

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 6 APRIL 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 Engineering Coordinator
 Traffic Engineer
 Traffic Engineer
 Traffic Engineer
 Traffic Engineer
 Traffic Officer
 Traffic Officer
 Traffic Officer
 Traffic Officer
 Engineering Intern
 Ranger Coordinator
 Strategic Transport Coordinator
 Transport Project Officer
 Road Safety Officer
 Road Safety Officer
 Traffic Engineering Intern
 Traffic Engineering Trainee
 Specialist Administration Officer
 Specialist Administration Officer

Mr Jorde Frangoples
 Mr Craig Sawyer
 Mr Phillip Devon
 Mr James Brocklebank
 Mr Ricky Kwok
 Mr Velsamy Sankaran
 Mrs Rezvan Saket
 Mr Anwar Subel
 Mr Luke Nickson
 Mr Brian Duong
 Mr Ali Samimi Haghighi
 Mr Yuan Ren
 Mr Jenzy Ocampo
 Mr Michael Davey
 Ms Michelle Carter
 Mrs Kajal Todd
 Mrs Karen Menzies
 Ms Robynann Dixon
 Ms Josephine Butler
 Mr Nicholas Murace
 Ms Caty Pilley
 Ms Sandra Calci

Visitors

Nil

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

to be held on Tuesday 6 April 2021

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

Commencing at 10am

1.0 APOLOGIES

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

2.1 Minutes of Northern Beaches Council Local Traffic Committee held 2 March 2021

2.2 Declaration of Pecuniary and Conflicts of Interest

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Nil

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NEXT MEETING Tuesday 4 May 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 2 MARCH 2021

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 2 March 2021, 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	BEACH ROAD, PALM BEACH - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/029254
ATTACHMENTS	1 Beach Road, Palm Beach - Plan

GEOCODES: -33.592517, 151.324162

REPORT

BACKGROUND

Council has received concerns from local residents regarding illegal parking, obstructed driveways and visibility of oncoming traffic on Beach Road, Palm Beach.

LOCATION

- The section of Beach Road lies between Barrenjoey Road and Ocean Road, Palm Beach, along the frontage of Governor Philip Park.
- Beach Road is a State road that caters for two-way traffic with a reduced speed limit of 40km/h.
- At this section, Beach Road has a road width of 8.2 metres between kerbs.
- There are indented parking bays with '2P 8:00AM – 4:00PM' timed parking restrictions along the frontage of Governor Phillip Park, between the two entrances.
- There is a 'No Stopping' restriction from Property No.11 Beach Road and east along Ocean Road.
- There is a constructed pedestrian footpath on the northern side of Beach Road.
- Adjacent land uses consist of a Reserve (Governor Phillip Park) and Low-Density Residential housing on the northern and southern side, correspondingly. Palm Beach lies to the east of Beach Road.
- The bus routes that service the section of Beach Road include:
 - 199 – Palm Beach to Manly

ISSUES

- Vehicles parking along this section of Beach Road will narrow the overall road width for through traffic and obstruct the flow of traffic
- Due to the topography of Beach Road, properties on the southern side (high side) have driveways that are skewed and meet Beach Road at angles, which further restricts sight distances due to the road geometry and existing vegetation.
- The parking issues on the approach and near the entrances of Governor Philip Park increases the risk of crashes occurring in the area.

PROPOSAL

Council has undertaken a review of the above location and proposes to extend the existing 'No Stopping' restrictions from Property No.11 to Property No.7 Beach Road, Palm Beach. The No Stopping restrictions will match similar restrictions along Ocean Road.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- Beach Road is part of the Road Cycling Network and is not included in the Safe 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.

