No.137 Plateau Road.
- D. Installation of 'No Stopping' signs at the start and end of each section of unbroken yellow line.
- E. The removal of the bus stop sign for the withdrawn 189X bus route located outside the Billy Kids Bilgola Early Learning Centre at 100 Plateau Road.





	<b>PROPOSAL</b>		 northern beaches council
	PLATEAU ROAD, BILGOLA PLATEAU 'NO STOPPING' RESTRICTIONS		
	Drawn    RK	Approved <i>James Brookes</i>	

<b>ITEM 4.8</b>	<b>BARRENJOEY ROAD, MONA VALE - SHARED PATH</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2021/026965</b>
<b>ATTACHMENTS</b>	<b>1 <a href="#">↓ Barrenjoey Road, Mona Vale - Shared Path - Community Engagement Report</a></b> <b>2 <a href="#">↓ Barrenjoey Road, Mona Vale - Shared Path - Concept Design Plan</a></b>

**GEOCODES: -33.676615, 151.307465**

## **REPORT**

### **BACKGROUND**

Council has received 100% TfNSW Active Transport grant funding to provide a safe cycling transport connection along Barrenjoey Road, Mona Vale between Park Street and Bassett Street. 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 Mona Vale to Avalon.

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

This project proposes a shared path on the western side of Barrenjoey Road between Park Street and Bassett Street. This shared path will provide a direct connection to Mona Vale Strategic Centre and Mona Vale B-Line Interchange. The shared path will connect to an existing shared path on Bassett Street (east of Barrenjoey Road) and future planned safe cycling connections further north on Barrenjoey Road and west along Bassett Street.

### **LOCATION**

- Barrenjoey Road is a State Road with a 60km/h speed limit.
- This section of Barrenjoey Road is a bus route for:
  - 199 Manly to Palm Beach
  - 190x City to Avalon Beach

### **ISSUES**

- Council's Transport Strategy has an objective to expand the shared path network.
- There is currently no off-road bicycle route connecting to the north of Mona Vale Strategic Centre and B-Line Interchange
- 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 a safe off-road cycling and walking connection from Mona Vale Strategic Centre and B-Line Interchange to the existing shared path at Bassett Street. The proposed shared path will provide a safe cycling route along the Barrenjoey Road corridor where no alternative route exists.
- The proposed route forms part of Council's planned Tier 1 Regional Cycling Route Network linking Mona Vale to Avalon. The route connects the Strategic Centre of Mona Vale with Avalon Local Centre. Key trip attractors along this route include: Mona Vale employment area, Newport Local Centre, Newport Beach, Bilgola Beach and Avalon Beach.
- A pedestrian refuge road crossing will be constructed at Harkeith Street to facilitate a safer crossing environment for shared path users. This will result in the loss of two parking spaces on the northern side of Harkeith Street.
- A bicycle crossing will be added alongside the existing pedestrian crossing at the left turn slip entrance to Darley Street.
- Pedestrian crossing lanterns crossing Darley Street at Barrenjoey Road to be upgraded to combined pedestrian and bicycle crossing lanterns.

## 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 3 November to 1 December 2020. Consultation letters were distributed to 74 property owners and occupiers within the immediate vicinity of the location and 10 signs were placed along the proposed project route. In addition, the project was listed on Council's Your Say website and advertised through Council's community engagement channels.

Council received 47 submissions, 36 were in support of the project, 6 non-support and 5 did not show preference.

The Community Engagement Report including all submissions, is included in Attachment 2.

---

## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Construction of a shared path along the western side of Barrenjoey Road, Mona Vale between Park Street and Bassett Street along with associated safer crossing treatments.**

---

## Community and Stakeholder Engagement Report

### Mona Vale Shared Path (Stage 1 of 1)

Impact level: Four

Report date: 15 December 2020

---

#### Contents

1.	Summary.....	2
1.1.	Who we engaged .....	3
1.2.	How we engaged .....	3
2.	Background.....	5
3.	Engagement objectives.....	5
4.	Engagement approach.....	5
5.	Findings .....	5
6.	Appendix 1 Full summary of community and stakeholder responses (Verbatim)* .....	7

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

Project Title	
Impact Level	4
Stage(s)	1 of 1 stage
Report Period	3 November to 1 December 2020
Version	2.0
Status	Final
Related Projects	Northern Beaches Bike Plan

This report outlines the community and stakeholder engagement conducted as part of the Mona Vale Shared Path project. The consultation period documented is from Tuesday 3 November to Tuesday 1 December 2020.

The reports content reflects the insights of 1,036 participating community members.

All direct quotes in this report are from excerpts of engagement records and the individuals provided permission where required.

The feedback collected during consultation revealed a high level of support for the proposed shared path along Barrenjoey Road in Mona Vale, with comments citing the anticipated benefits for pedestrian and cyclist safety. Several respondents felt it was important to include signage to explain the rules and etiquette of shared path use.

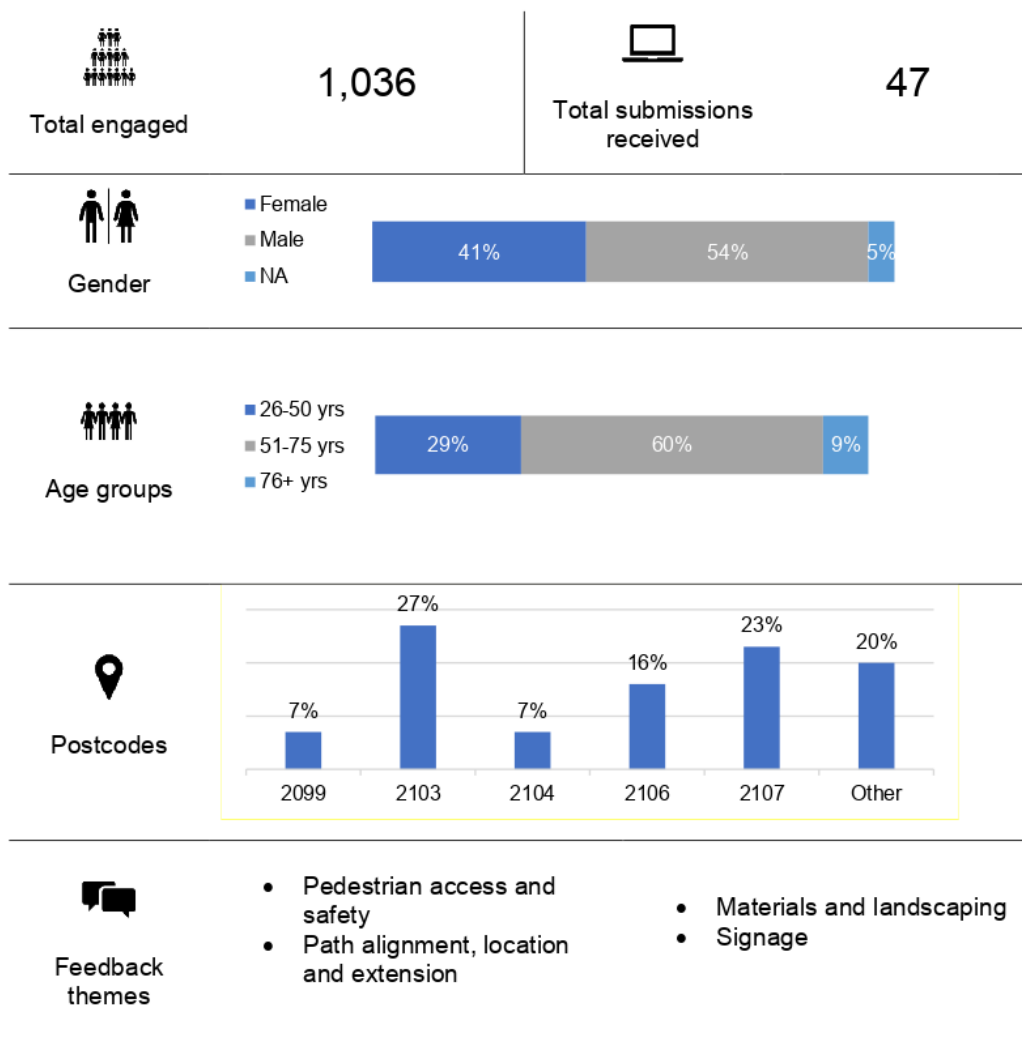
Some people suggested extending the proposed shared path further north along Barrenjoey Road, or alternative locations where it is needed more, while a small number of respondents feel the existing path is sufficient and a new shared path would not be financially worthwhile.

Respondents who were not supportive of the proposal felt that shared paths are not safe. Some comments suggested that if the goal is to improve pedestrian and cycle safety, then segregated paths along this section would better achieve this goal.


Feedback also requested improved landscaping to help separate the path from the road and that all the trees should be retained.

<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.

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





## 1.2. How we engaged

	Visitors: 1036	Visits: 1,162	Av. time onsite: 1 minute
Your Say			
	Letter to adjacent properties: 1		Distribution: 74
Print media and collateral	Site signs: Yes		Number: 10

<sup>2</sup> No demographic data was captured for respondents who contributed feedback via direct mail.



 Electronic Direct Mail (EDM)	Community Engagement newsletter: 2	Distribution: 20,000
	Council eNews: 2	Distribution: 150,000
 Form	Comment Form: 1	Completions: 47

## 2. Background

This project is part of the implementation of the Northern Beaches Bike Plan, aimed at providing improved walking paths and safe cycling connections north of Mona Vale Town Centre and the B-Line Interchange.

## 3. Engagement objectives

- Seek out and facilitate the involvement of those affected by or interested in a project (involve)
- 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. Engagement approach

Community and stakeholder engagement for the Mona Vale Shared Path project was conducted over a four-week period, from 3 November to 1 December 2020, and consisted of a series of activities that provided opportunities and platforms for community and stakeholders to contribute.

Mona Vale Shared Path community engagement was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017). A documented engagement approach is outlined in the Mona Vale Shared Path Community and Stakeholder Engagement Plan (October 2020).

Project information and an opportunity to engage was included on the Council's Have Your Say project page. It provided a portal for users to visit, find information to support their engagement and offer feedback. 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.

The project was included in the Community Engagement and Council's e-newsletters to reach the broader community. With a distribution list of over 20,000, this activity increased awareness and drove traffic to the project landing-page, essential documentation and engagement tools.

To notify the adjacent properties of the project, we sent 74 letters to property owners and occupiers along the proposed shared path route.

## 5. Findings

Theme	Commentary
Pedestrian access and safety	Those who indicated support were happy with the proposal for a wider path, describing the benefits for pedestrian and cyclist safety and accessibility, while those who were not supportive felt that shared paths are not safe and would prefer designated cycle paths as the safer option.
Signage (rules and etiquette)	A high number of respondents would like to see the inclusion of signage at key points along the path to help educate cyclists on

	shared path etiquette and rules, particularly in regards to dismounting their bikes.
Landscaping	<p>Some respondents felt that landscaping would help create a visual barrier between the path and road, improving the general aesthetics of the area.</p> <p>Questions were raised regarding plant species, tree removal and whether natural shading can be considered as part of the design.</p>
Connectivity	<p>Some respondents suggested an extension of the proposed path, slightly different alignment or connections to other paths.</p> <p>Alternate locations were also suggested.</p>
Materials	<p>The choice of materials was mentioned, with a couple of respondents wanting to maintain the 'aesthetic of the area', keeping the design simple without too much colour or markings.</p>

## 6. Appendix 1 Community and stakeholder responses (Verbatim)\*

No.	Redacted Comments
1	It would be lovely if you could make the shared paths without all the paint...the paint (pictures of bikes, dividing lines etc) is such ugly visual pollution. It really is unnecessary. Also, the existing path is absolutely sufficient. The only benefit for a shared path would be to get the [REDACTED] in lycra off the road (and onto the footpath), but that is never going to happen. Thank you :)
2	This Mona Vale shared path is a great idea. it has a number of benefits including; being safer for pedestrians and cyclists; promotes safe active transport - which is good for both population health and reducing carbon emissions. I commend the council's plan.
3	Thanks for this opportunity to comment. I support and welcome the proposal. Walking that stretch of Barrenjoey Road doesn't always feel safe, particularly with children. I think the safer crossing idea for Harkeith as well as well as Polo Ave would be good. I would like to see that there is also a planting plan - that trees are not lost, and some (particularly outside G Bros) are replaced or the quality of shade improved.
4	This sounds wonderful. Anything to get bicycles safely away from cars.
5	Shared paths are very good and to be encouraged - as long as it doesn't mean bikes are urged to get off the road. Drivers (including me) have to share the roads. More cycling infrastructure makes for a better community. More, faster, wider roads does not.
6	Great idea!
7	Bad
8	<p>If trees need to be removed for this project then I'm definitely against it! Trees are much needed for various reasons, which I won't explain here, as I'm sure it's not difficult for council members to think of.</p> <p>Furthermore, IF SAFETY IS THE MAIN GOAL, then I would suggest doing some simple research and fact checking in countries where cycling is more common and a real part of life. They have separate paths for pedestrians and cyclists. Shared paths cause many accidents, any council member overseas can tell you that. Especially now more than ever, since these days many citizens are distracted by their phones or have some form of earphones in and just don't pay attention to their surroundings!!</p> <p>Safetywise, a shared path is a terrible idea, and the width of 3 meters will not make it safer. The lack of bells and the fact that cyclists move faster than pedestrians, adds to accidents.</p> <p>There is already a footpath, keep that and upgrade if necessary, and create a separate bikepath, without having to remove trees. This will be the safest option!!!</p>
9	<p>I have a house in [REDACTED] Street and rode my bike fairly regularly before heavy fines were introduced for riding on the footpaths. I don't feel safe cycling in fast moving heavy traffic on main roads and would welcome the proposed shared path as it would provide a direct route to the Mona Vale shops as a safe alternative to using my car. I would also welcome a wider cycleway to Church Point; parts of the current cycleway on the road are very narrow on blind corners.</p> <p>I appreciate NBCs ongoing effort to expand safe cycle routes in the Northern Beaches.</p>

\* Personal details have been redacted where possible. Spelling and grammatical errors have only been amended where misinterpretation or offence may be caused.



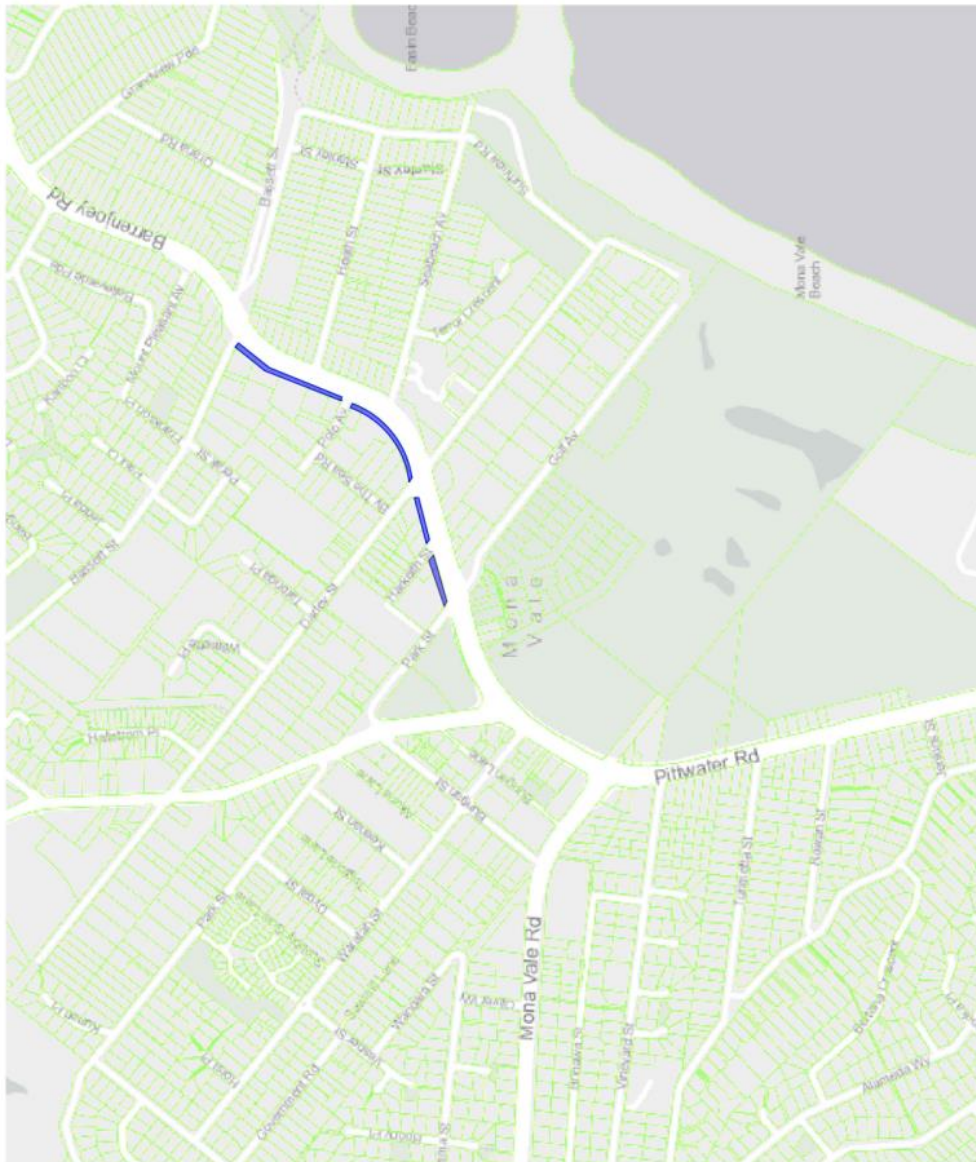
10	I think this is a wonderful plan that will encourage locals to explore the Northern Beaches, it is a great initiative that will connect communities and allow individuals to be environmentally friendly as they can walk or bike between suburbs instead of driving. For example, I would like to take my family to walk to the Avalon shops. This will be great for physical fitness, sightseeing and encourage people to spend more at different suburbs' shops while exploring the area. Great idea, highly recommend. Wonderful initiative by the council.
11	Again, as with the Newport to Avalon shared pathway, this is not a safe pedestrian path. By far the majority of bicycles used in this area are of professional standard, capable of motor vehicle speeds. These are road bikes. Sharing a path with them is dangerous. They will not obey speed rules because they will not be policed. I fully understand that this is funded by government cycling grants but pedestrians, particularly small children, those with prams and wheelchairs are going to be at risk. While Council's attempt to find shared transport routes is to be applauded this could well prove to be short sighted.
12	This is a great initiative. Having lived in Mona Vale for many years, my family I and would really welcome this change.
13	Hi I think the idea is great. Anything that allows bike riders to spend more time off the road would be great for the bike riders and also for car drivers. The 3 meter path also makes it safe for bike riders and pedestrians. Regards
14	Great, support all cycling initiatives
15	Polo Avenue should have a raised crossing as part of this project.
16	Not a single year has gone by in the last 15-20 years that there hasn't been saw-cutting Barrenjoey Rd or jackhammering the footpaths within 20 metres of our home [REDACTED] And enduring the 24/7 B-line works for 2 years directly out front has had us all (numerous townhomes) in fits of both rage and utter despair. Especially, given the carpark opposite was only re-done (beautifully) by council a year or so before. BTW, the said carpark (Golf Ave B-Line) lights are still on 24/7 and the boom gate speaker is still too loud. Both issues still disturbing our peace (24/7) despite repeated requests to revolving 'managers'. So to see yet another proposed re-doing, and waste of rates, from Park St (section to Harkieith St not long ago done) just makes my blood boil, let alone questioning the point of living. I'm joking....but not far off. Can you please at least consider starting the shared path from Harkieith at a minimum? NB: The concrete footpath between Park St and Harkieith is the newest of all the Mona Vale footpaths. Please don't make it yet another waste of money and source of unrelenting disturbance. And don't get me started on 24/7 buses to Palm Beach! More waste proposed from someone who obviously doesn't live along this corridor and relishes the early hours peace. Rant and reasonable request concluded. Thank you if you did indeed read:). Hopefully, you had a giggle in your otherwise largely thankless job:)
17	Strongly support improved bike / walking path. Congratulations on recent improvements. Commenting generally please increase very secure bike storage facilities. Eg at Pools, shopping centres, Ebike's are being targeted by thieves, mine was stolen in middle of sunny day despite having two locking cables and being at a highly bike stand at Collaroy on main road. Best wishes with your continued and appreciated efforts for better walking & cycling.

18	The construction of any new shared pathway is always going to be an improvement to the existing infrastructure around Pittwater. If this is the only viable route then so be it. However, if it were possible to construct the shared pathway away from Barrenjoey Road, then I think the experience would be more enjoyable for cyclists and commuters as Barrenjoey Road is a significant thoroughfare. If this is not possible, then having a shared pathway on both sides of Barrenjoey Road might yield a better result. Either way, thank you for the improvements.
19	I am against any proposal for cyclists to share pedestrian foot paths. I regularly walk around sections of Narabeen lake and find many cyclists have no regard for the safety of pedestrians. Few ring a bell, many pass so closely and at such a speed that should the pedestrian deviate even slightly from a straight path, they would risk life or limb. Please keep footpaths for pedestrians.
20	I think this is an excellent plan. That area has enough width to safely have a Path that is wider. To make it safer and more available for different users including cyclists and more user friendly for Prams and Wheelchair would be good. The more we can have safety addressed to encourage people to be more physically mobile the better.
21	Yes. What a great idea. Keeps pedestrians and cyclists safe from cars, as well as the flow of traffic on the road. Now we just need to make it compulsory for bike riders to use it.
22	This plan looks good and is well overdue. It is essential to provide safe, separated paths for people to ride everywhere for everyday transport. The plan says that the existing footpaths will be removed - can we assume that they will be converted to green space? They must not be converted to another road traffic or parking lane - this will just encourage more people to drive and increase congestion and air pollution. The path crossings at the intersections should be carefully designed to maximise priority for people walking and riding, and actively slow vehicle traffic through use of raised ramps, changes in colour, and formal zebra crossings. Council needs to actively promote healthy alternatives to car driving at every opportunity, and people walking and riding need to be shown the respect they deserve for choosing a low pollution and congestion busting transport option.
23	Excellent. This is an ideal start and should continue on to Newport. Cycling on road is near lethal.
24	Shared paths are a great idea and need to be expanded throughout the council area. Linking existing and new is important. The current down side to the current shared paths is the designation of bike and pedestrians are to travel in the same direction on the same side of the path. This dangerous for pedestrians as bikes are traveling way to quickly, many come without warning...no bell, etc. The shared paths should be split in half with bikes operating on the gutter side in both directions and as far away from vehicles exiting private properties. I am sure council is aware of the number of accidents caused by cars hitting bike on shared paths, this solution will not stop it but will reduce the problem and allow drivers to see bikes easier. Pedestrians walking on the other side, providing limited chance of being hit by speeding bikes.
25	Great idea
26	why has this taken so long.....do it now
27	A good idea as long as cyclists use the shared road safely. So often there is a shared road & cyclists still use the main road two or three abreast & hold up the traffic.

28	As a cyclist I welcome a shared path. I believe that many potential cyclists, justifiably frightened of riding on Barrenjoey Road, will use a new shared path. I would also like there to be "Give Way" signs on those side streets to Barrenjoey Road, eg Polo Avenue, that are not traffic-light-controlled. Those signs should be directed at motor vehicles rather than at cyclists as there seems to me to be an exaggerated and dangerous sense of entitlement amongst many motor vehicle drivers against cyclists. I have noticed favourable (to cyclists) "Give Way" signs on a new shared path near Mascot and there is no reason why it should not apply at Mona Vale. I very much would like an extension of the new shared path north of Bassett Street, at least as far as Beaconsfield Road at Newport. Barrenjoey Road becomes steep beyond Bassett Street and is even more intimidating for cyclists who are concerned about safety risks arising from the increased uphill speed differential between themselves and motor vehicles.
29	In my experience shared paths which include cyclists are not at all safe and comfortable for pedestrians, pram, mobility scooters and wheelchair users. Keep the cyclists on a separate or clearly divided section and its a good plan.
30	initiative is supported providing construction occurs before shared pathway opens.
31	This sounds like a good idea for walkers, kids on bikes and for all. My only comment would be to keep in mind the aesthetic of the area and to keep it simple and of concrete colour as opposed to many yellow lines and red concrete seen in other areas of Mona Vale, it creates too much of an urban feel in a beachside community.
32	This is an easy improvement for cyclists
33	I understand the need for shared pathways for mobility scooters,prams etc but doubt it may work with some of the bike riders at speed. For walkers a soft surface is needed to prevent knee, back and joint damage so a grass or soft strip should be incorporated into the shared area. thank you for the opportunity to comment.
34	I support the plan with many thanks
35	Great idea, the more shared paths we can have the better!
36	Fantastic idea and I support any bike promoting activity that doesn't impinge on cars! This is a great wide path and can get bikes off the road. Even though to be honest they always use the footpath anyway!!
37	So happy to hear this .I am a disability worker who works in one of the Cerebral palsy alliance house at Park St Mona Vale, we been funding really difficult when we taking the clients to the shops, (eg: when our clients have to attend the local medical centre or library) there is no path that wheel chair people can go cross from the traffic lights.) At lest we make a crossing from pittwater road,but that is too risk for wheel chair people as there is many car coming from different side. I am requesting our council to do some thing about it in the coming project, will really appropriate Thank you so much
38	A good plan if it follows the new wide path laid opposite the Mona Vale surf club which is great.
39	I am supportive of this initiative to make safer commuting by bike

40	I really don't get the obsession with bike paths when cant even get footpaths into the streets around Mona Vale and Newport. Now you want to put in bike paths the to share the few foot- paths available. Also - you're muddying the regulations - soon all bike riders will be thinking they can legally ride on footpaths - some already do. Probably the same ones who don't dismount to cross on footpaths - not that I've ever seen a ranger enforce it.
41	Is there any landscaping (other than turf) proposed along the route particularly between the proposed path and Barrenjoey Road? Trees for shade or groundcovers/native grasses to form a visual barrier to the road (and from the road to the wide concrete path)? This is a noisy windy stretch of road with low amenity for a pedestrian or cyclist. Thank you.
42	Another great initiative to provide more and safer opportunity to travel either on foot or bike for all in the community.
43	This appears to be a well thought out plan to improve pedestrian and cycle users safety on a very busy road. We would support this proposal providing sufficient warnings were posted on the shared pathway. Thanks
44	It would be amazing to see not only a more accessible path for pedestrians and cyclists to travel safely, but also an area of more than just grass. I hope the plans can consider the planting of native trees to provide shade breaks for those using the path. As well as native bushes and flowers to beautify the path, but also to encourage animal and insect biodiversity, and to better manage flooding.
45	You can easily travel that piece (sic) anyway. Priority needs to be given to bends stretch from Neptune at to the serpentine. I cycle to and from Avalon to work at Narrabeen 3 days a week and travel into the centre of mona vale to do yoga on my return travel. The way is safe except the bends section. Someone will have an accident soon. There are too many people wanting access to The north and south and they are on bikes it's not a hard fix. Just make a cycle path from Newport Beach up to the hang gliders area the continue across the top.
46	Excellent plan. The footpath between Darley St and Polo Ave is narrow, and slopes badly, a new wider footpath is badly needed.
47	I think this is a fantastic idea. I cycle this route and it will make it a lot safer for me and many others





DRAWING INDEX			
DRAWING NO.	DESCRIPTION	ISSUE	REVISION
0001	COVER SHEET	CONCEPT	1
0002-0004	DESIGN PLANS	CONCEPT	1
0005-0007	LINE MARKING PLANS	CONCEPT	1
0008-0010	DETAILS	CONCEPT	1

FIGURE IV: Urban Drawings: Current Mona Vale Shared Path - Concept

MONA VALE SHARED PATH

BARRENJOEY ROAD

MONA VALE

COVER SHEET

DRAWING NO. TD-MONA-VALE-SHARED-PATH-0001-CONCEPT

1:20 @ A3

1:40 @ A3

1:100 @ A3

1:250 @ A3

1:500 @ A3

1:1000 @ A3

1:2000 @ A3

1:4000 @ A3

1:8000 @ A3

1:16000 @ A3

1:32000 @ A3

1:64000 @ A3

1:128000 @ A3

1:256000 @ A3

1:512000 @ A3

1:1024000 @ A3

1:2048000 @ A3

1:4096000 @ A3

1:8192000 @ A3

1:16384000 @ A3

1:32768000 @ A3

1:65536000 @ A3

1:131072000 @ A3

1:262144000 @ A3

1:524288000 @ A3

1:1048576000 @ A3

1:2097152000 @ A3

1:4194304000 @ A3

1:8388608000 @ A3

1:16777216000 @ A3

1:33554432000 @ A3

1:67108864000 @ A3

1:134217728000 @ A3

1:268435456000 @ A3

1:536870912000 @ A3

1:1073741824000 @ A3

1:2147483648000 @ A3

1:4294967296000 @ A3

1:8589934592000 @ A3

1:17179869184000 @ A3

1:34359738368000 @ A3

1:68719476736000 @ A3

1:137438953472000 @ A3

1:274877906944000 @ A3

1:549755813888000 @ A3

1:1099511627776000 @ A3

1:2199023255552000 @ A3

1:4398046511104000 @ A3

1:8796093022208000 @ A3

1:17592186044416000 @ A3

1:35184372088832000 @ A3

1:70368744177664000 @ A3

1:140737488355328000 @ A3

1:281474976710656000 @ A3

1:562949953421312000 @ A3

1:1125899906842624000 @ A3

1:2251799813685248000 @ A3

1:4503599627370496000 @ A3

1:9007199254740992000 @ A3

1:18014398509481984000 @ A3

1:36028797018963968000 @ A3

1:72057594037927936000 @ A3

1:144115188075855872000 @ A3

1:288230376151711744000 @ A3

1:576460752303423488000 @ A3

1:1152921504606846976000 @ A3

1:2305843009213693952000 @ A3

1:4611686018427387904000 @ A3

1:9223372036854775808000 @ A3

1:18446744073709551616000 @ A3

1:36893488147419103232000 @ A3

1:73786976294838206464000 @ A3

1:147573952589676412928000 @ A3

1:295147905179352825856000 @ A3

1:590295810358705651712000 @ A3

1:1180591620717411303424000 @ A3

1:2361183241434822606848000 @ A3

1:4722366482869645213696000 @ A3

1:9444732965739290427392000 @ A3

1:18889465931478580854784000 @ A3

1:37778931862957161709568000 @ A3

1:75557863725914323419136000 @ A3

1:151115727451828646838272000 @ A3

1:302231454903657293676544000 @ A3

1:604462909807314587353088000 @ A3

1:1208925819614629174706176000 @ A3

1:2417851639229258349412352000 @ A3

1:4835703278458516698824704000 @ A3

1:9671406556917033397649408000 @ A3

1:19342813113834066795298816000 @ A3

1:38685626227668133590597632000 @ A3

1:77371252455336267181195264000 @ A3

1:154742504910672534362390528000 @ A3

1:309485009821345068724781056000 @ A3

1:618970019642690137448962112000 @ A3

1:1237940039285380274897844224000 @ A3

1:2475880078570760549795688448000 @ A3

1:4951760157141521099591376896000 @ A3

1:9903520314283042199182753792000 @ A3

1:19807040628566084398365507584000 @ A3

1:39614081257132168796731015168000 @ A3

1:79228162514264337593462030336000 @ A3

1:158456325028528675186924060672000 @ A3

1:316912650057057350373848121344000 @ A3

1:633825300114114700747696242688000 @ A3

1:1267650600228229401495392485376000 @ A3

1:2535301200456458802990784970752000 @ A3

1:5070602400912917605981569941504000 @ A3

1:10141204801825835211963139883008000 @ A3

1:20282409603651670423926279766016000 @ A3

1:40564819207303340847852559532032000 @ A3

1:81129638414606681695705119064064000 @ A3

1:162259276829213363391410238128128000 @ A3

1:324518553658426726782820476256256000 @ A3

1:649037107316853453565640952512512000 @ A3

1:1298074214633706907131281905024024000 @ A3

1:2596148429267413814262563810048048000 @ A3

1:5192296858534827628525127620096096000 @ A3

1:10384593717069655257050254441192192000 @ A3

1:20769187434139310514100508882384384000 @ A3

1:41538374868278621028201017764768768000 @ A3

1:83076749736557242056402035529537536000 @ A3

1:166153499473114484112804071058755072000 @ A3

1:332306998946228968225608142117510144000 @ A3

1:664613997892457936451216284235020288000 @ A3

1:1329227995784915872902432568470040576000 @ A3

1:2658455991569831745804865136940081152000 @ A3

1:5316911983139663491609730273880162304000 @ A3

1:10633823966279326983219460547760324608000 @ A3

1:21267647932558653966438921095520649216000 @ A3

1:42535295865117307932877842191041298432000 @ A3

1:85070591730234615865755684382082596864000 @ A3

1:170141183460469231731511368764165193728000 @ A3

1:340282366920938463463022737528330387456000 @ A3

1:680564733841876926926045475056660774912000 @ A3

1:1361129467683753853852090950113321549824000 @ A3

1:2722258935367507707704181900226643099648000 @ A3

1:5444517870735015415408363800453286199296000 @ A3

1:10889035741470030830816727600906572398592000 @ A3

1:21778071482940061661633455201813144797184000 @ A3

1:43556142965880123323266910403626289594368000 @ A3

1:87112285931760246646533820807252579188736000 @ A3

1:174224571863520493293067641614505158377472000 @ A3

1:348449143727040986586135283229010316754944000 @ A3

1:696898287454081973172270566458020633509888000 @ A3

1:1393796574908163946344541132916401270019776000 @ A3

1:2787593149816327892689082265832802540039552000 @ A3

1:5575186299632655785378164531665605080079104000 @ A3

1:11150372599265311570756329063331210160158208000 @ A3

1:22300745198530623141512658126662420320316416000 @ A3

1:44601490397061246283025316253324840640632832000 @ A3

1:8920298079412249256605063250664968128126656000 @ A3

1:17840596158824498513210126501329936256253312000 @ A3

1:35681192317648997026420253002659872512506624000 @ A3

1:71362384635297994052840506005319745025013248000 @ A3

1:142724769270595980105681012010639490050026496000 @ A3

1:285449538541191960211362024021278980100052992000 @ A3

1:570899077082383920422724048042557960200105984000 @ A3

1:1141798154164767840845448096085115920400211968000 @ A3

1:2283596308329535681690896192170231840800423936000 @ A3

1:4567192616659071363381792384340463681600847872000 @ A3

1:9134385233318142726763584768680927363201695744000 @ A3

1:18268770466636285453527169537361854726403391488000 @ A3

1:36537540933272570907054339074723709452806782976000 @ A3

1:73075081866545141814108678149447418905613565952000 @ A3

1:146150163733090283628217356298894837811227131904000 @ A3

1:292300327466180567256434712597789675622454263808000 @ A3

1:584600654932361134512869425195579351244908527616000 @ A3

1:1169201309864722269025738850391158502489817055232000 @ A3

1:2338402619729444538051477700782317004979634110464000 @ A3

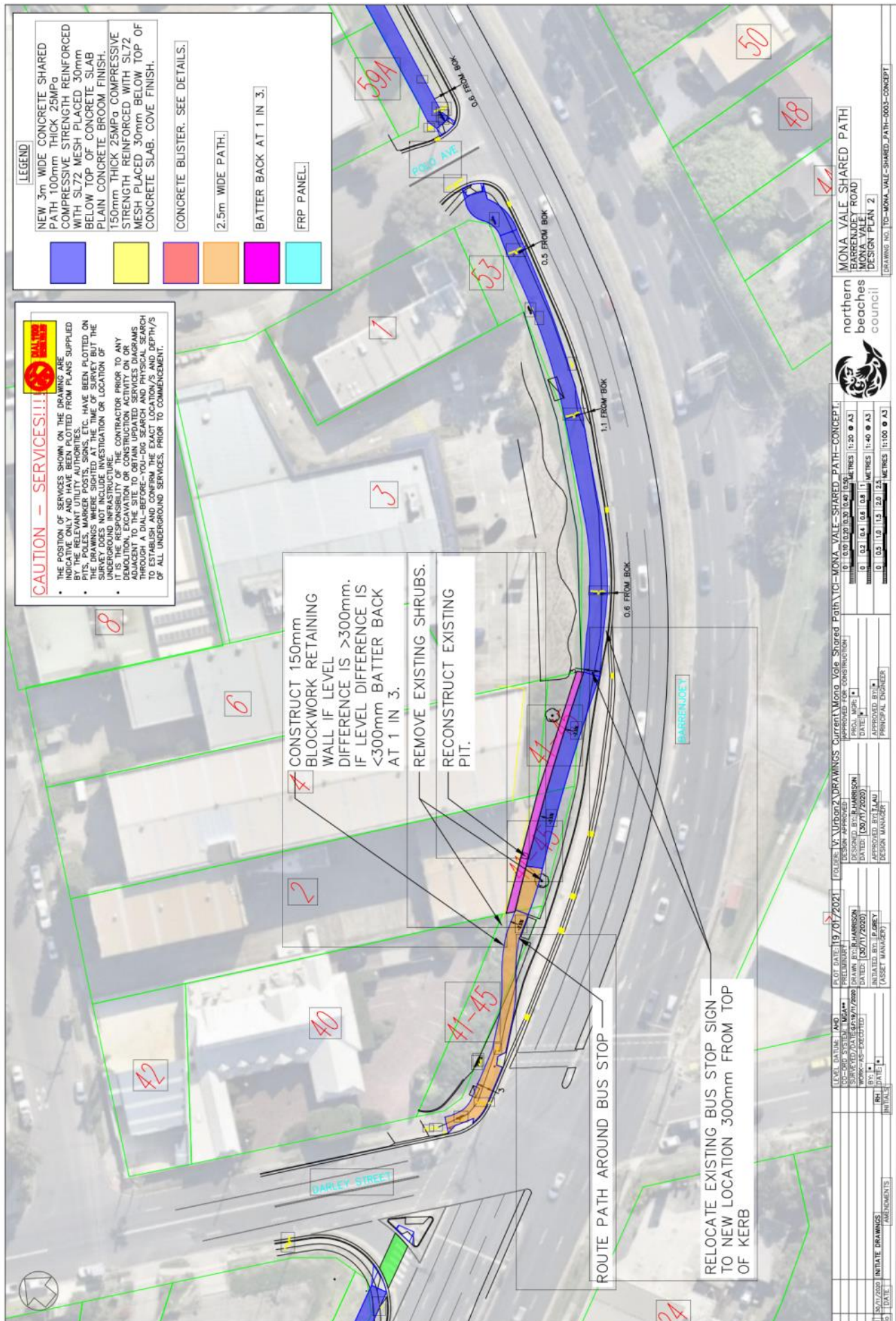
1:4676805239458889076102955401564634009959268220928000 @ A3