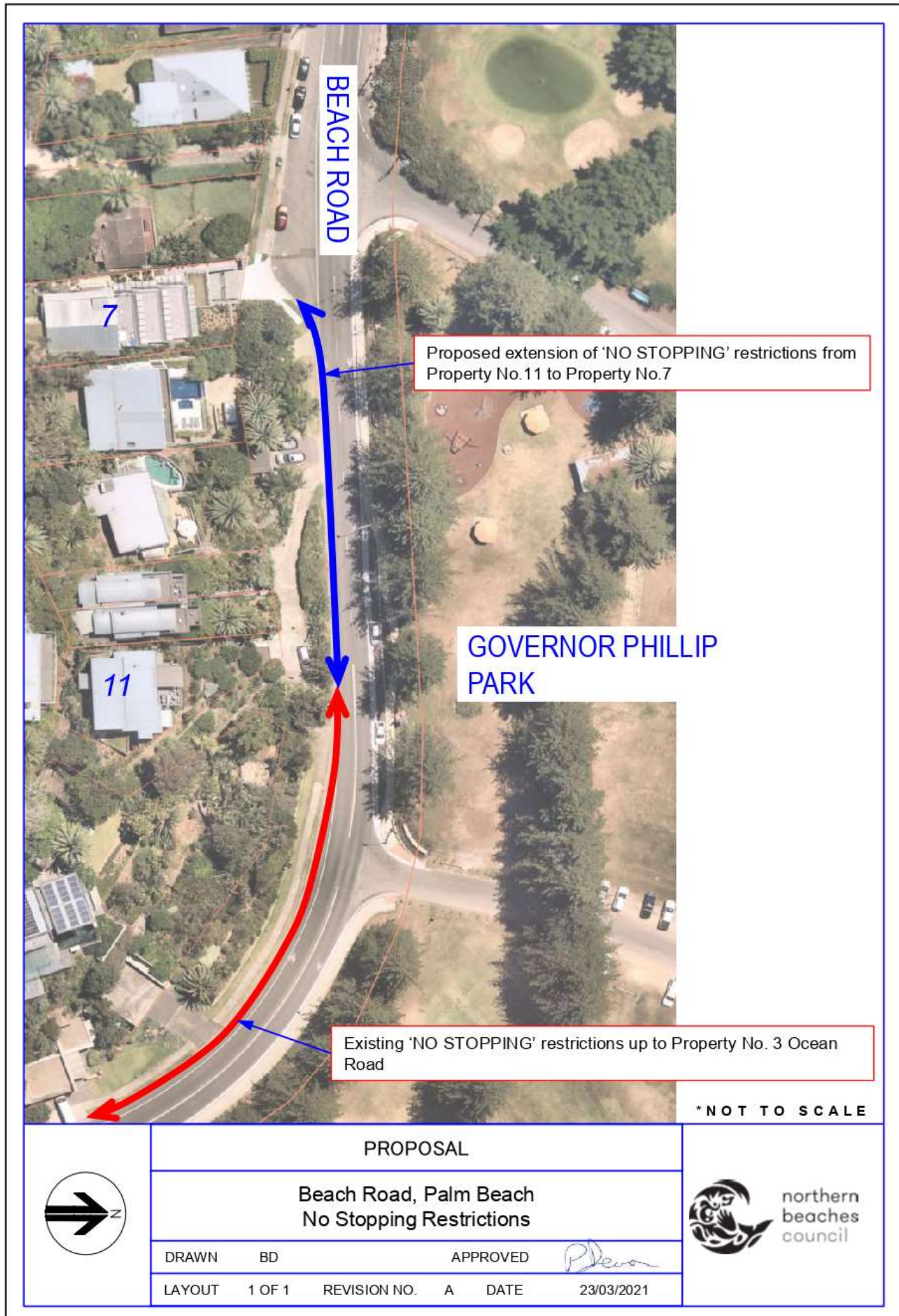
CONSULTATION

- Consultation letters have been distributed to 9 properties within the immediate vicinity of the location providing notification of the proposed changes.
- No submissions were received during the time of consultation objecting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Extension of the 'No Stopping' from Property No.11 to Property No.7 Beach Road, Palm Beach.



ITEM 4.2 **RUSSELL STREET CLONTARF- INSTALLATION OF NO STOPPING YELLOW LINE.****REPORTING OFFICER** **TRAFFIC OFFICER****TRIM FILE REF** **2021/063934****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 Street and vice versa. Parked vehicles on the northern side of the driveway at No.3 Russell Street up to the existing curve point on Russell Road, create 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 partial 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 the 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 the driveway at No.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 will affect future planned facilities.
- The proposal does not affect the pedestrian facilities or impact 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 the 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 and No.5 Russell Street.

Table of Consultation

Address	3 Russell Street CLONTARE
Proposal	Installation of 13m No Stopping Yellow Line

Properties Consulted	10
Responses Received	2
Support	Nil
Do Not Support	2

Issue	Resident Comment	Council Response
Lack of Room/Safety	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.
Lack of Visibility	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.



ITEM 4.3	WAKEFIELD STREET, NORTH MANLY - NO PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/164358
ATTACHMENTS	1 Wakefield Street, North Manly - Plan 2 Table of Consultation

GEOCODES: -33.77506, 151.27302

REPORT

BACKGROUND

Council has received concerns from local residents regarding access difficulty for waste collection vehicles, when vehicles park in the cul-de-sac at Wakefield Street, North Manly

LOCATION

- Wakefield Street is a no through road that intersects Austral Avenue.
- The north end of Wakefield Street is a cul-de-sac of 7.3m in width, carrying low volumes of traffic at the proposed location.
- Adjacent land uses consists low to medium density housing.
- There is no bus route that services Wakefield Street.
- There is no footpath on Wakefield Street between Austral Avenue and the cul-de-sac
- There is no time parking restrictions at the proposed location.