1:9353610478917778152205910803129268019918536441856000 @ A3

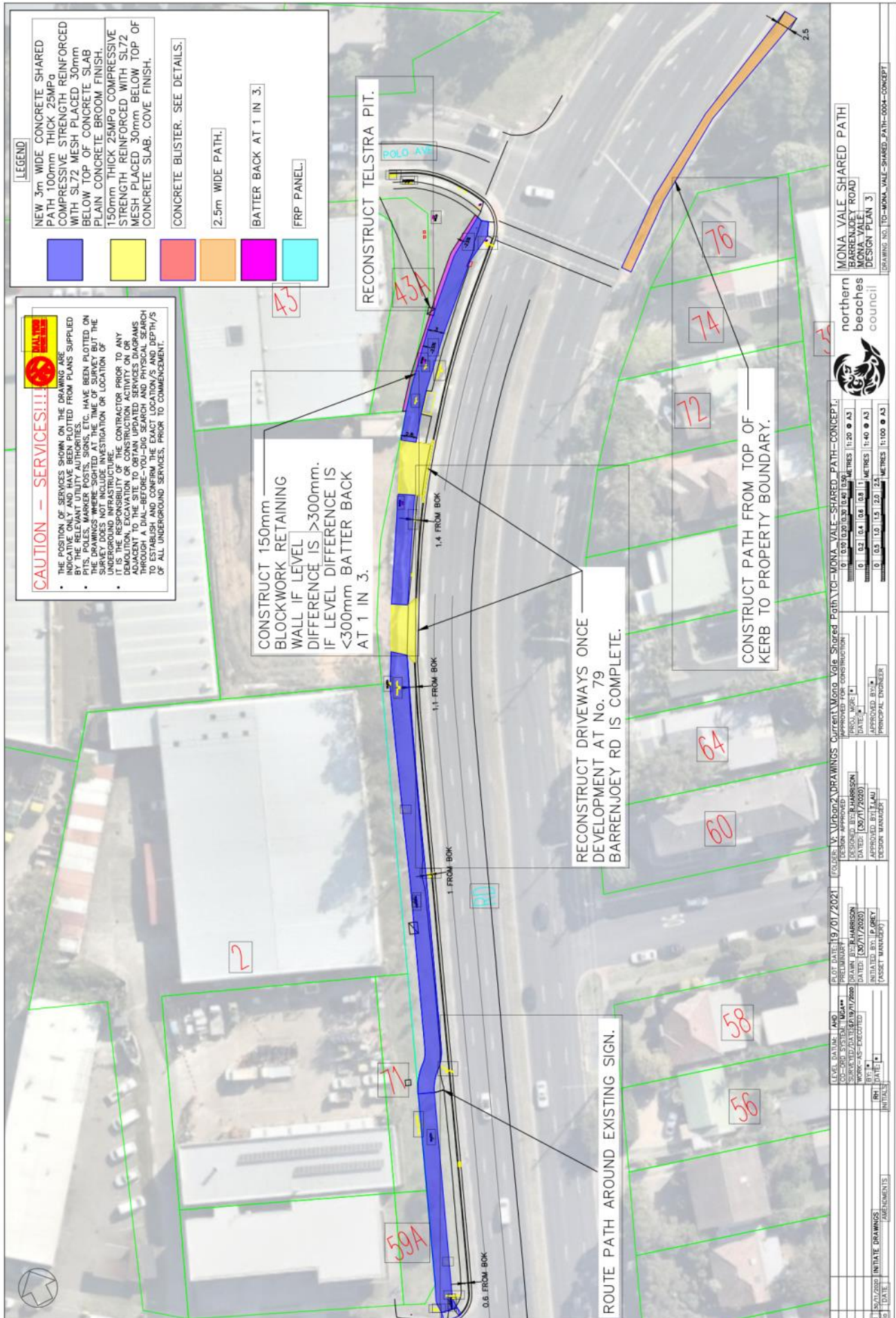
1:1870722095783555630441182160



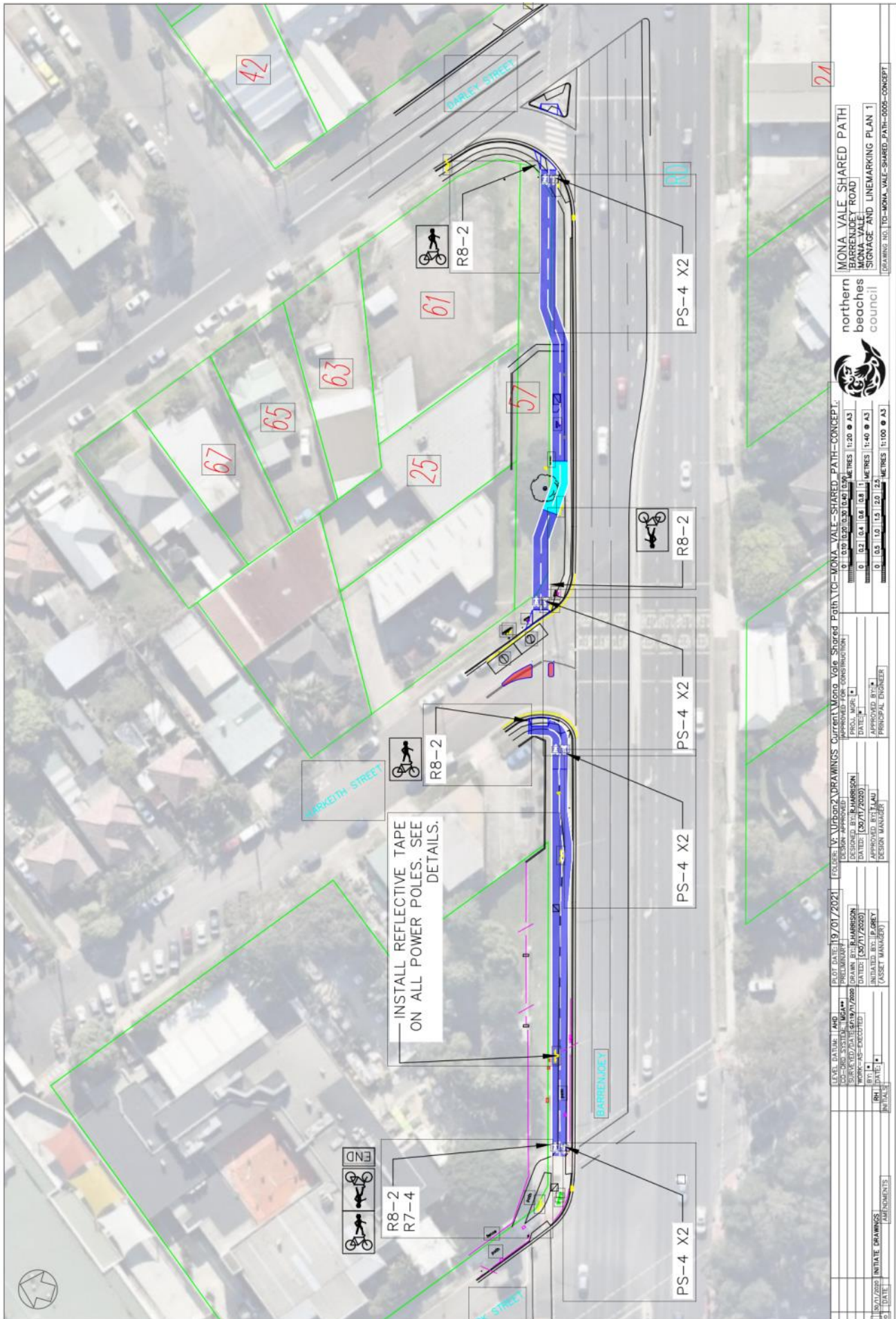








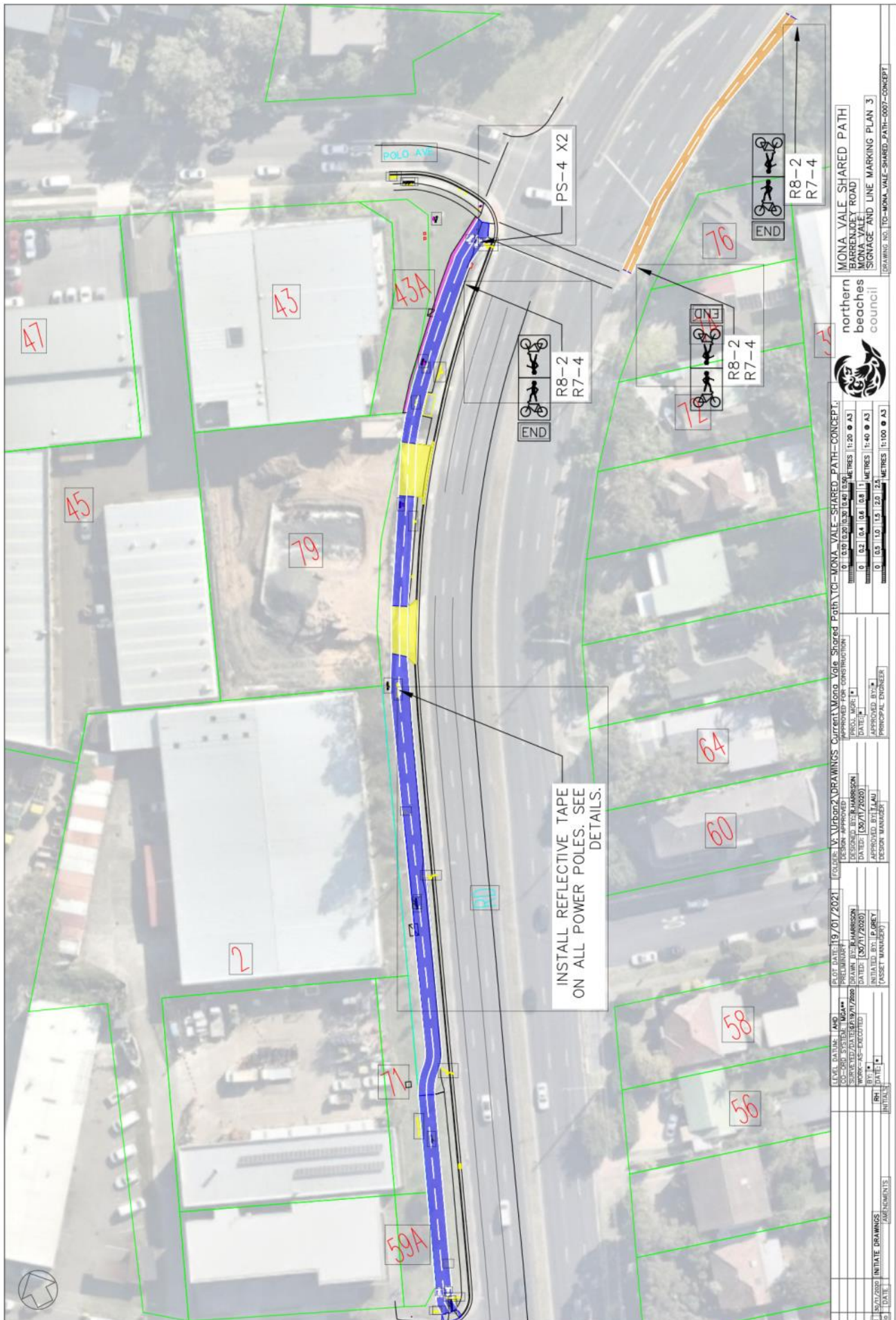










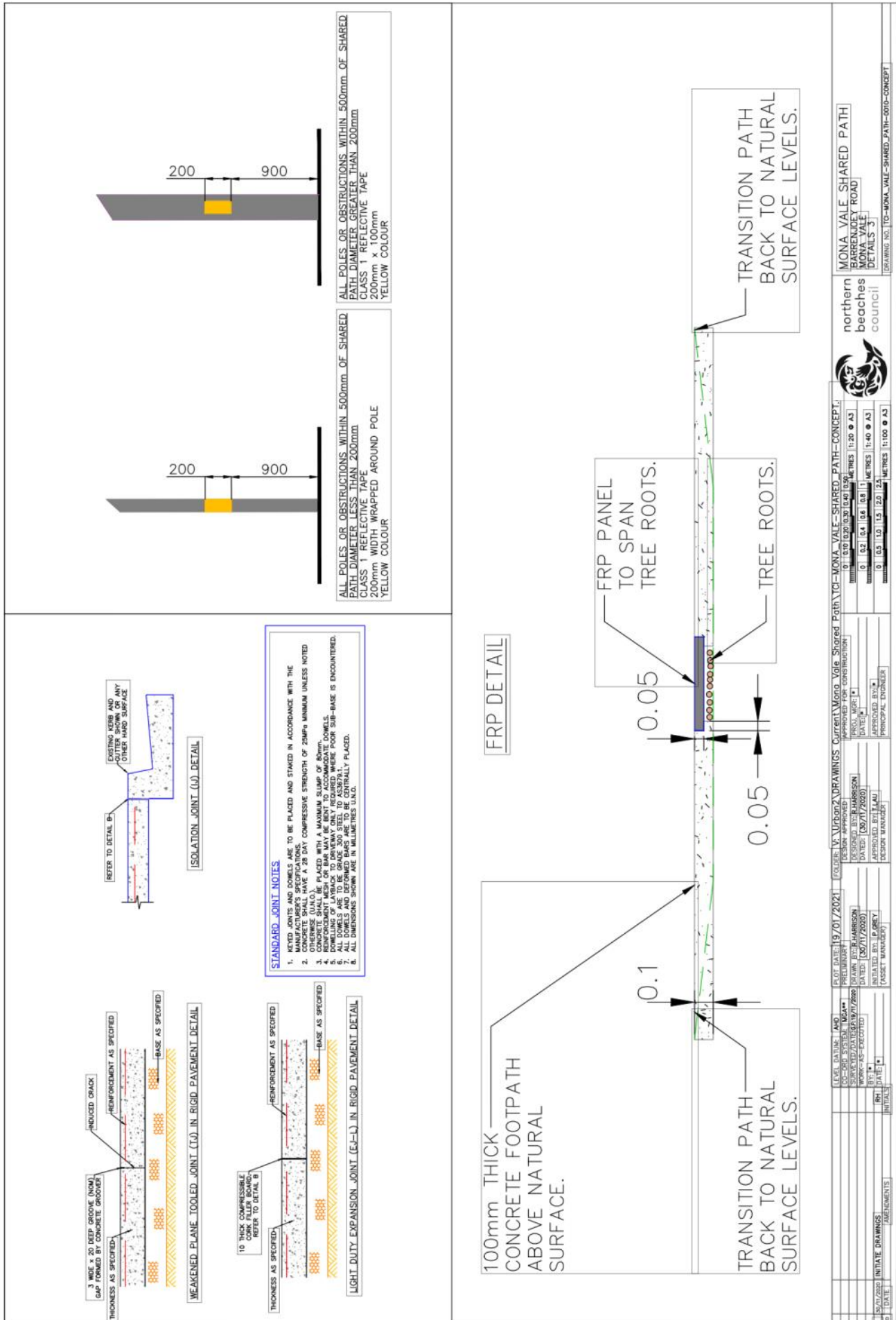






FOOTPATH SCHEDULE					
FOOTPATH WIDTH (mm)	THICKNESS (mm)	MINIMUM SLAB WIDTH (mm)	MINIMUM SLAB DEPTH (mm)	MINIMUM SLAB AREA (mm²)	REINFORCEMENT (mm)
1500	75	1500	1500	2250000	NIL
1800	75	1800	1800	3240000	NIL
2000	100	2000	2000	4000000	NIL
2500	100	2500	2500	6250000	NIL
3000	125	3000	3000	9000000	NIL
3500	150	3500	3500	12250000	NIL
4000	175	4000	4000	16000000	NIL
4500	200	4500	4500	20250000	NIL
5000	225	5000	5000	25000000	NIL
5500	250	5500	5500	30250000	NIL
6000	275	6000	6000	36000000	NIL
6500	300	6500	6500	42250000	NIL
7000	325	7000	7000	49000000	NIL
7500	350	7500	7500	56250000	NIL
8000	375	8000	8000	64000000	NIL
8500	400	8500	8500	72250000	NIL
9000	425	9000	9000	81000000	NIL
9500	450	9500	9500	90250000	NIL
10000	475	10000	10000	100000000	NIL
10500	500	10500	10500	110250000	NIL
11000	525	11000	11000	121000000	NIL
11500	550	11500	11500	132250000	NIL
12000	575	12000	12000	144000000	NIL
12500	600	12500	12500	156250000	NIL
13000	625	13000	13000	169000000	NIL
13500	650	13500	13500	182250000	NIL
14000	675	14000	14000	196000000	NIL
14500	700	14500	14500	210250000	NIL
15000	725	15000	15000	225000000	NIL
15500	750	15500	15500	240250000	NIL
16000	775	16000	16000	256000000	NIL
16500	800	16500	16500	272250000	NIL
17000	825	17000	17000	289000000	NIL
17500	850	17500	17500	306250000	NIL
18000	875	18000	18000	324000000	NIL
18500	900	18500	18500	342250000	NIL
19000	925	19000	19000	361000000	NIL
19500	950	19500	19500	380250000	NIL
20000	975	20000	20000	400000000	NIL
20500	1000	20500	20500	420250000	NIL
21000	1025	21000	21000	441000000	NIL
21500	1050	21500	21500	462250000	NIL
22000	1075	22000	22000	484000000	NIL
22500	1100	22500	22500	506250000	NIL
23000	1125	23000	23000	529000000	NIL
23500	1150	23500	23500	552250000	NIL
24000	1175	24000	24000	576000000	NIL
24500	1200	24500	24500	600250000	NIL
25000	1225	25000	25000	625000000	NIL
25500	1250	25500	25500	650250000	NIL
26000	1275	26000	26000	676000000	NIL
26500	1300	26500	26500	702250000	NIL
27000	1325	27000	27000	729000000	NIL
27500	1350	27500	27500	756250000	NIL
28000	1375	28000	28000	784000000	NIL
28500	1400	28500	28500	812250000	NIL
29000	1425	29000	29000	841000000	NIL
29500	1450	29500	29500	870250000	NIL
30000	1475	30000	30000	900000000	NIL
30500	1500	30500	30500	930250000	NIL
31000	1525	31000	31000	961000000	NIL
31500	1550	31500	31500	992250000	NIL
32000	1575	32000	32000	1024000000	NIL
32500	1600	32500	32500	1056250000	NIL
33000	1625	33000	33000	1089000000	NIL
33500	1650	33500	33500	1122250000	NIL
34000	1675	34000	34000	1156000000	NIL
34500	1700	34500	34500	1190250000	NIL
35000	1725	35000	35000	1225000000	NIL
35500	1750	35500	35500	1260250000	NIL
36000	1775	36000	36000	1296000000	NIL
36500	1800	36500	36500	1332250000	NIL
37000	1825	37000	37000	1369000000	NIL
37500	1850	37500	37500	1406250000	NIL
38000	1875	38000	38000	1444000000	NIL
38500	1900	38500	38500	1482250000	NIL
39000	1925	39000	39000	1521000000	NIL
39500	1950	39500	39500	1560250000	NIL
40000	1975	40000	40000	1600000000	NIL
40500	2000	40500	40500	1640250000	NIL
41000	2025	41000	41000	1681000000	NIL
41500	2050	41500	41500	1722250000	NIL
42000	2075	42000	42000	1764000000	NIL
42500	2100	42500	42500	1806250000	NIL
43000	2125	43000	43000	1849000000	NIL
43500	2150	43500	43500	1892250000	NIL
44000	2175	44000	44000	1936000000	NIL
44500	2200	44500	44500	1980250000	NIL
45000	2225	45000	45000	2025000000	NIL
45500	2250	45500	45500	2070250000	NIL
46000	2275	46000	46000	2116000000	NIL
46500	2300	46500	46500	2162250000	NIL
47000	2325	47000	47000	2209000000	NIL
47500	2350	47500	47500	2256250000	NIL
48000	2375	48000	48000	2304000000	NIL
48500	2400	48500	48500	2352250000	NIL
49000	2425	49000	49000	2401000000	NIL
49500	2450	49500	49500	2450250000	NIL
50000	2475	50000	50000	2500000000	NIL
50500	2500	50500	50500	2550250000	NIL
51000	2525	51000	51000	2601000000	NIL
51500	2550	51500	51500	2652250000	NIL
52000	2575	52000	52000	2704000000	NIL
52500	2600	52500	52500	2756250000	NIL
53000	2625	53000	53000	2809000000	NIL
53500	2650	53500	53500	2862250000	NIL
54000	2675	54000	54000	2916000000	NIL
54500	2700	54500	54500	2970250000	NIL
55000	2725	55000	55000	3025000000	NIL
55500	2750	55500	55500	3080250000	NIL
56000	2775	56000	56000	3136000000	NIL
56500	2800	56500	56500	3192250000	NIL
57000	2825	57000	57000	3249000000	NIL
57500	2850	57500	57500	3306250000	NIL
58000	2875	58000	58000	3364000000	NIL
58500	2900	58500	58500	3422250000	NIL
59000	2925	59000	59000	3481000000	NIL
59500	2950	59500	59500	3540250000	NIL
60000	2975	60000	60000	3600000000	NIL
60500	3000	60500	60500	3660250000	NIL
61000	3025	61000	61000	3721000000	NIL
61500	3050	61500	61500	3782250000	NIL
62000	3075	62000	62000	3844000000	NIL
62500	3100	62500	62500	3906250000	NIL
63000	3125	63000	63000	3969000000	NIL
63500	3150	63500	63500	4032250000	NIL
64000	3175	64000	64000	4096000000	NIL
64500	3200	64500	64500	4160250000	NIL
65000	3225	65000	65000	4225000000	NIL
65500	3250	65500	65500	4290250000	NIL
66000	3275	66000	66000	4356000000	NIL
66500	3300	66500	66500	4422250000	NIL
67000	3325	67000	67000	4489000000	NIL
67500	3350	67500	67500	4556250000	NIL
68000	3375	68000	68000	4624000000	NIL
68500	3400	68500	68500	4692250000	NIL
69000	3425	69000	69000	4761000000	NIL
69500	3450	69500	69500	4830250000	NIL
70000	3475	70000	70000	4900000000	NIL
70500	3500	70500	70500	4970250000	NIL
71000	3525	71000	71000	5041000000	NIL
71500	3550	71500	71500	5112250000	NIL
72000	3575	72000	72000	5184000000	NIL
72500	3600	72500	72500	5256250000	NIL
73000	3625	73000	73000	5329000000	NIL
73500	3650	73500	73500	5402250000	NIL
74000	3675	74000	74000	5476000000	NIL
74500	3700	74500	74500	5550250000	NIL
75000	3725	75000	75000	5625000000	NIL
75500	3750	75500	75500	5700250000	NIL
76000	3775	76000	76000	5776000000	NIL
76500	3800	76500	76500	5852250000	NIL
77000	3825	77000	77000	5929000000	NIL
77500	3850	77500	77500	6006250000	NIL
78000	3875	78000	78000	6084000000	NIL
78500	3900	78500	78500	6162250000	NIL
79000	3925	79000	79000	6241000000	NIL
79500	3950	79500	79500	6320250000	NIL
80000	3975	80000	80000	6400000000	NIL
80500	4000	80500	80500	6480250000	NIL
81000	4025	81000	81000	6561000000	NIL
81500	4050	81500	81500	6642250000	NIL
82000	4075	82000	82000	6724000000	NIL
82500	4100	82500	82500	6806250000	NIL
83000	4125	83000	83000	6889000000	NIL
83500	4150	83500	83500	6972250000	NIL
84000	4175	84000	84000	7056000000	NIL
84500	4200	84500	84500	7140250000	NIL
85000	4225	85000	85000	7225000000	NIL
85500	4250	85500	85500	7310250000	NIL
86000	4275	86000	86000	7396000000	NIL
86500	4300	86500	86500	7482250000	NIL
87000	4325	87000	87000	7569000000	NIL
87500	4350	87500	87500	7656250000	NIL
88000	4375	88000	88000	7744000000	NIL
88500	4400	88500	88500	7832250000	NIL
89000	4425	89000	89000	7921000000	NIL
89500	4450	89500	89500	8010250000	NIL
90000	4475	90000	90000	8100000000	NIL
90500	4500	90500	90500	8190250000	NIL
91000	4525	91000	91000	8281000000	NIL
91500	4550	91500	91500	8372250000	NIL
92000	4575	92000	92000	8464000000	NIL
92500	4600	92500	92500	8556250000	NIL
93000	4625	93000	93000	8649000000	NIL





MONA VALE SHARED PATH		MONA VALE SHARED PATH	
BARRENJOEY ROAD		BARRENJOEY ROAD	
MONA VALE		MONA VALE	
DETAILS 3		DETAILS 3	
DRAWING NO. 10-MONA-VALE-SHARED-PATH-0010-CONCEPT		DRAWING NO. 10-MONA-VALE-SHARED-PATH-0010-CONCEPT	

<b>ITEM 4.9</b>	<b>BAKERS ROAD, CHURCH POINT – NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2021/029179</b>
<b>ATTACHMENTS</b>	1 <a href="#">↓ Bakers Road, Church Point - Plan</a> 2 <a href="#">↓ Bakers Road, Church Point - Table of Consultation</a>

**GEOCODES: -33.651971, 151.287206**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding traffic safety and a number of vehicles parked near the bend outside No.19 Bakers Road, Church Point.

### **LOCATION**

- Bakers Road is a No-Through Road carrying only local traffic from Pittwater Road.
- The section of Bakers Road, north of Corniche Road, is approximately 6.5m between kerbs, but narrows to 5.5m towards the north.
- The section of Bakers Road under consideration is unrestricted on the outer radius with 'No Parking' restrictions on the inner radius, along the frontage of Property No. 19.
- Advanced warning signs advising motorists of two-way traffic and the road narrowing, have been installed at appropriate locations along the road, as well as guide signs emphasising the Road Rules to maintain a minimum 3m traffic lane between vehicles parked on opposite sides of the road.
- There are no pedestrian facilities or a footpath on Bakers Road.
- Adjacent land uses consist of Low-Density Residential Housing.
- There are no bus routes that service this section of Bakers Road.

### **ISSUES**

- The issue of parking problems resulting from the overflow car parking demand from Church Point has been an ongoing concern for a number of decades.
- The demand for on-street parking from nearby facilities also overflows to surrounding streets such as Bakers Road and Corniche Road, especially on weekends and during the summer period.
- Vehicles parked along the curves in Bakers Road create a potential traffic hazard to road users by restricting the road width for through traffic, and reducing sight distances (aggravated by the bend).
- Council previously installed a proposal to restrict parking on the inside of the curve, to provide sufficient road width for a vehicle lanes and to retain parking on one side of the road.
- However, residents have raised concerns when negotiating this bend due to the narrowing road width and sight distance obscured by vegetation at this section of Bakers Road.
- Additional linemarking can improve delineation through the bend and assists the transition of vehicles travelling in either direction.

**PROPOSAL**

Council has undertaken a review of the location and proposes to install 'No Stopping' restrictions on the inner and outer radius, to prevent parking on the bend.

Due to the changing road width, Dividing (Barrier) Lines are also proposed, to discourage lane changing and improve lane delineation through this section of road.

**PEDESTRIAN AND CYCLIST IMPACT STATEMENT**

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

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

**CONSULTATION**

- Consultation letters have been distributed to 28 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 9 letters were submitted to Council with support to the proposal.

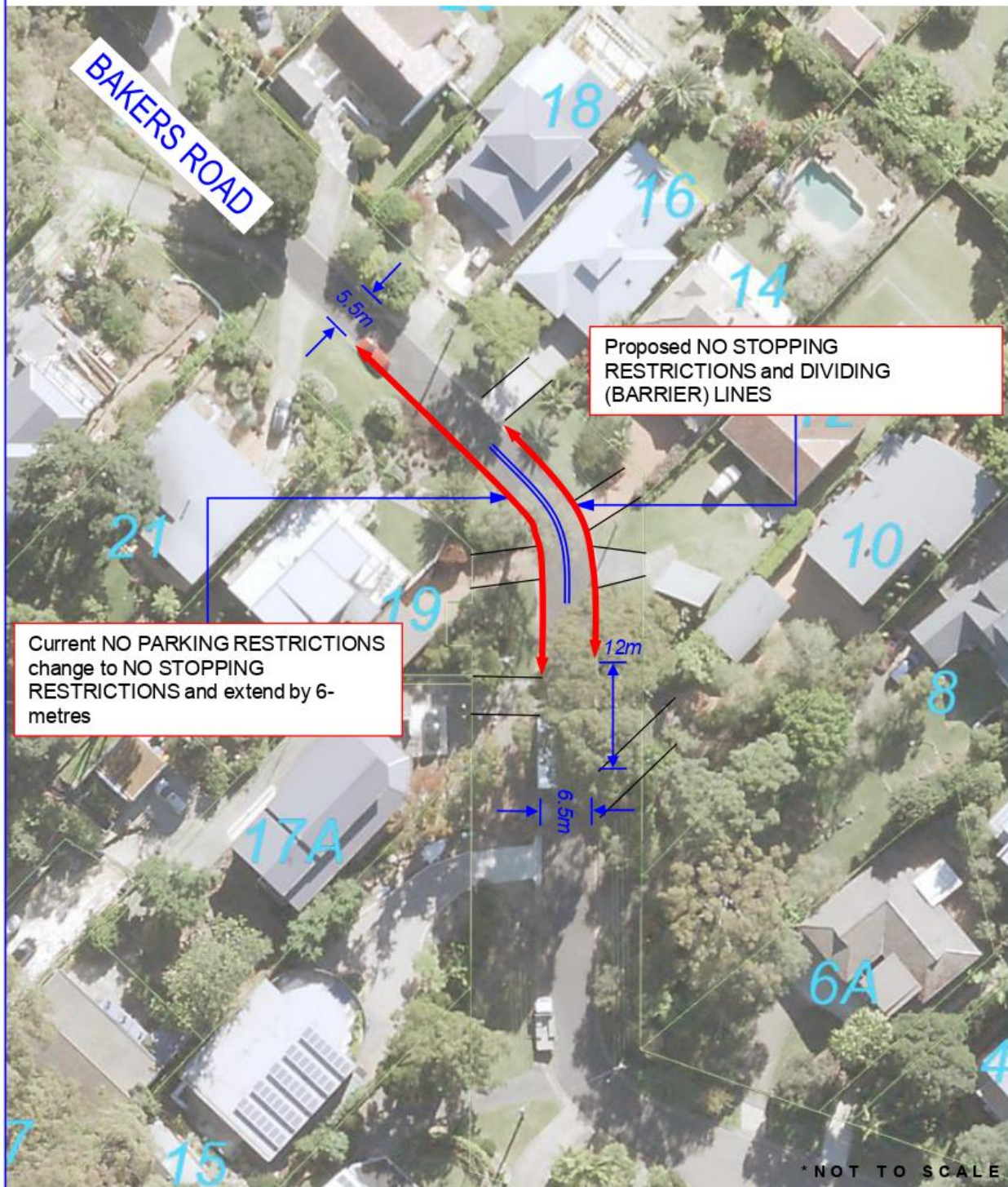
---

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Installation of 'No Stopping' restrictions along the western and eastern kerb side at the frontage of Property No. 19 Bakers Road, Church Point.
- B. Installation of Dividing (Barrier) Lines, between the driveway of Property No. 16 and No. 12.





### PROPOSAL

Bakers Road, Church Point  
No Stopping Restrictions

DRAWN BD

APPROVED

*P. Deva*

LAYOUT 1 OF 1

REVISION NO.

B

DATE

18/01/2021



northern  
beaches  
council

## Table of Consultation

<b>Address</b>	<b>Bakers Road, Church Point</b>
<b>Proposal</b>	<b>Timed Parking Restrictions</b>

<b>Properties Consulted</b>	28
<b>Responses Received</b>	9
<b>Support</b>	9
<b>Do Not Support</b>	0

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Interesection of Bakers and Pittwater Road	<p><i>"Suggest that parked cars should only be limited to one side of the road [on Bakers Road, adjacent to the intersection with Pittwater Road]"</i></p> <p><i>"Consider extending the double unbroken lines in Bakers Road, at entry from Pittwater Road to the first driveway on Bakers Road from Pittwater Road"</i></p>	<p>Council has previously extended the No Stopping restrictions at the intersection of Bakers and Pittwater Road. The length of the No Stopping restrictions from the intersection of Pittwater Road is 20-metres on the south side and 30 on the northern side.</p> <p>The extension improved the sight distance and safety of passing vehicles near the existing Dividing (Barrier) Lines.</p>
Signposted Restrictions	<i>"Suggest that sign posts are also installed to highlight the No Stopping zones on each side of the road at the entrance of Bakers Road, opposite 6A Bakers Road"</i>	Council will be installing No Stopping signs to enforce the new restrictions.
Ranger Enforcement	<i>"A ban on boat trailers unattached/ parked in Bakers Road"</i>	A request has been forwarded to the Council's Rangers to enforce the Australian Road Rules and 28-days boat trailer rule.
Extension of restrictions	<p><i>The proposed 'No Stopping' zone be extended a further car length as shown in the attached diagram [in front of 18 Bakers Road].</i></p> <p><i>Suggest that the No Stopping restrictions are extended further up Bakers Road to include No. 16 Bakers Road"</i></p>	<p>Parking restrictions are therefore only proposed in the most critical area where parking issues restricts both road width and sight distances due to the road geometry.</p> <p>Council has proposed to extend the No Stopping on the inner bend to include a part of frontage of 21 Bakers Road.</p>
Extension of restrictions	<p><i>Alternatively, extend the 'No Stopping' beyond 19 Bakers Road all the way up the hill until the road widens up near the turning bay"</i></p> <p><i>"There should be 'No stopping' on either side of the narrow section of road after the fork just after 22 Bakers Road. There is a bend in the road, and additional obstacles create dangerous traffic conditions"</i></p>	<p>Parking past Property 21 Bakers Road is enforceable under the Australian Road Rules. Vehicles must be positioned so that 3-metres of roadside adjacent to the vehicle is clear for other vehicles to pass.</p> <p>A request has been forwarded to the Council's Rangers to enforce the Australian Road Rules and 28-days boat trailer rule.</p>



On-street Parking	<i>"We do observe some cars belonging to non-residents which are parked for several days - presumably to go boating on Pittwater. This is inappropriate in a quiet residential street with limited off street parking. We urge council to consider implementing 'residents only' parking beyond 4-6 hours in order to balance the interests of residents with others enjoying Pittwater"</i>	<p>Council needs to consider providing a balance of parking restrictions to improve access and traffic safety, and to maintain on-street parking for residents and the Church Point community.</p> <p>Resident Parking Permit Schemes can only be approved by Transport for NSW (TfNSW). The situation in Bakers Road, Church Point does not satisfy the necessary TfNSW guidelines and eligibility criteria. All properties have parking spaces on their property and there is on-street parking available nearby.</p> <p>If timed parking restrictions is proposed, it will affect all residents on Bakers Road.</p>

<b>ITEM 4.10</b>	<b>RIVERVIEW ROAD, AVALON BEACH – GIVE WAY AND DIVIDING BARRIER LINES</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2021/029213</b>
<b>ATTACHMENTS</b>	1 <a href="#">↓ Riverview Road, Avalon Beach - Plan</a> 2 <a href="#">↓ Riverview Road, Avalon Beach - Table of Consultation</a>

**GEOCODES: -33.627083, 151.317111**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding traffic safety and vehicles parking on the corner at the intersection of Riverview Road and Paradise Avenue, Avalon Beach.

### **LOCATION**

- The section under consideration is the intersection of Riverview Road and Paradise Avenue.
- The section of Riverview Road is a collector road approximately 7.5m between kerbs.
- Paradise Avenue is a No Through Road that intersects Riverview Road at the stem of a 'T' intersection. 'Give Way' controls apply for vehicles entering Riverview Road.
- Paradise Avenue is also a No Through Road, where the sealed pavement width varies between 6m and 6.7m.
- The section of Riverview Road curves at the intersection with Paradise Avenue.
- There are 'No Parking' restrictions on the western kerb side of Riverview Road, south of the intersection, and 'No Parking' restrictions on the northern kerb side of Paradise Avenue
- There are no constructed pedestrian facilities or footpaths on Riverview Road.
- Adjacent land uses consist of Low-Density Residential Housing.
- The 192 bus route (Avalon Beach to Stokes Point) services this section of Riverview Road

### **ISSUES**

- Between Paradise Avenue and Hudson Parade, Council has approved and installed 'No Parking' to restrict parking at all times on the western side of Riverview Road, to provide sufficient road width for a vehicle lane and to retain parking on one side of the road. The proposal also assisted bus movements along Riverview Road.
- Consultation from the previous proposal saw residents requesting further restrictions on Riverview Road, north of Paradise Avenue.
- Riverview Road serves as a collector road and is a primary link that connects residents to Hudson Parade.
- At the intersection of Riverview Road and Paradise Avenue, vehicles parked along the inner curve create a potential traffic hazard to road users by restricting the road width for through-traffic and reducing sight distances (aggravated by the bend and the amount of vegetation in the area).
- Additional linemarking can improve delineation through the curve and assists the transition of vehicles travelling to the intersection.

**PROPOSAL**

Council has undertaken a review of the above location and proposes to improve linemarking at the intersection by installing a 'Give Way' control on Paradise Avenue and 10-metres of Dividing Barrier Lines on each approach to the intersection.

'No Stopping' restrictions are also proposed to prevent parking at the intersection and along the eastern side of Riverview Road, opposite Paradise Avenue.

**PEDESTRIAN AND CYCLIST IMPACT STATEMENT**

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

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

**CONSULTATION**

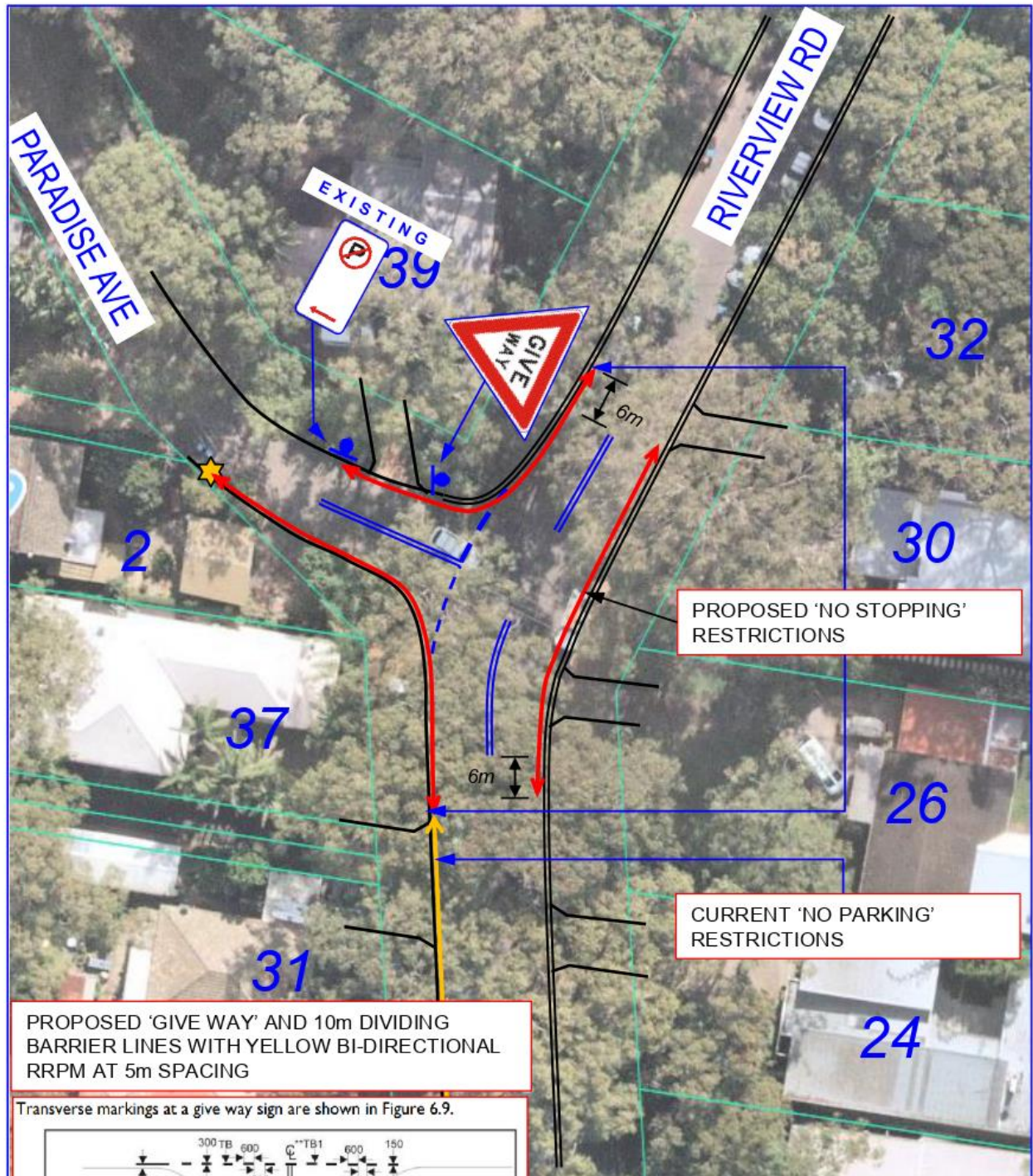
- Consultation letters have been distributed to 46 properties within the immediate vicinity of the location, providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 5 submissions were received during the time of consultation with 3 submissions supporting and 2 objecting the proposal

---

**RECOMMENDATION TO TRAFFIC COMMITTEE**


That the Traffic Committee supports the:

- A. Installation of 'Give Way' control at the intersection of Paradise Avenue and Riverview Road, Avalon Beach.
- B. Installation of Dividing (Barrier) Lines for a length of 10m on the approaches to the intersection of Paradise Avenue and Riverview Road, Avalon Beach.
- C. Installation of 'No Stopping' restrictions on the inside of the curve, from the driveway of Property No.30 and 6m south of the Dividing (Barrier) Lines in Riverview Road, Avalon Beach.
- D. Installation of 'No Stopping' restrictions, from the driveway of Property No.37 in Riverview Road, to the streetlight outside Property No. 2 Paradise Avenue, Avalon Beach.
- E. Installation of 'No Stopping' restrictions, from 6m north of the Dividing (Barrier) Lines in Riverview Road, to the 'No Parking' restriction in Paradise Avenue, Avalon Beach.



## PROPOSAL

### Riverview Road, Avalon Dividing Barrier Lines

DRAWN	BD	APPROVED	
LAYOUT	1 OF 1	REVISION NO.	B DATE 18/01/2021



northern  
beaches  
council



## Table of Consultation

<b>Address</b>	<b>Riverview Road, Avalon</b>
<b>Proposal</b>	<b>Give Way and Dividing Barrier Lines</b>

<b>Properties Consulted</b>	46
<b>Responses Received</b>	5
<b>Support</b>	3
<b>Do Not Support</b>	2

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Speed Limits	<i>"The best way would be to change speed limits to 40km"</i>	The speed reduction is administered on NSW Roads by the Transport for NSW (TfNSW), however Council has forwarded resident comments to the TfNSW for review.
Speeding	<i>"By removing these parking spots, you will effectively speed the traffic flow up"</i>	Council has noted resident's comment. Due to safety matters, parking has been removed to provide sightline through the bend/intersection. Council will monitor the area for speeding post-installation.
On-street Parking Availability & Footpath	<i>"Taking away further street parking will cause more safety concerns for residents as there is no concrete footpath on either side of the road for safe access if you have to walk back to your house"</i>	All properties on Riverview Road and Paradise Avenue have adequate off-street parking spaces within property boundaries. However, Riverview Road has been noted in the Future Footpath spreadsheet.
Trailers	<i>"Trailers/caravans to be located elsewhere to enable residents and visitors parking"</i>	Council has noted resident's comments.  A request has been forwarded to the Council's Rangers to enforce Australian Road Rules and 28-day

<b>ITEM 4.11</b>	<b>BELLEVUE AVENUE, AVALON BEACH - INTERSECTION TREATMENT</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2021/029216</b>
<b>ATTACHMENTS</b>	<b>1 <a href="#">↓</a> Bellevue Avenue, Avalon Beach - Plan</b>

**GEOCODES: -33.640786, 151.325075**

## **REPORT**

### **BACKGROUND**

Due to the risk it poses to road users, Council is reviewing the existing Traffic Dome or 'silent cop' situated at intersection of Bellevue Avenue and Dress Circle Road, Avalon Beach. If hit, traffic domes are considered to be a hazard for pedestrians, cyclists and drivers. TfNSW has advised that they no longer consider traffic domes as an appropriate traffic management device.

### **LOCATION**

- The section under consideration is the intersection of Bellevue Avenue and Dress Circle Road, Avalon Beach.
- Bellevue Avenue is a local road that intersects Dress Circle Road as the stem of a 'T' intersection. 'Give Way' controls apply for vehicles entering Dress Circle Road.
- The section of Bellevue Avenue is a local road approximately 8.2m between kerbs.
- Dress Circle Road is also a local road, where the sealed pavement width varies between 5.5m and 6.5m.
- There are 'No Stopping' restrictions between the driveway of No. 17 to No. 21 Dress Circle Road and along the kerb side frontage of No.8 Dress Circle and Palm Grove Park.
- There is a constructed pedestrian footpath on the eastern side of Bellevue Avenue.
- Adjacent land uses consist of Low-Density Residential Housing and a Reserve (Palm Grove Park).
- Avalon Public School is situated north of the intersection, between Old Barrenjoey Road, Sanders Lane, and Bellevue Avenue.
- There are school drop-off and pick-up areas located near access gates at the southern end of the school along Old Barrenjoey Road and Bellevue Avenue.
- The 719N school bus route (Avalon Public School to Barrenjoey High) services this intersection.

### **ISSUES**

- Traffic Domes are installed to prevent road users from making dangerous manoeuvres and/or 'cutting corners' at intersections. However, Traffic Domes are recognised by TfNSW as a hazard to road users and not an appropriate traffic management device.
- Bellevue Avenue is a local road, however, used as a thoroughfare by many road users and by parents and carers to drop off and collect their children from Avalon Public School.
- Residents report that road users use Bellevue Avenue as a 'rat run' to avoid the Old Barrenjoey Road/Avalon Parade intersection.
- Increased safety concerns along Bellevue Avenue occur due to its proximity to Avalon Public School where there are higher pedestrian volumes and visitors to the area, especially during School drop-off and pick-up times.
- It is recommended that the proposed Rumble Bar strip be granted in situ of the Traffic Dome, to improve access and safety for road users.

## PROPOSAL

Council has undertaken a review of the above location and proposes to convert the Traffic Dome into a 'Give Way' control with a Rumble Bar strip and Dividing (Barrier) Lines on the northern leg of the Bellevue Avenue/Dress Circle Road intersection.

The strip will consist of multiple rumble bars installed perpendicular to the direction of travel. The strip will deter hazardous driving behaviour by preventing road users from 'cutting corners' and through the rumble bars and double barrier lines, traffic will benefit by increased delineation and guidance manoeuvring through the intersection.

## PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- Bellevue Avenue and Dress Circle Road is not included of the Road Cycling Network.
- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- Council is proposing a footpath on the northern side of Dress Circle Road, connect the existing footpaths on Bellevue Avenue and Old Barrenjoey Road. However, the proposal does not affect pedestrian facilities or impacts on walking paths.

## CONSULTATION

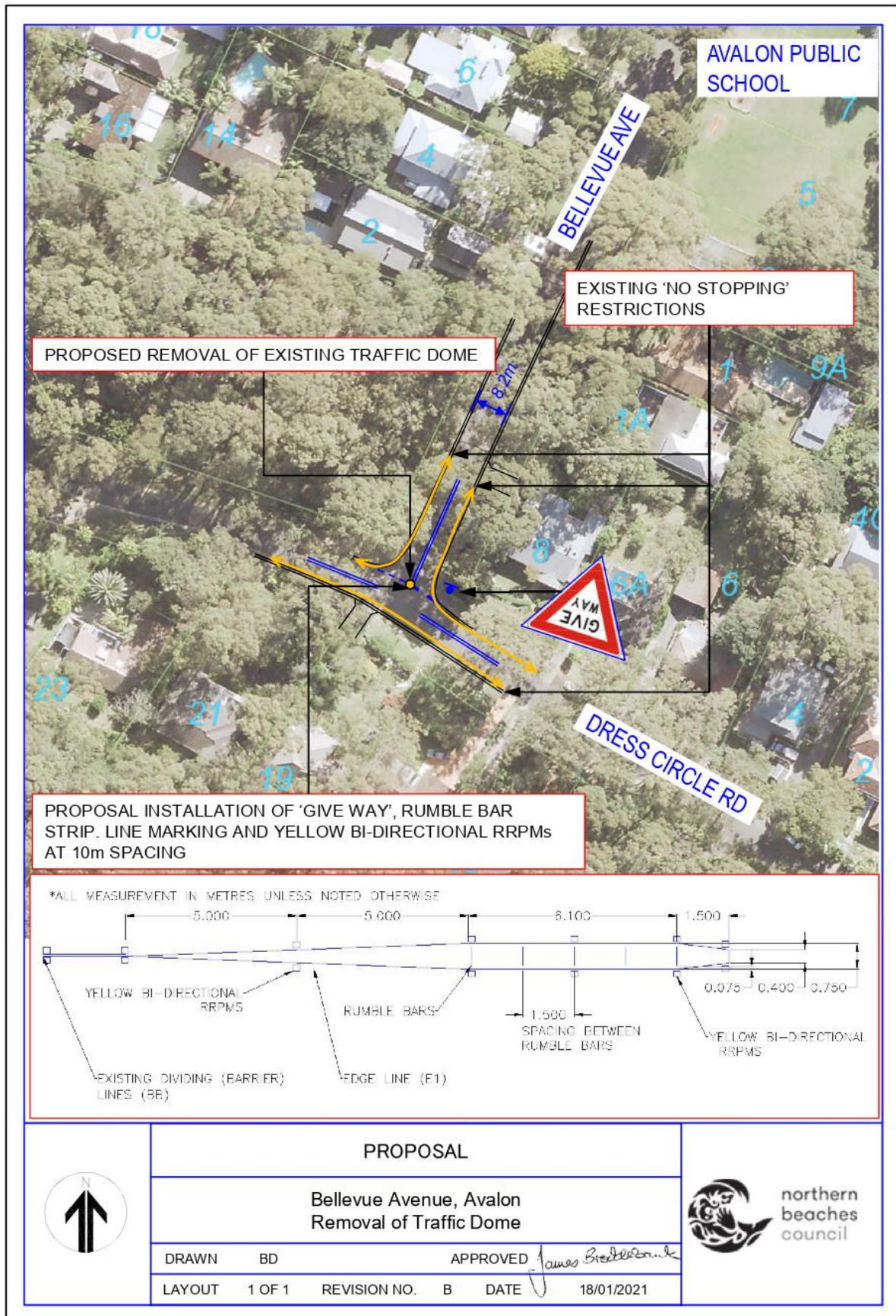
- Consultation letters have been distributed to 46 properties within the immediate vicinity of the location providing notification of the proposed changes.
- A total of 1 submission supporting the proposal was received during the time of consultation.

---

## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 'Give Way' control at the intersection of Bellevue Avenue and Dress Circle Road, Avalon Beach.
- B. Replacement of the existing Traffic Dome to a Rumble Bar strip and Dividing (Barrier) Lines on the northern leg of the Bellevue Avenue/Dress Circle Road intersection.





<b>ITEM 4.12</b>	<b>LIVINGSTONE PLACE, NEWPORT - NO PARKING RESTRICTIONS WASTE COLLECTION DAYS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2021/029264</b>
<b>ATTACHMENTS</b>	1 <a href="#">Livingstone Place, Newport - Plan</a> 2 <a href="#">Livingstone, Newport - Table of Consultation</a>

**GEOCODES: -33.660190, 151.314320**

## **REPORT**

### **BACKGROUND**

Council has received reports from residents regarding the restricted turning movement of Council's waste collection vehicles, when vehicles park in the cul-de-sac at Livingstone Place, Newport.

### **LOCATION**

- Livingstone Place is a No Through Road that intersects Queens Parade as the stem of a 'T' intersection. 'Give Way' controls apply for vehicles entering Queens Parade.
- Livingstone Place is a Local Road with a speed limit of 50km/h.
- Thyra Road has a road width of 5.6m from kerb-to-kerb and caters for two-way traffic movements.
- There is generally unrestricted on-street parking along both kerb sides, with exception to the statutory 10m No Stopping restrictions on approach to the intersection with Queens Parade.
- There is no footpath on Livingstone Place.
- Adjacent land uses consist of a mixture of Low and Medium-Density Residential Housing.
- There are no bus routes that service Livingstone Place.

### **ISSUES**

- Parallel parking is generally unrestricted along the road kerb side.
- Vehicles are observed parking illegally in the cul-de-sac of Livingstone Place.
- Council's refuse and recycling contractor, URM, have reported difficulties accessing the area due to on-street car parking interfering with waste removal operations.
- It is recommended that the proposed No Parking restrictions be granted, to improve access for road users - including waste collection vehicles.

### **PROPOSAL**

Council has undertaken a review of the above location and proposes to install '**No Parking 6AM – 6PM Monday**' restrictions at the cul-de-sac of Livingstone Place, Newport.

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

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

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

## CONSULTATION

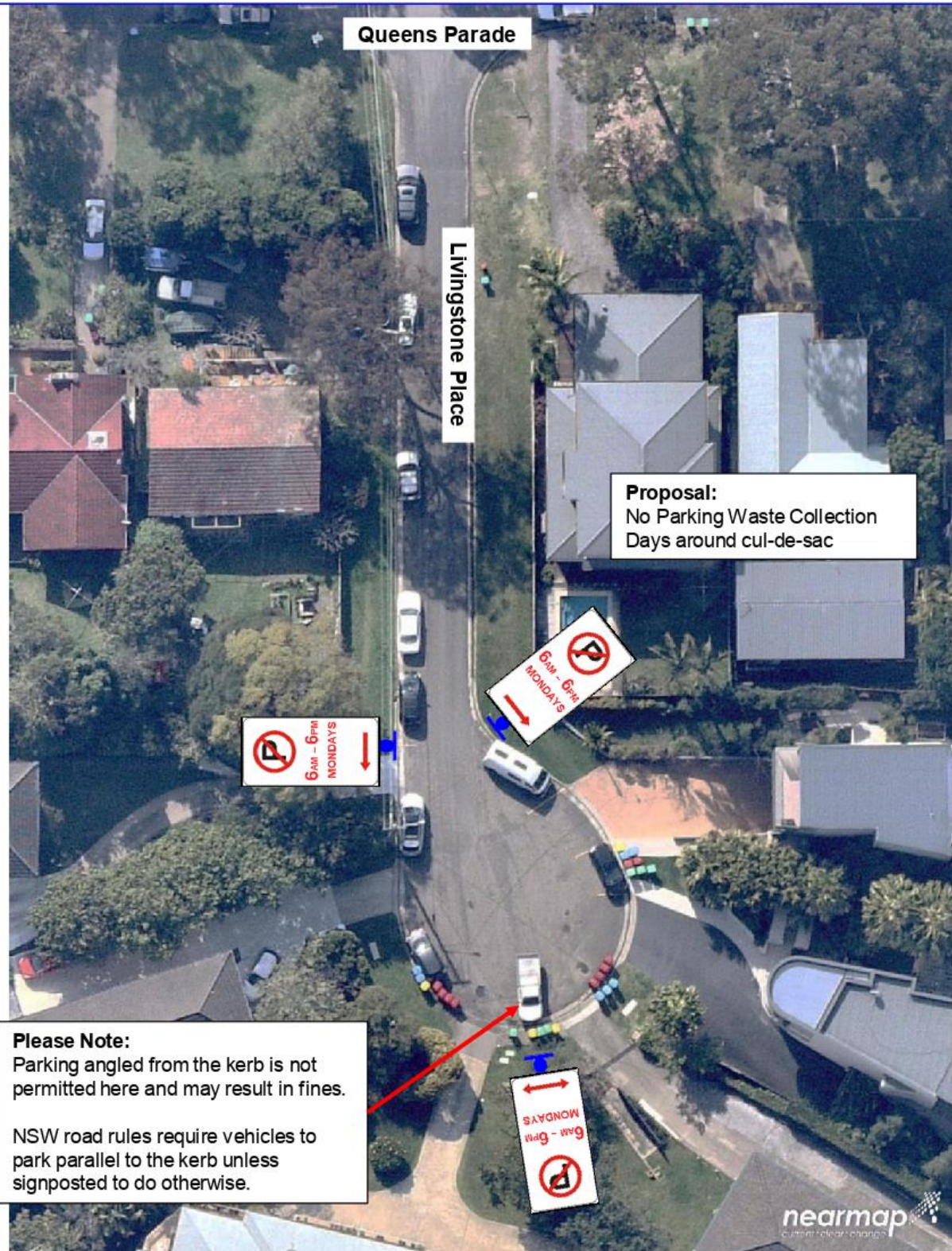
- Consultation letters have been distributed to 59 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 8 submissions were received during the time of consultation with 6 submissions supporting and 2 objecting the proposal

---

## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of '**No Parking 6AM-6PM Monday**' restriction between Property No.1 to No.6 Livingstone Place, Newport.



## PROPOSAL

Livingstone Place, Newport  
No Parking Restrictions Waste Collection Days

Drawn: JO

Approved



northern  
beaches  
council



### **Table of Consultation**

<b>Address</b>	<b>Livingstone Place, Newport</b>
<b>Proposal</b>	<b>No Parking Restrictions Waste Collection Days</b>

<b>Properties Consulted</b>	59
<b>Responses Received</b>	8
<b>Support</b>	6
<b>Do Not Support</b>	2

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Time Restrictions	<p>Resident(s) have requested to reduce the No Parking Times (i.e. 6am - 12pm)</p> <p>Other Resident(s) have requested to change the current proposal to No Parking (at all times)</p>	<p>Correspondence was sent to Council's waste management, the response received was that the Waste Contractors operate between 6am-6pm without a set schedule. To accommodate this the proposal was set to No Parking 6am - 6pm.</p> <p>Some residents have described the high need in parking, with this in mind, parking will be allowed outside the proposed times. Should further issues occur Council can re-investigate.</p>
Resident parking permits	Resident(s) have requested to have resident parking permits	Resident parking permits are approved by Transport for NSW (formerly RMS). The situation in Livingstone Place does not satisfy the necessary Transport for NSW guidelines and eligibility criteria. All properties have off-street parking spaces and there is unrestricted parking available nearby.

**ITEM 4.13 DRESS CIRCLE ROAD, AVALON BEACH - NO STOPPING RESTRICTIONS****REPORTING OFFICER TRAFFIC OFFICER****TRIM FILE REF 2021/029279****ATTACHMENTS**  
1 [↓ Dress Circle Road, Avalon Beach - Plan](#)  
2 [↓ Dress Circle Road, Avalon - Table of Consultation](#)**GEOCODES: -33.640786, 151.325075****REPORT****BACKGROUND**

Council has received concerns from local residents regarding traffic safety and vehicles parking on the bend at Dress Circle Road, Avalon Beach.

**LOCATION**

- The section under consideration is Dress Circle Road between Bellevue Avenue.
- Dress Circle Road is a local road, where the sealed pavement width varies between 5.5m and 6.5m.
- There is generally unrestricted parking along both kerb sides.
- There are no pedestrian facilities or footpaths on Dress Circle Road.
- Adjacent land uses consist of Low-Density Residential Housing and a Reserve (Palm Grove Park).
- There are no bus routes that service this section of Dress Circle Road.

**ISSUE**

- Vehicles parked along the inner bend in Dress Circle Road create a potential traffic hazard to road users by restricting the road width for through-traffic and reducing sight distances (aggravated by the curve and the amount of vegetation in the area).

**PROPOSAL**

Council has undertaken a review of the above location and proposes to install 'No Stopping' restrictions on the inner radius, to prevent parking on the bend on Dress Circle Road, Avalon Beach.

**PEDESTRIAN AND CYCLIST IMPACT STATEMENT**

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

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

**CONSULTATION**

- Consultation letters have been distributed to 12 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 5 submissions were received during the time of consultation with 4 submissions supporting and 1 objecting the proposal

---

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Installation of 'No Stopping' restrictions on the inside of the curve, between Property No.14 and No.25 Dress Circle Road, Avalon Beach.





### PROPOSAL

No Stopping Restrictions  
Dress Circle Road, Avalon

Drawn: JO

Approved



northern  
beaches  
council

### **Table of Consultation**

<b>Address</b>	<b>Dress Circle Road, Avalon</b>
<b>Proposal</b>	<b>No Stopping Restrictions</b>

<b>Properties Consulted</b>	12
<b>Responses Received</b>	5
<b>Support</b>	4
<b>Do Not Support</b>	1

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
No Stopping On Both Sides	Resident(s) have requested to have No Stopping Restrictions on both sides of the road	For this site, the main issue of visibility is focused on the inner bend of the street. Other resident(s) have requested to retain as much parking as possible. No Stopping Restrictions will be proposed only for the inner bend. Once installed, Council will monitor and re-investigate if other issues arise
Illegal Parking	Resident(s) have responded saying that many vehicles on the northern half of Dress Circle Road are parking illegally	Council will raise a request to Rangers for patrol



<b>ITEM 4.14</b>	<b>HILLSIDE ROAD, NEWPORT - NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2021/029296</b>
<b>ATTACHMENTS</b>	<b>1 <a href="#">↓</a> Hillside Road, Newport - Plan</b>

**GEOCODES: -33.648765, 151.318799**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding traffic safety and vehicles parking on the bend at Hillside Road, Newport.

### **LOCATION**

- The section under consideration is intersection of Hillside and Hillslope Roads.
- Hillslope Road is a No Through Road that intersects Hillside Road at the stem of a 'Y' intersection. 'Give Way' controls apply for vehicles entering Hillside Road.
- Hillside Road is a No Through Road with no kerb and gutter.
- The sealed pavement width varies from 5m to 8m on Hillside Road, north and south of the intersection correspondingly.
- There is generally unrestricted parking along both kerb sides where there are indented parking bays along the southern road side of upper Hillside Road.
- The section of Hillside Road curves at an acute angle at the intersection with Hillslope Road.
- There are no pedestrian facilities or footpaths on Hillside Road.
- Adjacent land uses consist of Low-Density Residential Housing.
- There are no bus routes that service this intersection.

### **ISSUES**

- Vehicles are observed parking along the inner radius of the bend.
- Vehicles parked along the inner bend in Hillside Road create a potential traffic hazard to road users by restricting the road width for through-traffic, and reducing sight distances (aggravated by the acute road geometry and topography of the area).
- The parking issues on the approach and near an intersection increases the risk of crashes occurring in the area.

### **PROPOSAL**

Council has undertaken a review of the above location and proposes to install 'No Stopping' restrictions on the inner radius to prevent parking on the bend on Hillside Road, Newport.

The restrictions will be between the indented parking bays and opposite the driveway of property No.29 Hillside Road.

**PEDESTRIAN AND CYCLIST IMPACT STATEMENT**

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

- Hillside and Hillslope Roads are not included of the Road Cycling Network.
- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect pedestrian facilities or impacts on walking paths.

**CONSULTATION**

- Consultation letters have been distributed to 9 properties within the immediate vicinity of the location providing notification of the proposed changes.
- A total of 1 submission supporting the proposal was received during the time of consultation.

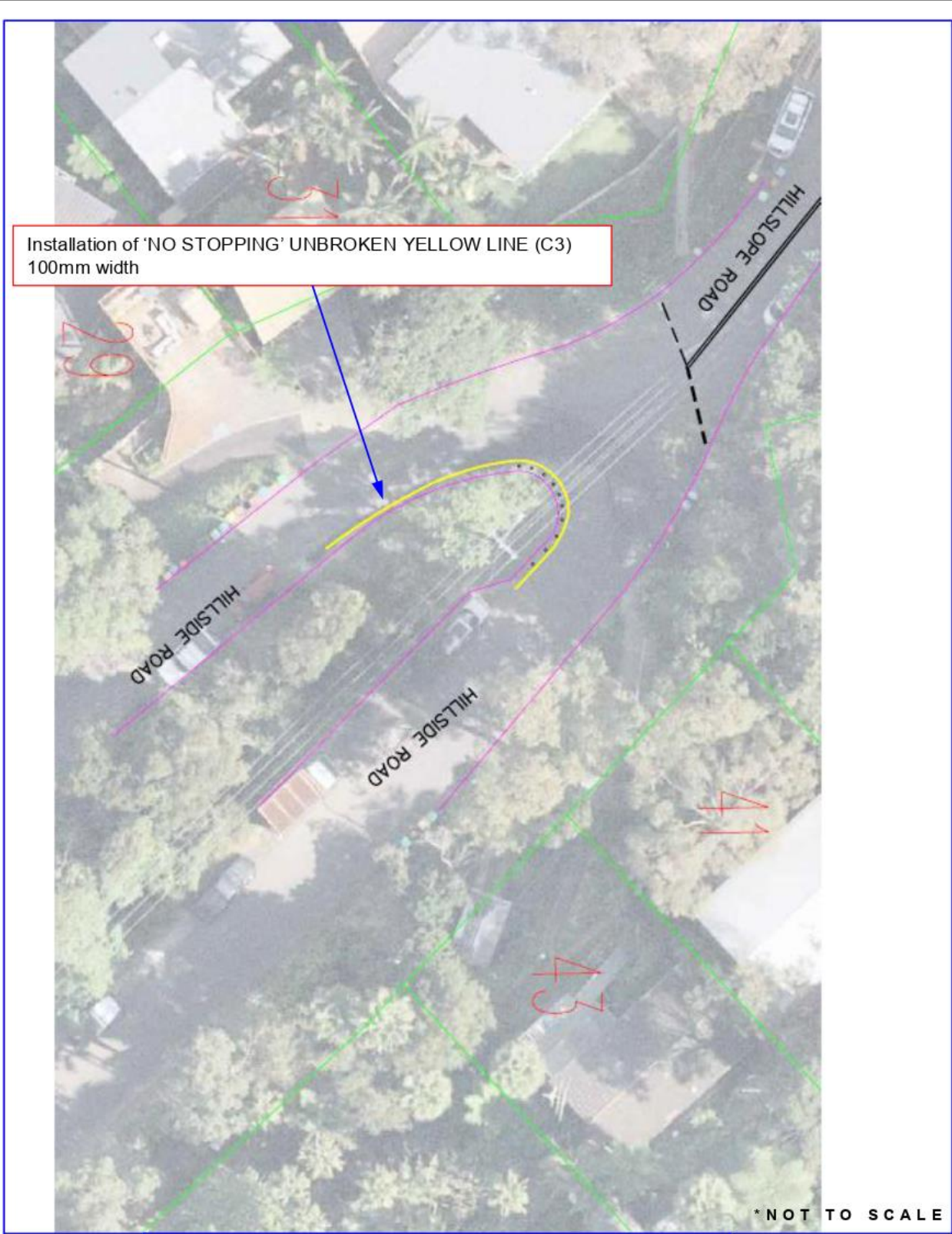
---

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Installation of 'No Stopping' restrictions on the inside of the curve, between the indented parking bays and Property No.29 Hillside Road, Newport.





	PROPOSAL					
	Hillside Road, Newport No Stopping Restrictions					
	DRAWN	JO	APPROVED			
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	18/01/2021

<b>ITEM 4.15</b>	<b>BOOMERANG ROAD, COLLAROY - NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2021/029303</b>
<b>ATTACHMENTS</b>	1 <a href="#">↓ Boomerang Road, Collaroy - Plan</a> 2 <a href="#">↓ Boomerang Road, Collaroy - Table of Consultation</a>

**GEOCODES:** -33.734340, 151.289261

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding traffic safety and vehicles parking on the bend at Boomerang Road, Collaroy.

### **LOCATION**

- The section under consideration is Boomerang Road, between Parkes Road and Emu Street, Collaroy.
- Boomerang Road is a local road, where the pavement width is approximately 9.5m between kerbs.
- The section of Boomerang Road is unrestricted at the bend along the frontage of Property No.2.
- There are no pedestrian facilities or footpaths on Boomerang Road.
- Adjacent land uses consist of Low-Density Residential Housing.
- There are no bus routes that service this section of Boomerang Road.

### **ISSUE**

- Vehicles parked along this section of Boomerang Road create a potential traffic hazard to road users by restricting the road width for through- traffic and reducing sight distances (aggravated by the curve and the topography).

### **PROPOSAL**

Council has undertaken a review of the above location and proposes to install 'No Stopping' restrictions to prevent parking on the inside of the curve.

### **PEDESTRIAN AND CYCLIST IMPACT STATEMENT**

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

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

**CONSULTATION**

- Consultation letters have been distributed to 17 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 5 submissions were received during the time of consultation with 4 submissions supporting and 1 objecting the proposal.

---

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Installation of 'No Stopping' restrictions on the inside of the curve, between the driveway of Property No.65 Parkes Road and Property No.7 Boomerang Road, Collaroy.





## PROPOSAL

No Stopping Restrictions  
Boomerang Road, Collaroy

Drawn: JO

Approved



northern  
beaches  
council



### Table of Consultation

<b>Address</b>	Boomerang Road, Collaroy Plateau
<b>Proposal</b>	No Stopping Restrictions

<b>Properties Consulted</b>	17
<b>Responses Received</b>	5
<b>Support</b>	4
<b>Do Not Support</b>	1

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Speeding	Resident(s) have responded that a reduction of parking will further increase speed	Due to safety concerns the parking spaces for this bend are proposed to be removed to improve the sightlines. Council can monitor and conduct a speed and traffic volume study after the installation of yellow lines.

**ITEM 4.16**                      **CAMPBELL AVENUE, DEE WHY - MARKED PEDESTRIAN CROSSING****REPORTING OFFICER**        **CONTRACTOR - TRAFFIC ENGINEER****TRIM FILE REF**              **2021/032148****ATTACHMENTS**            1 [↓ Plan](#)  
2 [↓ Table of Consultation](#)  
3 [↓ Pedestrian and Traffic Count](#)**GEOCODES:** -33.742906, 151.288186**REPORT****BACKGROUND**

Council has received concerns from local residents regarding pedestrian safety at the existing Pedestrian Refuge Island on Campbell Avenue, located between Turner Street and Evergreen Drive, Dee Why.

**LOCATION**

- Campbell Avenue, Dee Why, is an unclassified Regional Road and forms part of the Regional Road 7365.
- This section of the road is a two-lane road with a pavement width of approximately 11.5m of carriageway. Parking is generally allowed on both sides of the road.
- There is an existing pedestrian refuge island to facilitate pedestrians and cyclists to cross in two stages and connects the shared path from Dee Why Beach through to South Creek Road.
- Campbell Avenue has the bus route with services 180 and 180x running approximately every 10 minutes in peak hour.
- This site is located within walking distance of Pittwater House School, Fisher Road School and Dee Why Public School. There is also a hotel with a pub nearby.

**ISSUES**

- Pedestrians and cyclists find it difficult to find a suitable gap to cross the street, due to the high volume of vehicular traffic at this location.
- This section links Tier 1 Regional Route from Dee Why to Mona Vale.
- It is one of the most popular cycling paths, as it forms a safe off-road connection between Dee Why Beach and the Narrabeen Lagoon Trail.
- A recent traffic survey revealed that the volume of traffic at peak hour is around 700 vehicles. The peak hourly pedestrian and cyclist movement are around 120.
- A dedicated cycle lane will ensure that all approaching traffic will slow down to give way to pedestrians and cyclists on the threshold.

**PROPOSAL**

Council has undertaken a review of the above location and proposes to convert the existing pedestrian refuge into a Marked (Zebra) Pedestrian Crossing. A Marked Pedestrian Crossing can

only be considered in a location if it meets the minimum numerical warrants specified by TfNSW. A pedestrian and traffic volume survey was conducted at this location which illustrates that this site meets the minimum numbers required for a pedestrian crossing. The proposed pedestrian crossing will be offset about 5 metres on the north to slow the approaching pedestrians and cyclists. In addition, a dedicated 'Bicycle Lane' to enable cyclists to continue without dismounting. As many cyclists, in contrary to the Road Rules, do not dismount from the cycle while crossing a pedestrian crossing. This will provide safer path for cyclists to cross the street legally.

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

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

- The dedicated cycle lane proposal will connect the existing shared path and improve the safety of people cycling by providing priority to cyclists to cross the street. The raised crossing will slow the moving traffic and enhance visibility.
- The Marked Pedestrian Crossing will provide priority for pedestrians to cross the street over vehicles. This raised threshold will slow the approaching traffic and enhance visibility for pedestrians on the crossing.

### **CONSULTATION**

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

---

### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. The conversion of the existing pedestrian refuge to a Marked Pedestrian Crossing with a dedicated Bicycle Lane.
- B. The detail design will be forwarded to TfNSW for recommendation prior to construction.





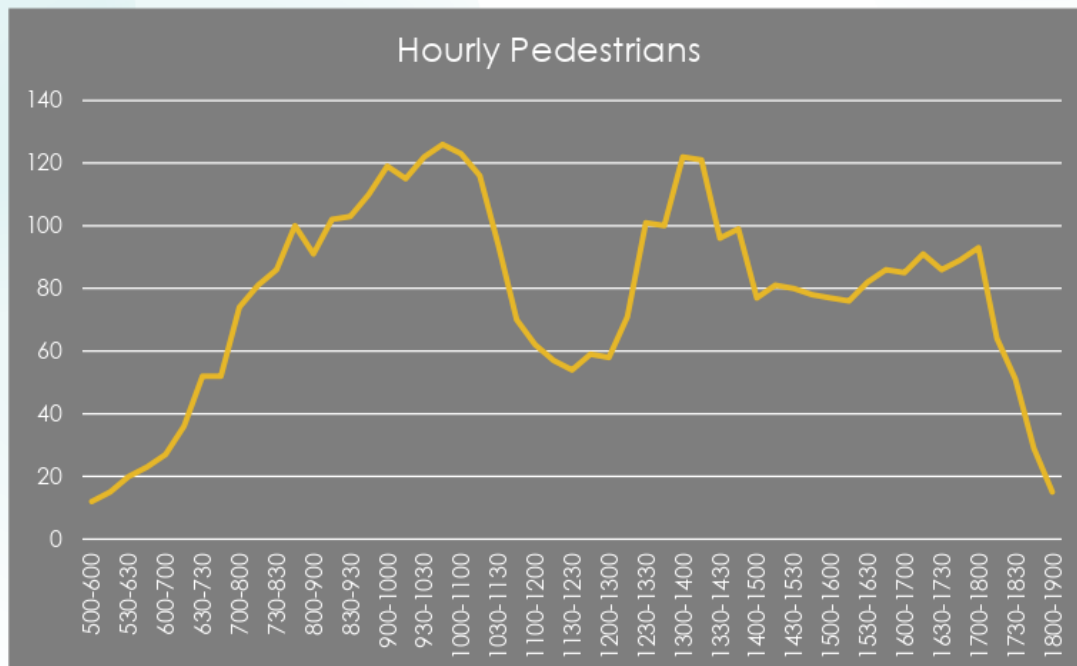
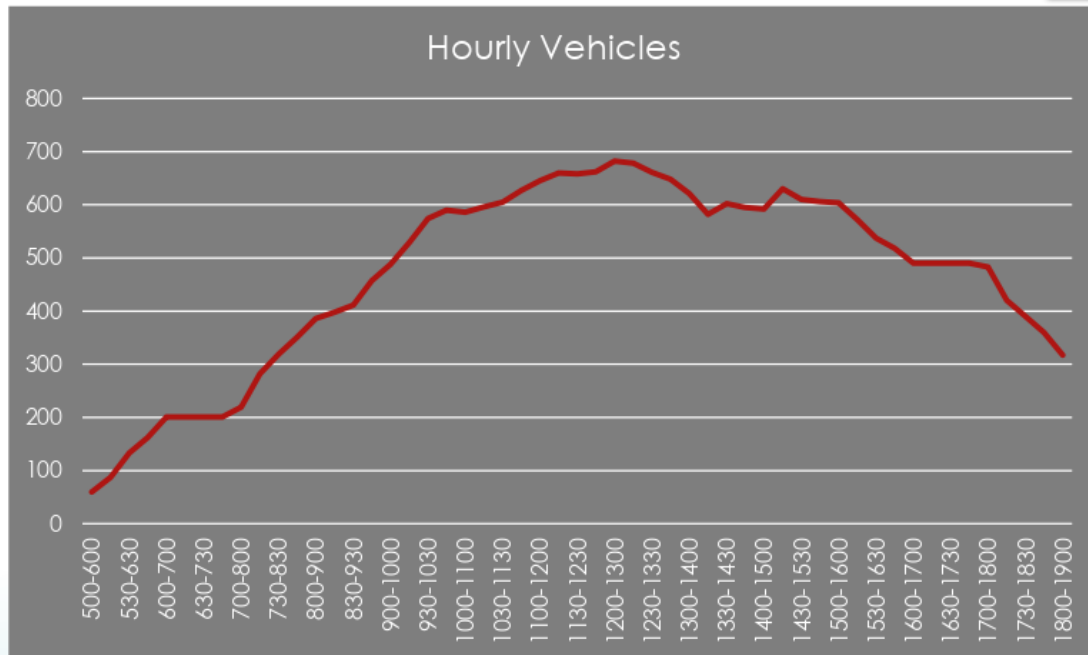
### **Table of Consultation**

<b>Address</b>	Campbell Avenue, Dee Why
<b>Proposal</b>	Marked Pedestrian Crossing

<b>Properties Consulted</b>	150
<b>Responses Received</b>	43
<b>Support</b>	43
<b>Do Not Support</b>	0

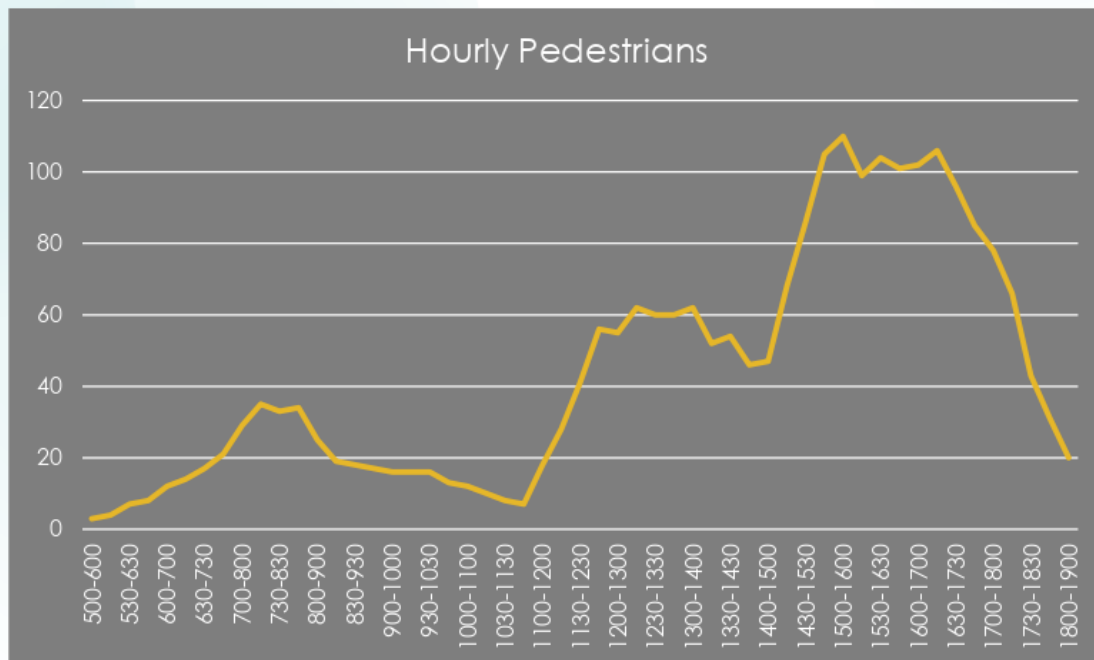
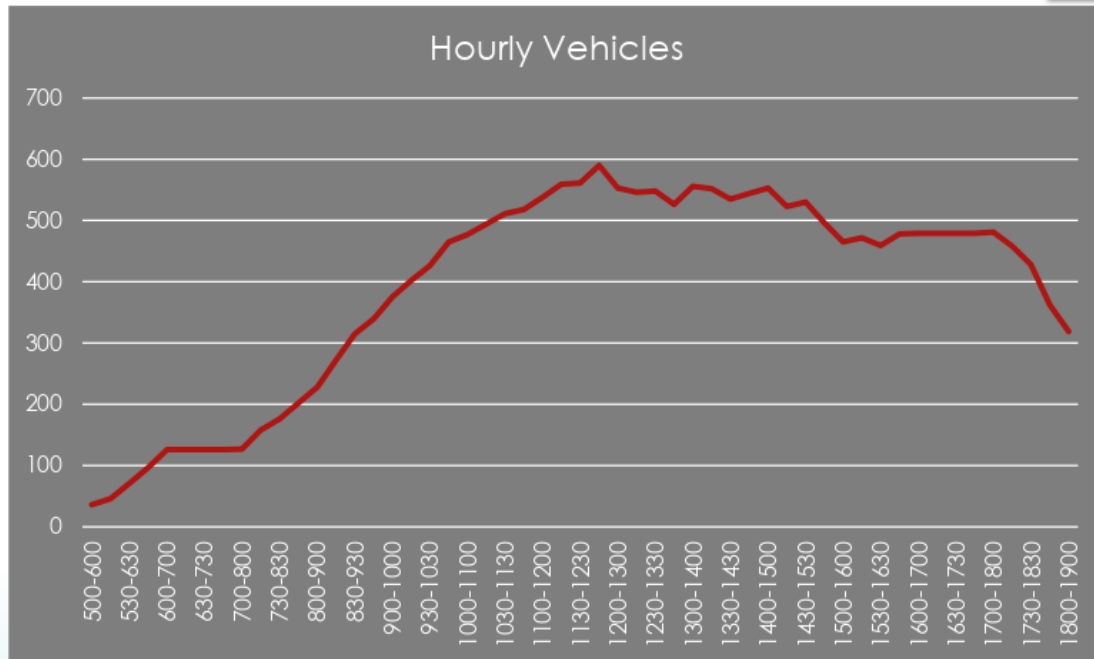
<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Cyclists not dismounting	As motorists we are concerned that cyclists will not dismount and simply cross from one side of Campbell Ave to the other and not give motorists any opportunity to slow down or stop. If somehow barriers could be placed or the crossing be 5 metres either side of the bike path, I think it would be safer for everybody!	Council has reviewed the initial proposed design and is now offsetting the Pedestrian Crossing about 5 metres north from the shared path. This staggered crossing will slow the approaching pedestrians and cyclists.  In addition, Council is also proposing to add a dedicated 'Bicycle Lane' to enable cyclists to continue without dismounting. Many cyclists, contrary to the Road Rules, do not dismount from their bicycle while crossing a pedestrian crossing. This will provide safer path for cyclists to cross the street legally.
Visibility	The trees on the eastern side of the road, north of the crossing, need to be removed or drastically trimmed. When crossing from east to west, the trees block the pedestrian's vision of vehicles that are heading south.	The pedestrian crossing is proposed to be constructed with blister islands / kerb extension. The crossing will start about 2m offset from the kerbs; therefore pedestrians will have better visibility of oncoming vehicles and vice versa. However, Council will review the site and if needed, trees will be trimmed.

## Campbell Avenue Dee Why Vehicles and Pedestrians Saturday 19<sup>th</sup> September 2020



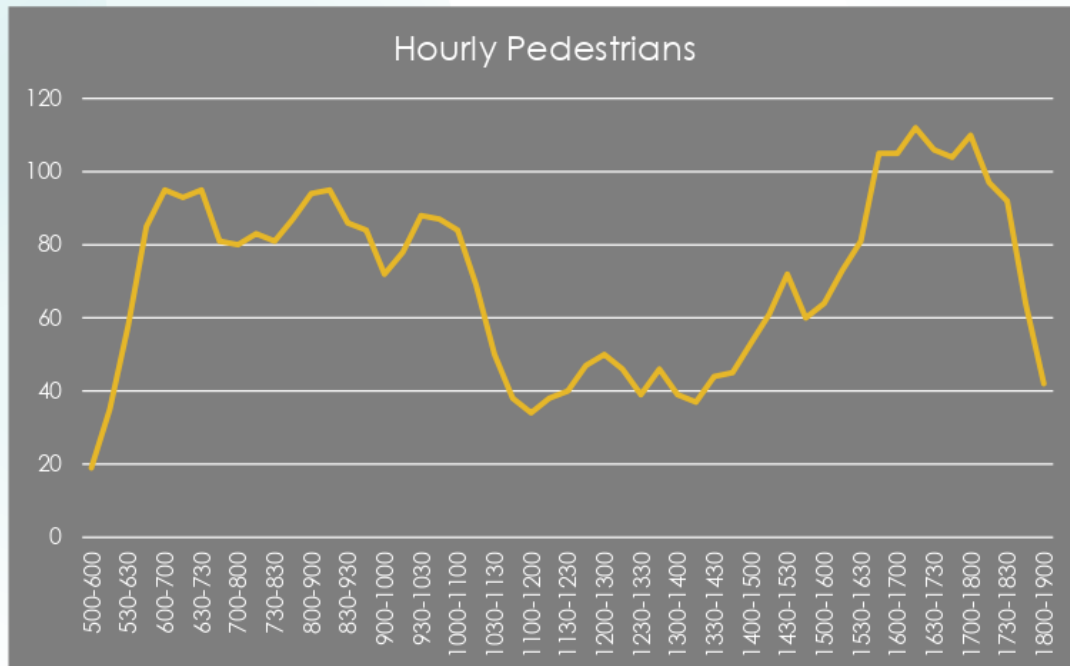
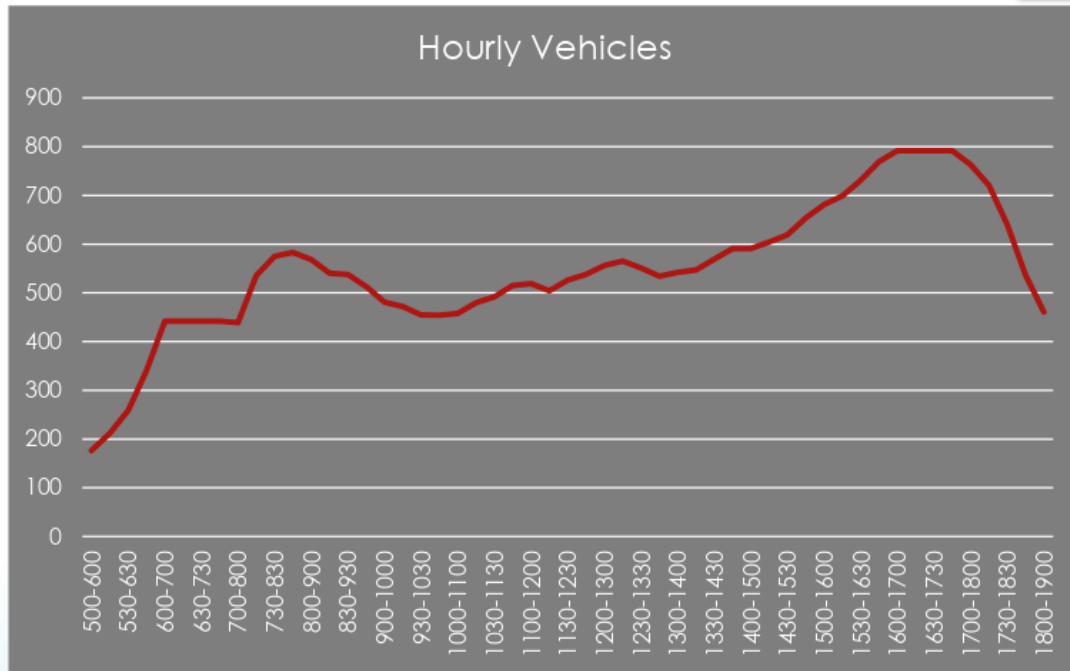


## Campbell Avenue Dee Why Vehicles and Pedestrians Sunday 20<sup>th</sup> September 2020

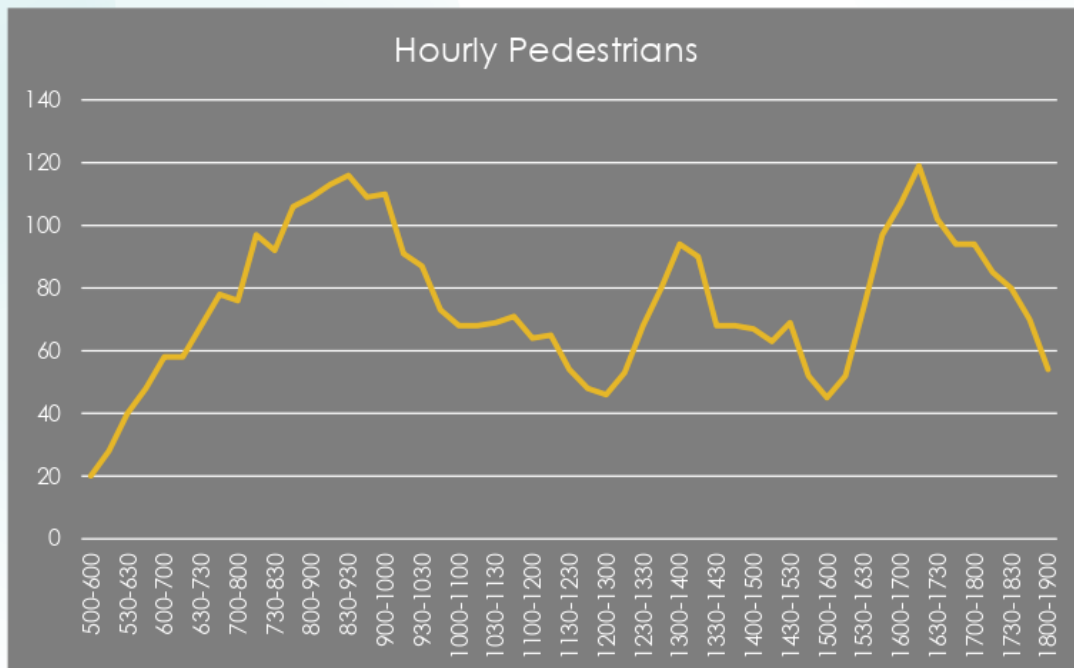
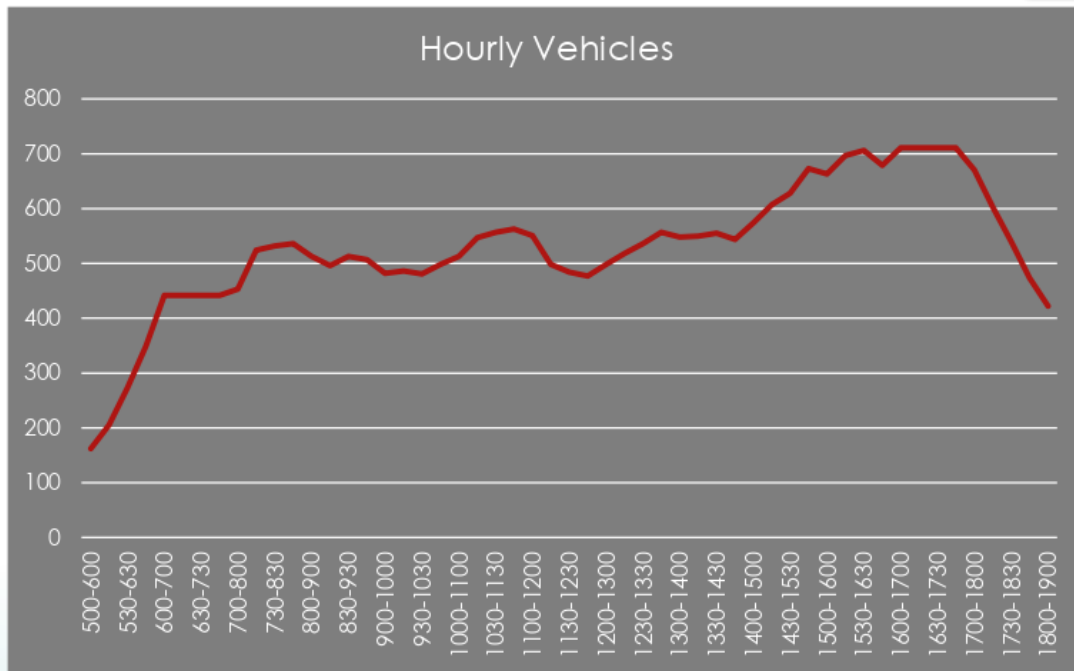




## Campbell Avenue Dee Why Vehicles and Pedestrians Tuesday 22nd September 2020



## Campbell Avenue Dee Why Vehicles and Pedestrians Wednesday 23rd September 2020



<b>ITEM 4.17</b>	<b>CARAWA ROAD, CROMER - RAISED PEDESTRIAN CROSSING</b>
<b>REPORTING OFFICER</b>	<b>CONTRACTOR - TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2021/032616</b>
<b>ATTACHMENTS</b>	1 <a href="#">↓ Plan</a> 2 <a href="#">↓ Table of Consultation</a>

**GEOCODES: -33.739959, 151.275831**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding the safety of the pedestrian crossing located at Carawa Road near Waroon Road intersection.

### **LOCATION**

- Carawa Road is an unclassified Regional Road and forms part of the Regional Road 7365.
- This section of the road is a two-lane road with a pavement width of approximately 12m between the kerbs. Parking is generally available on both sides of the road.
- The posted speed limit of the road is 50km/h. During School days, morning and afternoon 40km/h speed limit applies.
- Cromer Shops and Cromer Public School are in close proximity to the crossing.
- The surrounding land comprises of Low to Medium Density Housing and mixed business.

### **ISSUES**

- The pedestrian crossing is used predominantly by school students of Cromer Public School during school days.
- The pedestrian crossing is also used by patrons visiting the shops.
- The volume of vehicular traffic using Carawa Road is high as it is a regional route to access Cromer Industrial Area.
- Council has received accounts of vehicles failing to slow or give way to pedestrians at the crossing.
- By installing a raised crossing together with kerb blisters, it would enhance the visibility of the crossing and slow the passing vehicular traffic. These would enhance the safety of the crossing and the intersection.
- Vehicles are also reported to take illegal U-turns at this intersection. In order to prevent this illegal manoeuvre, Council proposes to install a median barrier.

### **PROPOSAL**

Council has undertaken a review of the above location and proposes to convert the existing marked pedestrian crossing to a raised pedestrian crossing with kerb blisters, to improve

pedestrian safety. The kerb blisters would narrow the width of the available trafficable lane and reduce the length of the road pedestrians need to cross. In addition, Council is also proposing a median barrier island at Waroon Road near Carawa Road intersection, to prevent motorists from cutting the corner and taking illegal U-turns.

### **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 the safety of the pedestrian by enhancing visibility and slowing approaching traffic.

### **CONSULTATION**

Consultation letters have been distributed to 89 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

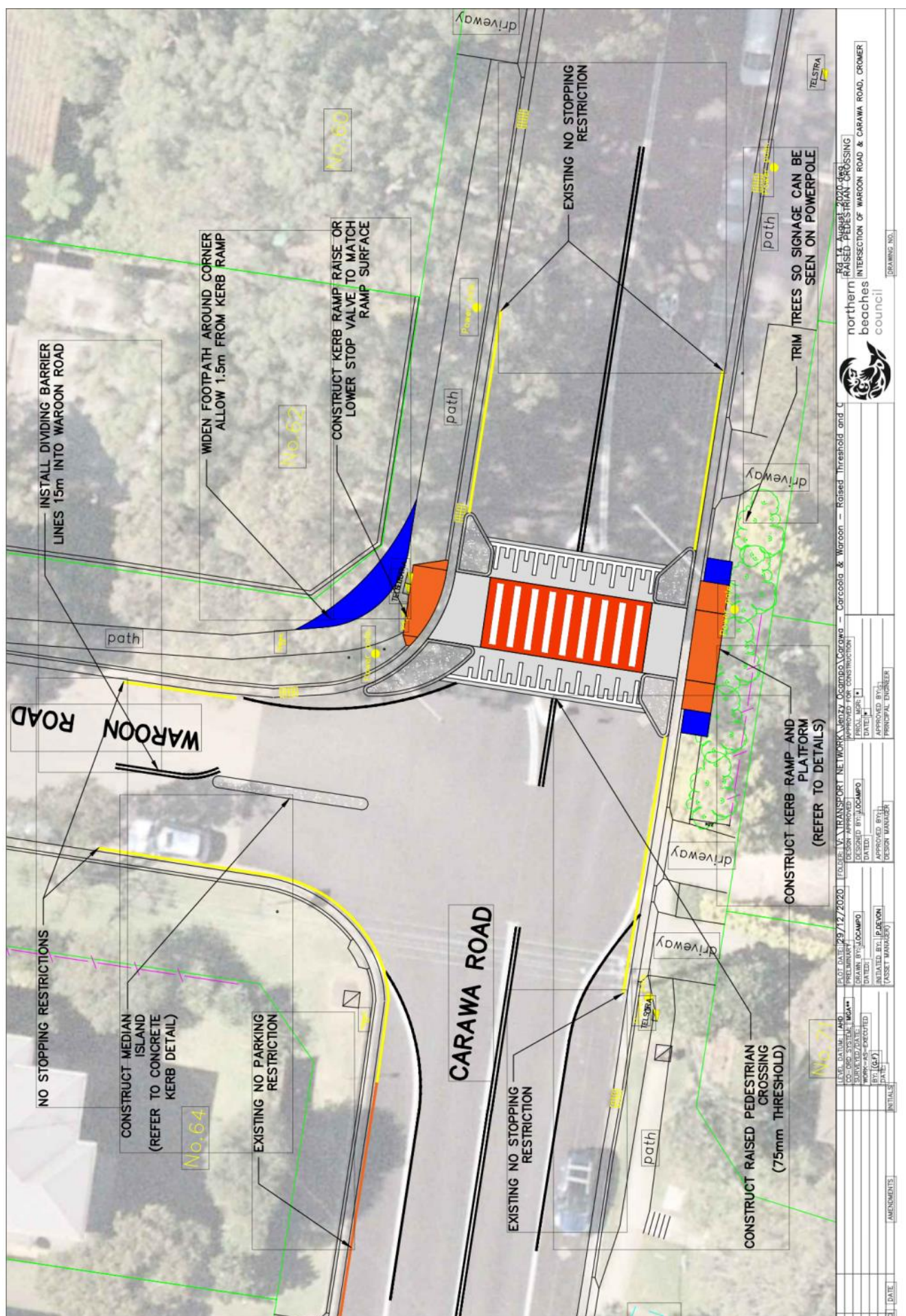
---

### **RECOMMENDATION TO TRAFFIC COMMITTEE**

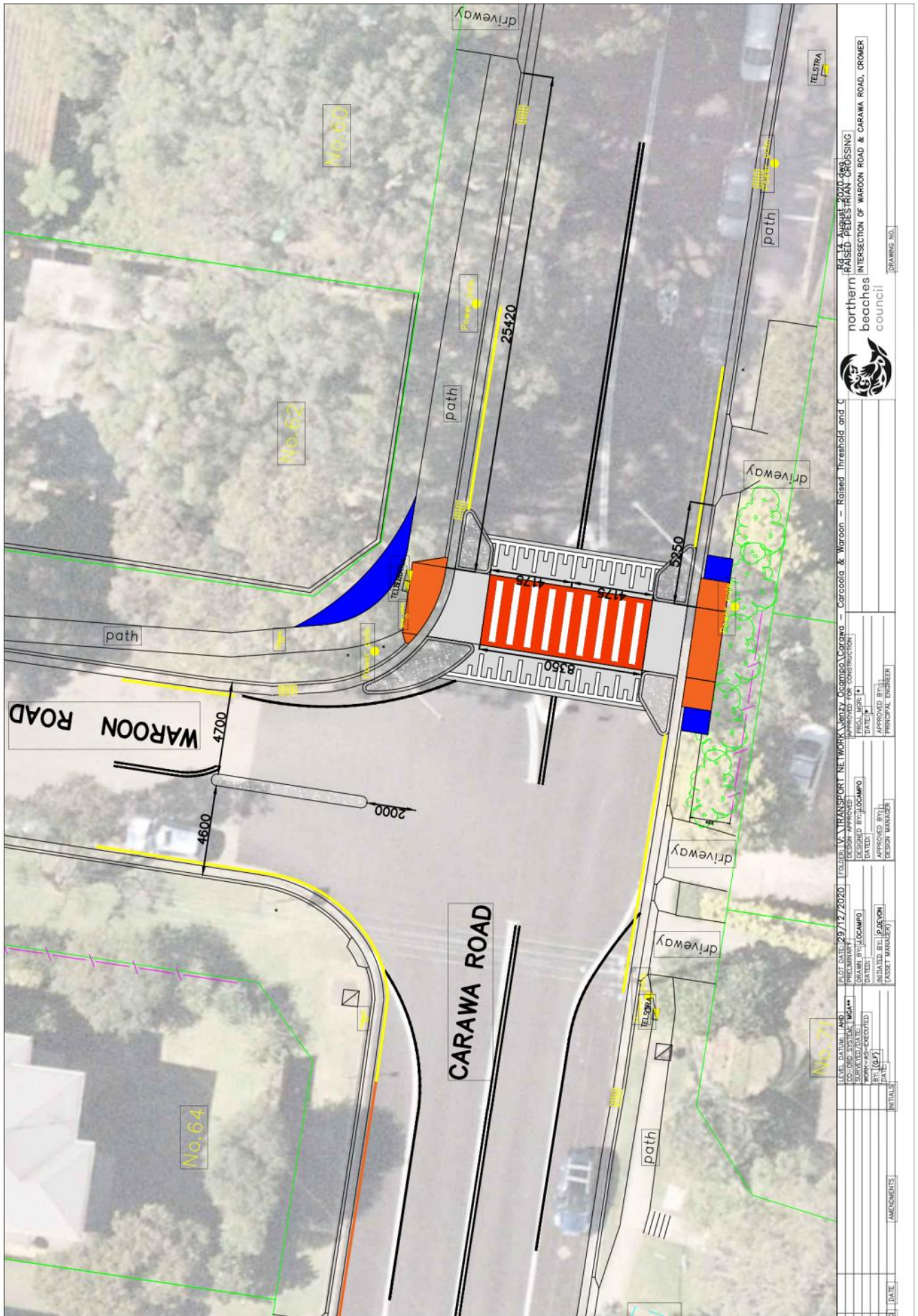
That the Traffic Committee supports the:

- A. The conversion of the existing Marked Pedestrian Crossing to a Raised Pedestrian Crossing with kerb blisters.
- B. The installation of median barrier at Waroon Road with Double Barrier Lines and formalising the 'Give Way' treatment at the intersection with the associated line marking & signs.



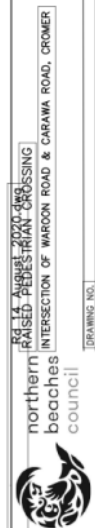




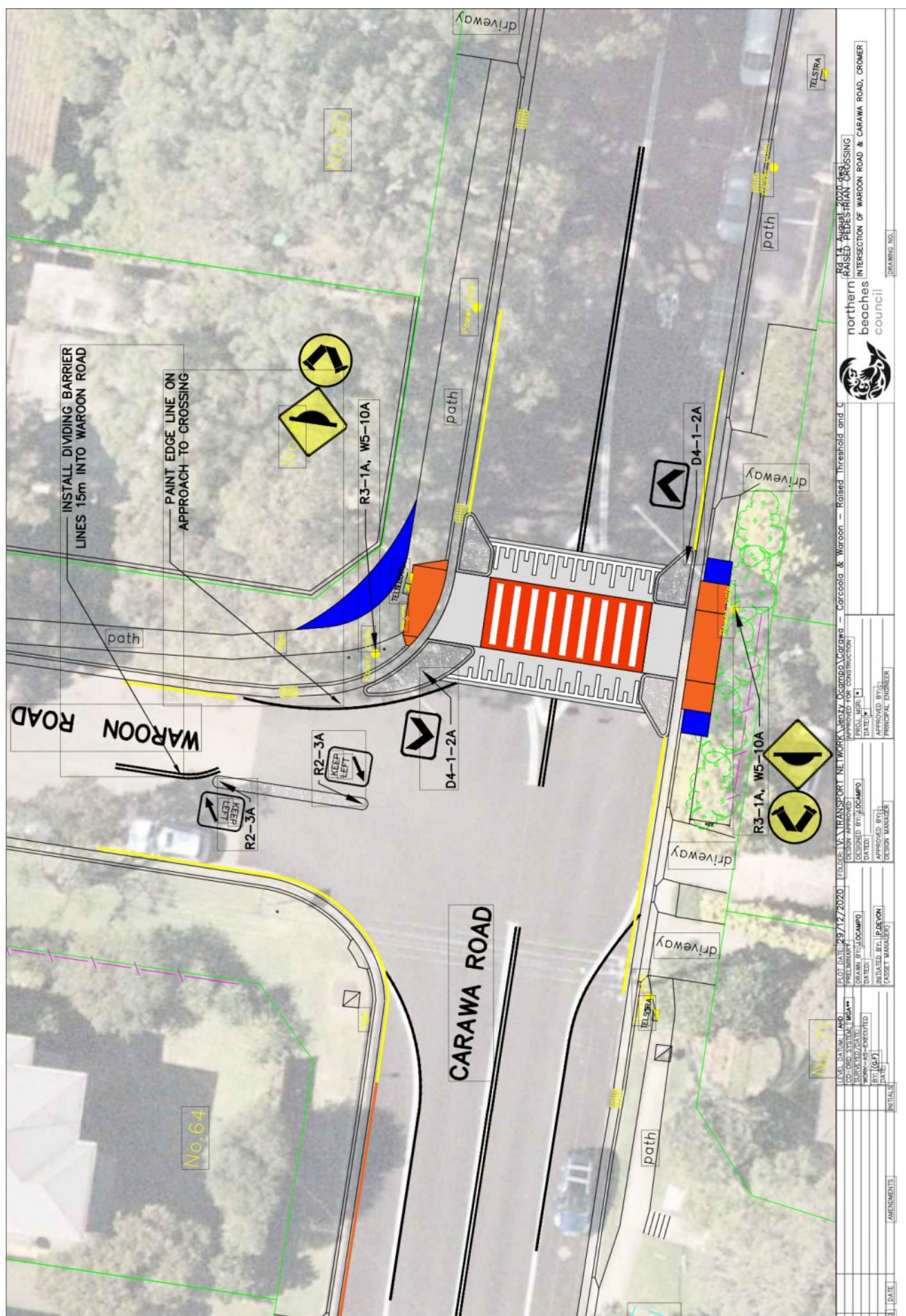












### **Table of Consultation**

<b>Address</b>	<b>Carawa Road, Cromer</b>
<b>Proposal</b>	<b>Raised Pedestrian Crossing</b>

<b>Properties Consulted</b>	89
<b>Responses Received</b>	7
<b>Support</b>	5
<b>Do Not Support</b>	2

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Noise	The raised pedestrian crossing would create noise when cars and bigger vehicles traverse over them	Council acknowledges that raised pedestrian crossing would create some noise pollution. However, the safety of the pedestrians takes precedence here. Longer ramps with gentle slopes would be installed to minimise the noise generated from traversing vehicles.
Footpath	Footpaths on the southern side need to be widened.	It is out of scope of this project, however, footpath extension will be included in the future footpath construction/ delivery program.
Loading Zone	Relocate the Bus Stop to create a Loading Zone	Loading zones are provided on the same side of the shops. Council will investigate and consult the shops if needed.
Speed hump	Need another speed hump.	Carawa Road is a regional road. Speed humps are not appropriate in regional roads. However, Council is considering alternative traffic calming devices in the street.
Median Island	The median island at Waroon Road would narrow the street and would create traffic congestion during school drop-off/ pick-up, as two vehicles will not be able to exit Waroon Road to turn left and right onto Carawa Road.	The median island is proposed to prevent illegal U-turn at the intersection. The anticipated congestion during school pick-up and drop-off will be very minimum. Moreover, it is not safe for two cars to simultaneously exit Waroon Road, as vehicles waiting to turn right affect sight visibility for left turning vehicles.
Sight visibility	Relocate the crossing to improve sight visibility for pedestrians.	Kerb blisters will be installed which would improve sight visibility for pedestrians waiting to cross the pedestrian crossing. The blisters would allow pedestrians to wait about 2m from the kerbs towards the road. These would also reduce the overall path needed for pedestrians to cross the street.

<b>ITEM 4.18</b>	<b>GRACE AVENUE, FORESTVILLE - TRAFFIC CALMING</b>
<b>REPORTING OFFICER</b>	<b>CONTRACTOR - TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2021/034200</b>
<b>ATTACHMENTS</b>	1 <a href="#">↓ Plan</a> 2 <a href="#">↓ Table of Consultation</a>

**GEOCODES: -33.754267, 151.221410**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding vehicles speeding and traffic congestion on Grace Avenue, Forestville

### **LOCATION**

- Section of Grace Avenue between Fitzpatrick Avenue West and Altona Avenue, Forestville
- Grace Avenue is a two lane thoroughfare road; however, during Monday to Friday morning peak times (7:00am – 8:45am) entry restrictions apply for motor vehicles with exemptions given to buses, taxis and Australia Post vehicles at the intersection with Fitzpatrick Avenue West, to reduce the volume of southbound traffic using Grace Avenue as a by-pass to the intersection of Forest Way and Warringah Road.
- Grace Avenue is a local road with a 40km/h speed limit and the subject section has an average pavement width of approximately 7m.
- There are no parking restrictions along Grace Avenue, except for the statutory No Stopping 10m from the intersection.
- There is one one-lane wide raised slow point and one raised threshold along this section of the road.
- The street provides access to the Forest Way Shopping Centre, Frenchs Forest Public School, The Forest Kirk Uniting Church, Forest Way and Warringah Road.
- Grace Avenue is the access connecting the residential area on its north end (Davidson area) to the area on its south end (Forestville area).
- The combined annual average daily traffic is 8,136 for five days.



**ISSUES**

- Council received numerous complaints about inappropriate driving behaviour along Grace Avenue, Forestville.
- A traffic survey conducted outside 95 Grace Avenue revealed that about 67 percent of vehicles are travelling over the speed limit of 40km/h. The 85<sup>th</sup> percentile speed limit is 49km/h.
- Another traffic and volume survey was conducted near one of the raised thresholds (outside 89 Grace Avenue). It revealed that about 4% of vehicles are travelling in excess of 40km/h speed limit. Therefore, it can be concluded that vehicles are generally travelling within the speed limit near traffic calming devices. Additional traffic calming devices would slow the overall speed of the passing traffic and eliminate inappropriate driving behaviour.

**PROPOSAL**

Council has undertaken a review of the location and issues, and proposes to introduce additional traffic calming devices (speed cushions). The additional speed cushions will discourage vehicles speeding and inappropriate driving behaviours. It will also discourage traffic using this road. This measure will enhance traffic safety and improve vehicular movement.

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

---

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. The installation of two speed cushions along Grace Avenue.
- B. Council will review the traffic after 6 months of the installation of the speed cushions.





## PROPOSAL

Grace Avenue, Forestville  
Traffic Calming (Speed Cushion)

Drawn AS

Approved *P. Devon*



northern  
beaches  
council

### **Table of Consultation**

<b>Address</b>	<b>Grace Avenue, Forestville</b>
<b>Proposal</b>	<b>Speed Cushion</b>

<b>Properties Consulted</b>	59
<b>Responses Received</b>	5
<b>Support</b>	2
<b>Do Not Support</b>	3

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Entry restriction	There should have been a similar restriction like Grace Ave/Fitzpatrick Ave West in the afternoon at Altona Ave/ Grace Ave during the roadworks.	An afternoon peak hour northbound restriction, would divert the traffic to access Grace Avenue from Fitzpatrick Avenue West. This will relocate the issue.
Speed limit	Lower speed limit to 35km/h.	The existing speed limit of 40km/h is appropriate for the local road. 35km/h is not a standard speed limit used in NSW.
Enforcement	The speed cushion do not slow the traffic but enforcement do	It is not practical for NSW Police to have their presence all the time on the street. NSW Police with their limited resources, periodically patrol the area. The additional speed cushions will physically force the passing traffic to drive within speed limit.
Parking restriction	Parking restriction on one side of the street	Removing parking from on one side of the street will encourage speeding, as motorists will have clear way to travel. It is Council's experience that allowing parking forms a natural traffic calming effect.

<b>ITEM 4.19</b>	<b>STURDEE PARADE, DEE WHY - MOTOR BIKE PARKING</b>
<b>REPORTING OFFICER</b>	<b>CONTRACTOR - TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2021/034333</b>
<b>ATTACHMENTS</b>	1 <a href="#">↓ Plan</a> 2 <a href="#">↓ Table of Consultation</a>

**GEOCODES: -33.755467, 151.284485**

## **REPORT**

### **BACKGROUND**

Council has received a petition from local residents regarding ongoing illegal parking between the driveways of 1-3 Sturdee Parade/ Delmar Parade and 5 Delmar Parade, Dee Why. Vehicles parked in this location obstruct access and sight visibility, creating a safety hazard.

### **LOCATION**

- Sturdee Parade is a local road with a posted speed limit of 40km/h.
- Sturdee Parade generally runs in an east-west direction between Pittwater Road (at a signalised intersection) and Pacific Parade (at a roundabout).
- This section has a road pavement of about 12m between kerbs. Kerb side parallel parking is available on both sides of the road with 1P and 2P parking restrictions.
- Sturdee Parade is the Bus Route for services 177 and 177x running in east-west direction only towards the City.
- Surrounding land comprises of Mixed Use and Medium Density Residential properties.

### **ISSUES**

- Residents have a high level of anxiety when exiting and entering their driveway at 19-23 Sturdee Parade, due to very poor sight distance either side of the driveway when cars and other commercial vehicles park right up to and sometimes overlap their driveway.
- Vehicles heading towards Pittwater Road are often reported to speed up when the green light of the Traffic Light is on.

### **PROPOSAL**

Council has undertaken a review of the above location and proposes to restrict this space of about 11m to Motor Bikes Only. This allows the space to still be utilised, however motor bikes will not obstruct the driveways or obstruct sight lines.

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

---

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. The conversion of the existing 2P Parking to 2P Motor Bike Parking Only between the driveways of 1-3 Sturdee Parade/ Delmar Parade and 5 Delmar Parade, Dee Why.





Convert the existing 11m of 2P  
(8.30AM-6PM Mon-Fri &  
8.30AM-12.30PM Sat) space  
between the driveway of  
properties 1-3 Sturdee Parade/  
Delmar Parade and 5 Delmar  
Parade to Motor Bike Parking  
Only.



## PROPOSAL

Sturdee Parade, Dee Why  
Motor Bike Parking

Drawn AS

Approved *P. Deven*



northern  
beaches  
council

### **Table of Consultation**

<b>Address</b>	<b>Sturdee Parade, Dee Why</b>
<b>Proposal</b>	<b>Motor Bike Parking</b>

<b>Properties Consulted</b>	377
<b>Responses Received</b>	21
<b>Support</b>	19
<b>Do Not Support</b>	2

Council also received a petition with 80 signatures supporting the proposal

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Parking	Need small vehicles parking.	Under current NSW Road Rules, there is no provision to allow for small vehicles to park.
Parking	Commercial benefit to the pizza shop.	Council received a petition to convert the parking to 'Motor Bike Parking'. There is a need for Motor Bike Parking in the area. The proposal will benefit the community by allocating dedicated parking spaces for Motor Bikes.
Restrict Parking	Install islands on either side to restrict parking to one vehicle.	Installing islands would reduce the parking space. This area has a higher demand in parking. By dedicating the space to Motor Bikes, Council is trying to make the best use of the limited parking spaces available in the area.
Cars Manoeuvring	There is an ongoing issue with loading trucks when reversing the vehicles at the dock	Council does not have any authority over moving traffic. Under all circumstances, vehicles getting in or out of driveways/ loading docks, have to give way to pedestrians and motorists on roads and footpaths respectively. However, Council will monitor the street and take necessary action, if needed.

<b>ITEM 4.20</b>	<b>SEAVIEW AVENUE, ROBERTSON ROAD AND OCEAN AVENUE, NEWPORT - SPEED CUSHIONS</b>
<b>REPORTING OFFICER</b>	<b>ENGINEER - TRAFFIC</b>
<b>TRIM FILE REF</b>	<b>2021/038404</b>
<b>ATTACHMENTS</b>	<b>1 <a href="#">↓</a> Seaview Avenue, Robertson Road and Ocean Avenue, Newport - Plan</b>

**GEOCODES: -33.653755, 151.318375**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding the inappropriate speed of vehicles travelling in Seaview Avenue and on the approach roads to the roundabout at the intersection of Seaview Avenue, Robertson Road and Ocean Avenue, Newport.

### **LOCATION**

- Seaview Avenue, between Bardo Road and Grandview Drive, is classified as a Collector Road With a 50km/h speed limit. The road width is approximately 9m between kerbs.
- Robertson Road and Ocean Avenue are Local Roads with a 50km/h speed limit.
- The Seaview Avenue/Robertson Road/Ocean Avenue intersection is controlled by a roundabout with dividing barrier lines installed (approximately 30m) on each approach to the roundabout.
- The statutory 10m 'No Stopping' restricts parking on the approaches to the roundabout, with parking further restricted in Seaview Avenue, where it is illegal to park within 3m of a continuous dividing line.
- Kerb ramps have been constructed to provide crossing points for pedestrians around the roundabout. A traffic island with handrail has been constructed for the main crossing point in Seaview Avenue located south of the roundabout.

### **ISSUES**

- Local residents have raised concerns regarding traffic speeds along Seaview Avenue.
- Traffic and speed counts undertaken on the approaches to the roundabout indicate inappropriate speeds where there is reduced deflection through the roundabout.

### **PROPOSAL**

Council has undertaken further investigations including traffic and speed counts, and a review of the issues in the area. It is proposed that speed cushions be installed on each of the approach roads to the roundabout. A plan of the proposal is shown in Attachment 1 - Seaview Avenue, Robertson Road & Ocean Avenue, Newport - Plan.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Seaview Avenue is part of the existing Road Cycling Network. The proposal will improve safety for people cycling along Seaview Avenue, by reducing vehicle speeds along the road. Sufficient gaps have been provided either side of the speed cushions, - to ensure that people cycling on the road do not need to travel over the devices.
- The proposal does not affect future pedestrian facilities or impacts on walking paths. The devices are located in advance of existing crossing facilities to improve safety for pedestrians.

## CONSULTATION

Consultation letters have been distributed to 80 properties within the immediate vicinity of the location providing notification of the proposed changes.

---

## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the proposal to install speed cushions on the approach roads to the roundabout located at the intersection of Seaview Avenue, Robertson Road and Ocean Avenue, Newport.





### PROPOSAL

SEAVIEW AVENUE, ROBERTSON ROAD  
& OCEAN AVENUE, NEWPORT  
SPEED CUSHIONS

Drawn RK

Approved *P. Deon*



northern  
beaches  
council

<b>ITEM 4.21</b>	<b>THE STRAND, DEE WHY - STREETS FOR SHARED SPACES</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2021/026585</b>
<b>ATTACHMENTS</b>	<b>1 <a href="#">↓</a> The Strand, Dee Why - Streets for Shared Spaces - Concept Plan</b> <b>2 <a href="#">↓</a> The Strand, Dee Why - Streets for Shared Spaces - Concept Photomontage</b>

**GEOCODES: -33.753883, 151.296557**

## **REPORT**

### **BACKGROUND**

Northern Beaches Council has been successful in obtaining NSW Government grant funding under The Department of Planning, Industry and Environment (DPIE) Streets for Shared Spaces program. This program is to facilitate semi-permanent activation projects to deliver short-term improvements to local streets, paths or public spaces.

### **LOCATION**

- The section of The Strand under consideration is located between Dee Why Parade and Oaks Avenue, Dee Why.
- This section of The Strand is a regional road with a reduced 40km/h speed limit as it is situated within a designated High Pedestrian Activity Area.
- The Strand has a measured width of 10-metres from kerb-to-kerb and caters for two-way traffic with bicycle lanes on both sides.
- There is indented parallel parking with '1P 8:30am-6:00pm Mon-Fri and 8:30am-12:30pm Sat' restrictions on the western side of The Strand and 'No Stopping' restrictions on the eastern side.
- A shared pedestrian and cyclist path lies along the western side of The Strand.
- The shared path forms part of the Road Cycling Network and is included in the Safe Cycling Network
- Adjacent land uses consist of Dee Why Reserve and Beach and mixed-use residential and commercial land along the eastern and western sides of The Strand, correspondingly.
- The 136, 159 and E76 bus services operate on this section of road. There are multiple school bus services that also operate on The Strand - ie: 601N, 611N, 624N, 672N, 677N, 684N, 690N, 691N, 694N, 696N, 700N, 720N, 734N, 739N, 758N, 768N and 782N.

### **ISSUES**

- The activation requires the closure of southbound traffic on The Strand. The diversion will encourage southbound traffic to utilise Clyde Road and Avon Avenue.
- Howard Avenue will turn into a left turn only at The Strand intersection.
- The southbound closure will be regulated using approved barriers.
- Bus Stop ID 209954 on Howard Avenue near the Strand, will be closed, and converted into timed parking. A notice will be placed on the stop to direct passengers to Stop ID 209953 on Howard Avenue, near Clyde Road.
- Council will provide parking for food delivery and passenger drop-off and pick-up services.

## PROPOSAL

Council is proposing to close The Strand, Dee Why (between Dee Why Parade and Oaks Avenue) to southbound traffic for 9 months.

A review at 6 months will be undertaken to whether this proposal will continue for the remaining 3 months.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal is designed to improve safety for pedestrians and people cycling attending or passing through
- The bi-directional bike lane links people cycling to the wider existing on road and off-road network.

## CONSULTATION

It is critical to effectively and regularly inform the community and local businesses impacted by the construction work prior to commencement, to manage the public's expectations. Advance notice should be provided to all road users (including bus operators) as well as property and business owners in The Strand

This will be done by:

- Installing notice signs for all road users
- Pamphlet distribution
- Project Have Your Say website
- Project newsletters
- Websites for relevant road authorities
- Public noticeboards
- Letterbox drops and mailouts
- Engagement with resident groups and the business chamber
- Council will prepare community engagement with the residential and business community following the approval of the Traffic Committee. This will also include resident groups and the business chamber.

A dedicated Have Your Say page will be created with visual designs and concept plans detailing the proposal. On-site signage will be displayed in key areas in Dee Why, detailing the proposal, timeline and how to make a submission.

Advanced notice of planned work and potential network disruptions throughout the construction period would be provided. This may involve consultation with business owners, the preparation of information packs detailing the proposed construction activities and temporary arrangements for the following groups:

- Emergency vehicles
- Emergency evacuation plans
- Pedestrians and cyclists (including access to properties)



- Disability access
- Event management
- Waste collection and other service vehicles
- Deliveries
- Noise management.

---

## RECOMMENDATION TO TRAFFIC COMMITTEE

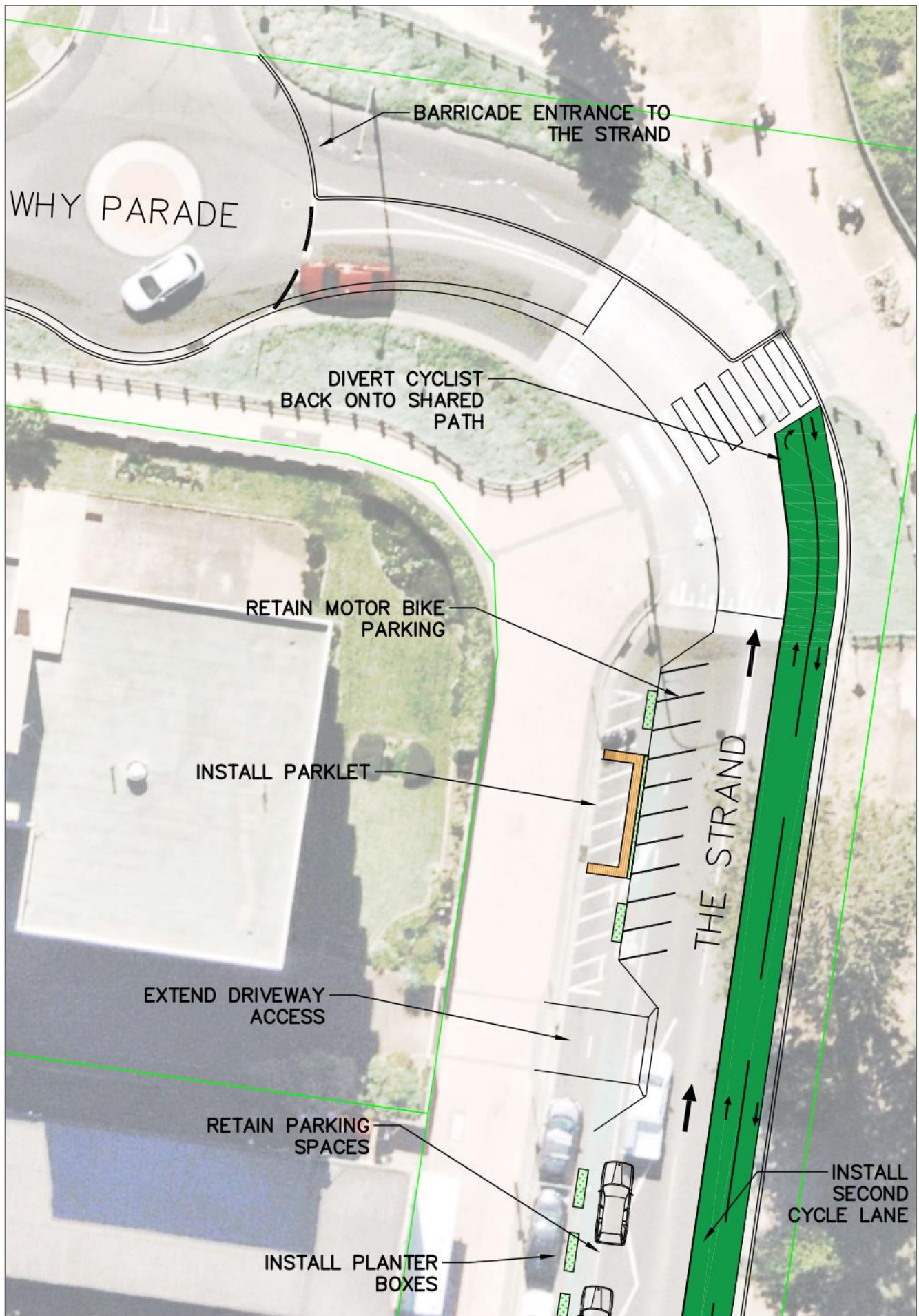
That the Traffic Committee supports the:

- A. The activation of a semi-permanent closures to southbound traffic on The Strand, Dee Why for 9 months.
- B. That the Northern Beaches Council Local Traffic Committee support the trial in principle, subject to the following conditions:
  - a. That the TMP be prepared in accordance with the Transport for NSW technical directions and Australian Standards
  - b. That any traffic control is to only 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 necessary approvals with respect to use of any public reserves or use of the public roads are obtained
  - e. That the necessary TfNSW approvals to hold any event on or adjacent to main roads.
  - f. That State Transit Authority and the emergency services be advised of the closure
  - g. That residents and businesses in the affected area be notified by a letterbox drop and through various forms of communication in advance of the road closures with details of access restrictions. The notification must also provide a contact number should residents have any enquiries
  - h. That Variable Message Signs (VMS) be used in accordance with RMS guidelines to provide details of the southbound closure and also give information on upcoming changes to traffic conditions prior to the Trial.

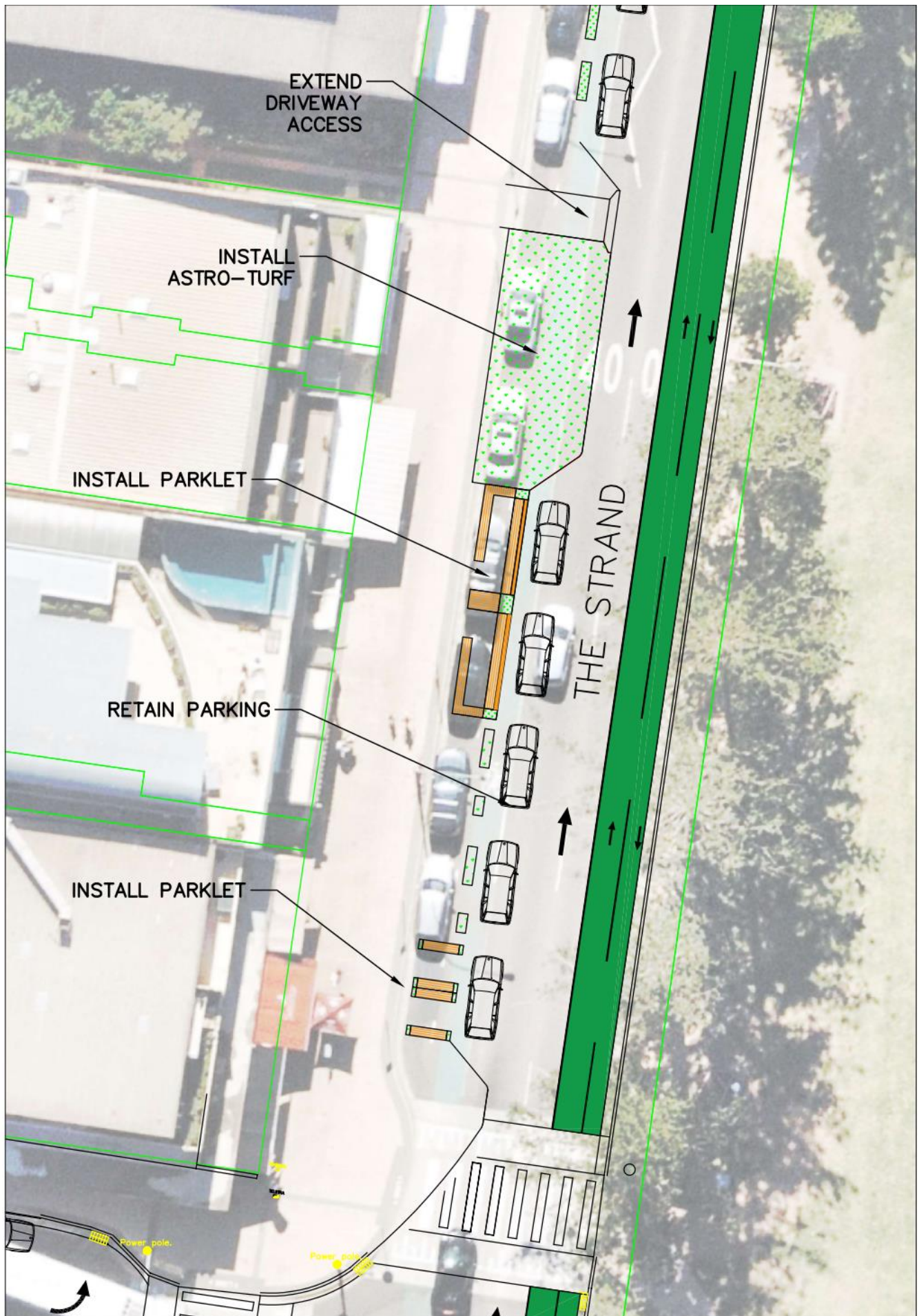








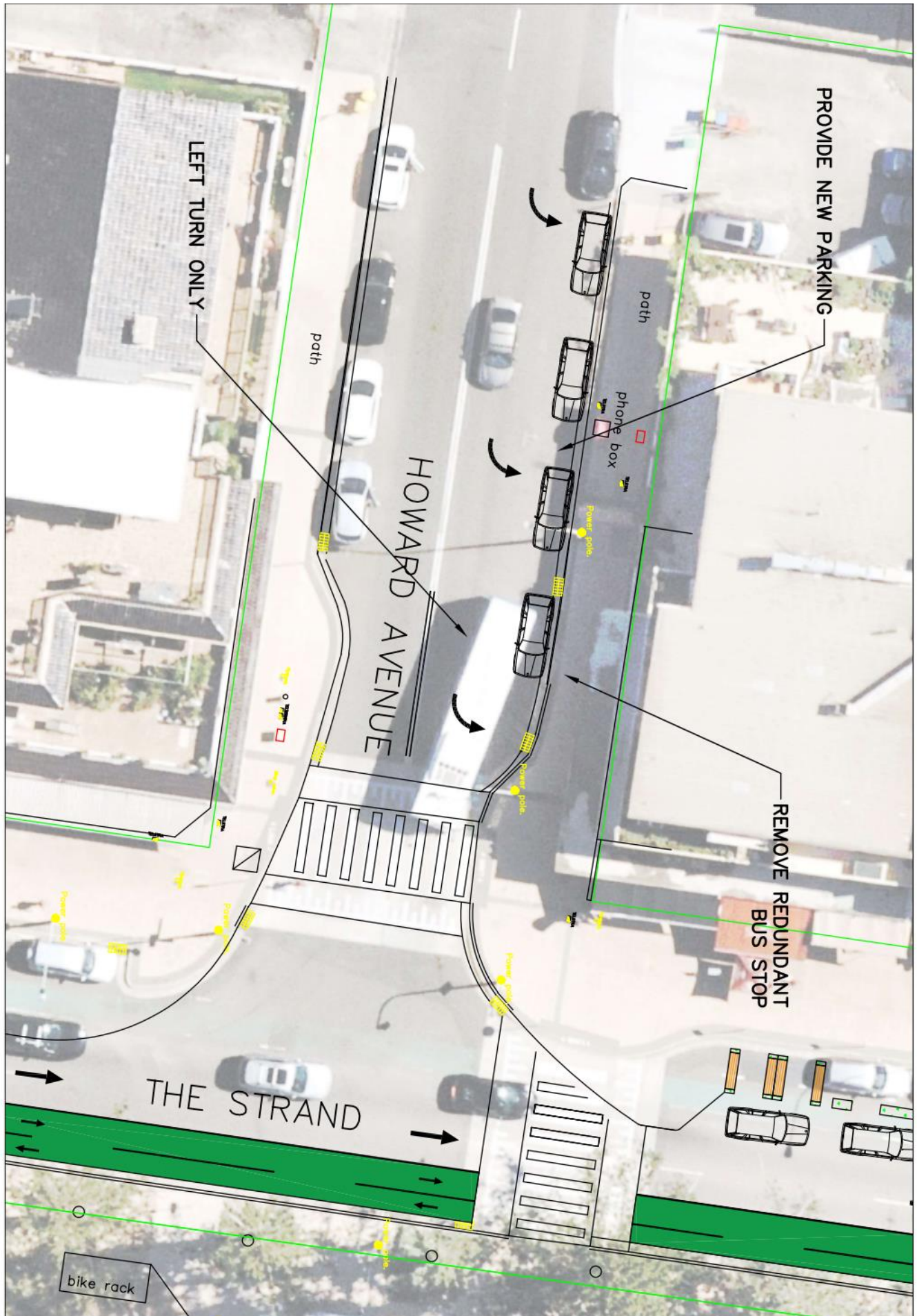








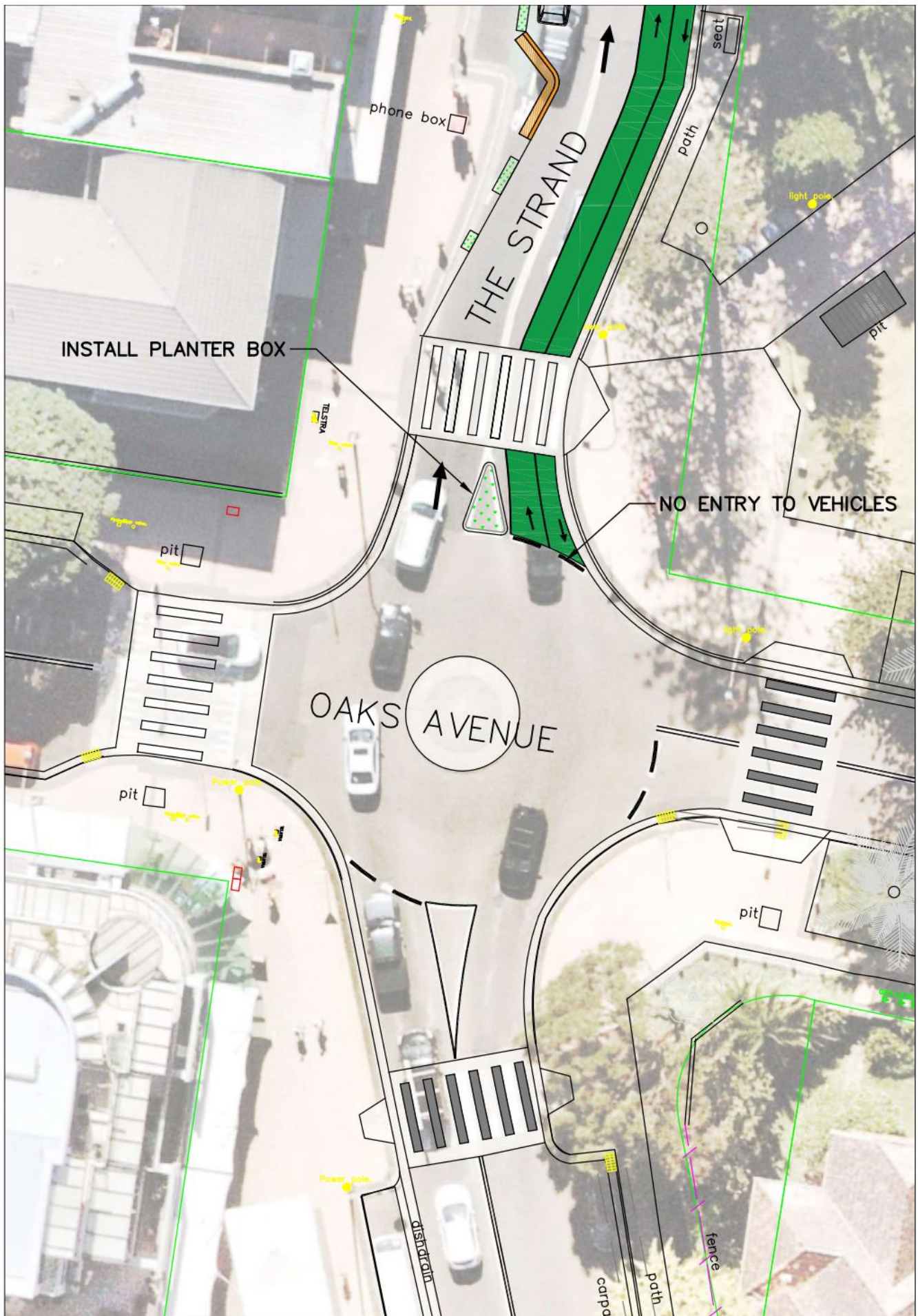




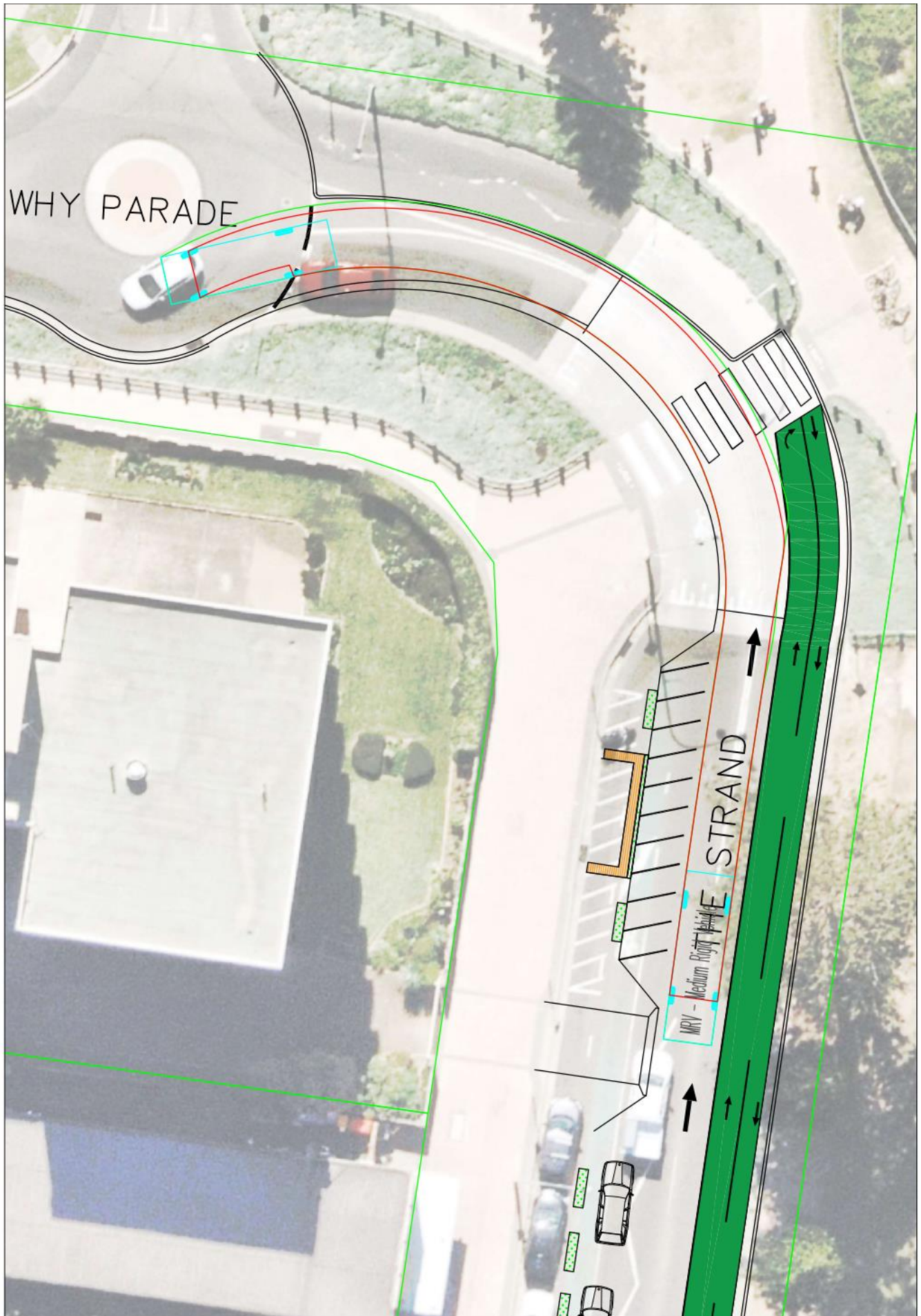




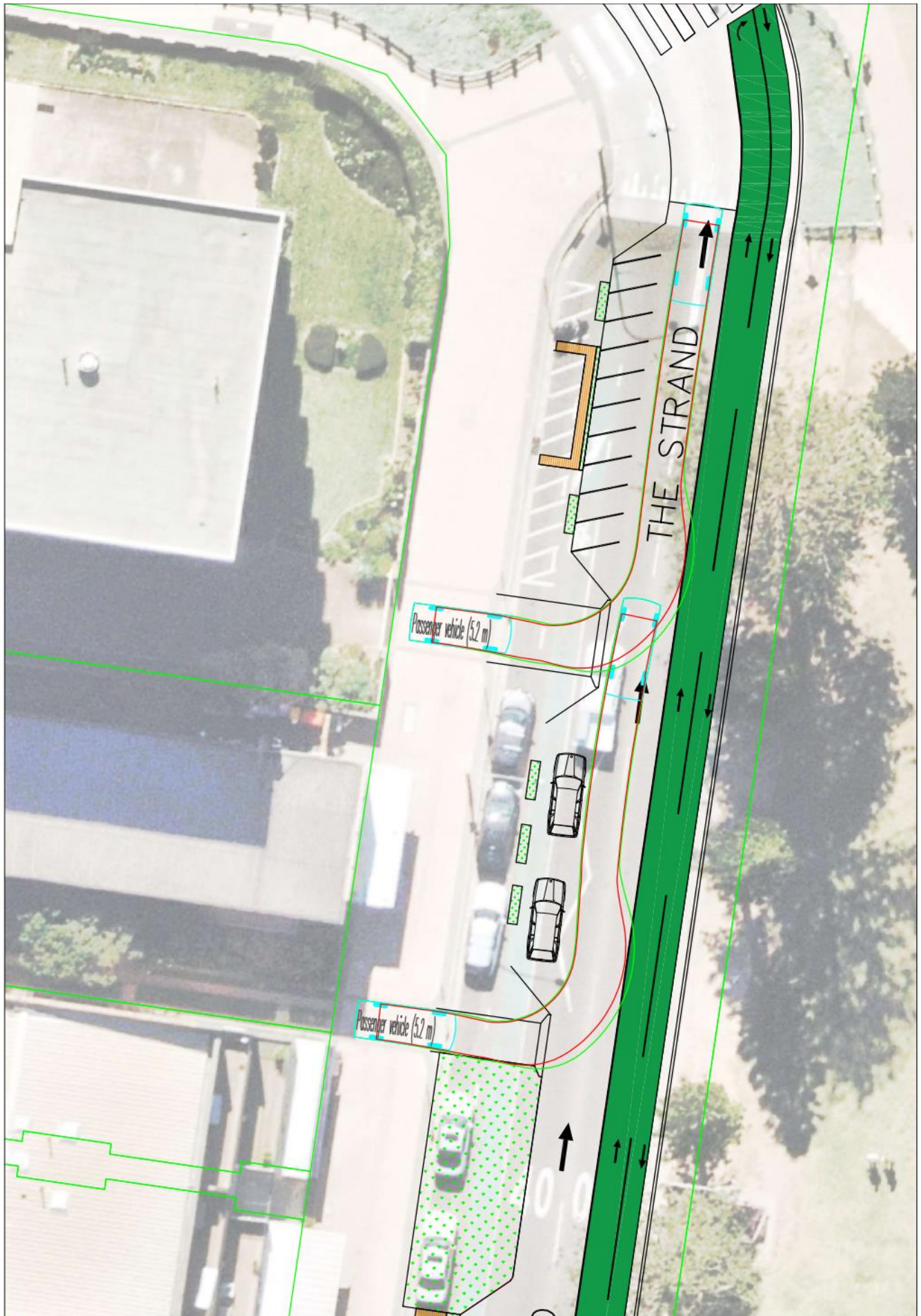




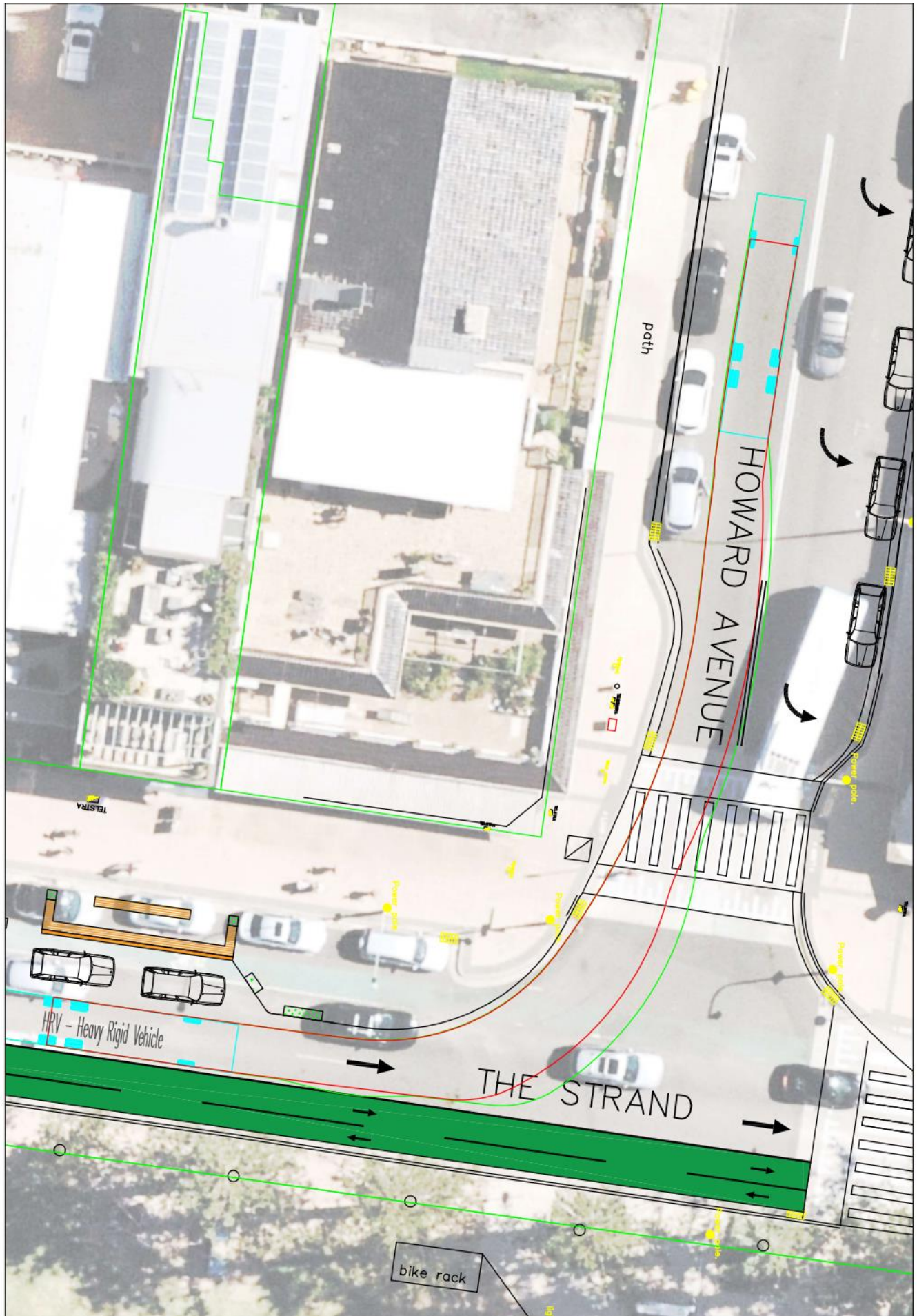




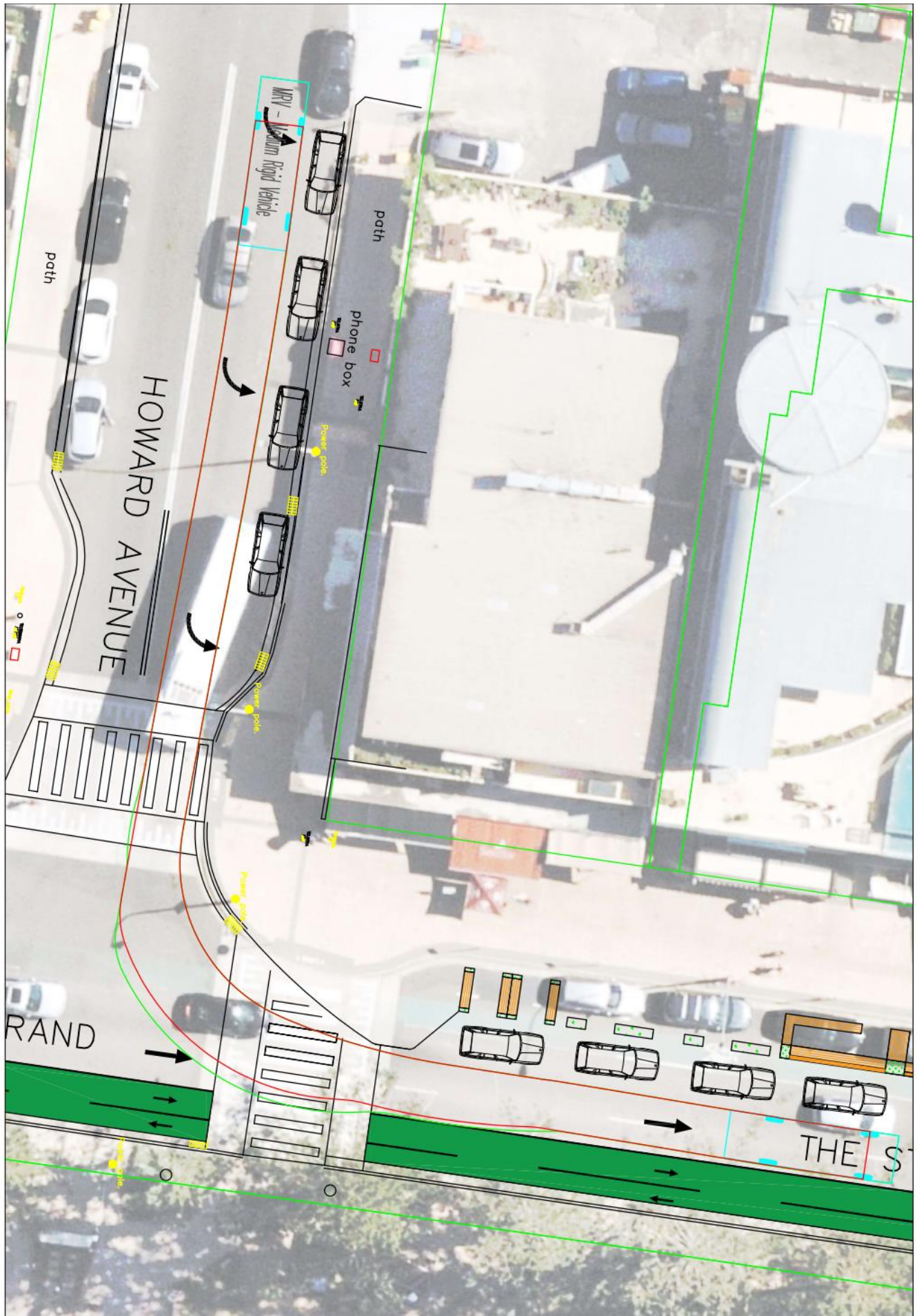
















## Streets for Shared Spaces

### The Strand, Dee Why

Concept Photomontage - Not to Scale - January 2021

## 5.0 MATTERS FOR NOTATION

ITEM 5.1	TABLE OF APPROVALS UNDER DELEGATION
REPORTING OFFICER	SPECIALIST ADMINISTRATION OFFICER - BUSINESS SUPPORT
TRIM FILE REF	2021/033799
ATTACHMENTS	1 <a href="#">↓</a> Approvals Under Delegation - Local Traffic Committee - 2 February 2021

**GEOCODES:** Various

### REPORT

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

---

### RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee 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 - 2 February 2021**

Location	Action	Consultation	Referral Sent Date	Approval Date
North Avalon Road and Tasman Road, Avalon Beach	- Install Dividing Barrier Lines (10m) on the approach to the intersection.	Properties consulted: No consultation undertaken however notification to residents will be carried out prior to implementation. Support: n/a Object: n/a <b>Reason for approval:</b> Improve delineation of the road by separating the opposing traffic flows on the approach to the intersection, and help prevent vehicles cutting the corner when turning right from North Avalon Road into Tasman Road.	8 January 2021	15 January 2021
Raymond Road, Argyle Street, Terama Street, and Kemble Place, Bilgola Plateau	- Install Dividing Barrier Lines (10m) on the approach to the intersection. - Install a 'GIVE WAY' sign and holding line in Terama Street at the intersection with Raymond Road.	Properties consulted: No consultation undertaken however notification to residents will be carried out prior to implementation. Support: n/a Object: n/a <b>Reason for approval:</b> Improve delineation of the road by separating the opposing traffic flows on the approach to the intersection, and help prevent vehicles cutting the corner when entering/exiting Raymond Road. The proposal will also assist the 191 Avalon Beach to Taylors Point (Loop Service) with the left turn from Argyle Street into Raymond Road by preventing parking near the intersection.	8 January 2021	15 January 2021
Daisy Street, North Balgowlah	- Install Bus Zone at existing bus stop	Properties consulted: 4 Support: 1 Object: 1 <b>Reason for approval:</b> The signs reinforce existing Road Rules regarding parking in a bus stop. Vehicles are parking on approach and departure to the bus stop and residents are requesting signage to clearly define where they can park	8 January 2021	15 January 2021
Dowling Street at Hill Street, Queenscliff	- Extend existing No Stopping zone north of Hill Street by 6m to improve sight lines	Properties consulted: 33 Support: 1 Object: 0 <b>Reason for approval:</b> Residents of Hill Street are concerned about lack of safe sight distance when exiting their street given high traffic volumes and parking activity on Dowling Street.	8 January 2021	15 January 2021