ISSUES

- Parallel parking is generally unrestricted along the road kerb side, which can lead to vehicles parking where they obstruct through traffic.
- Vehicles parked at the cul-de-sac create insufficient space for garbage trucks to manoeuvre.
- Council's waster services team have reported difficulties accessing the area due to on-street car parking interfering with waste removal operations.
- A No Parking Restriction will improve access for road users, including water collection vehicles.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the installation of a part-time No Parking restriction in the cul-de-sac of Wakefield Street, North Manly.

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

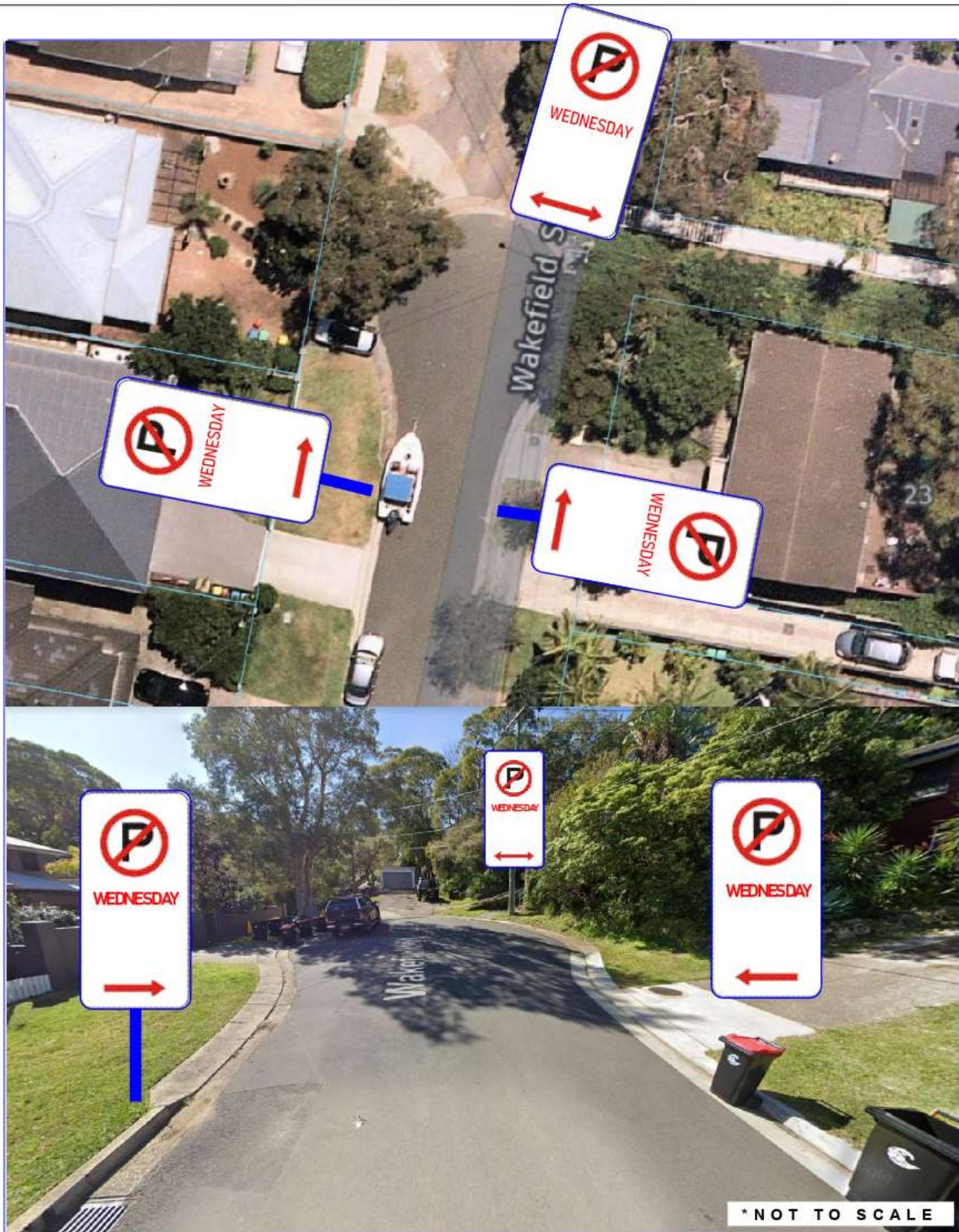
CONSULTATION

- Consultation letters have been distributed to 19 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 6 submissions were received during the time of consultation with 3 submissions supporting and 3 objecting to the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of “NO PARKING WEDNESDAY” restriction in the cul-de-sac of Wakefield Street, North Manly.






	PROPOSAL		 northern beaches council
	Wakefield Street, North Manly No Parking in the cul-de-sac		
	Drawn YR	Approved 	

Table of Consultation

Address	Wakefield Street, North Manly
Proposal	No Parking at the Cul-de-sac

Properties Consulted	19
Responses Received	6
Support	3
Do Not Support	3

Issue	Resident Comment	Council Response
Lack of parking spaces/Increased congestion	This would push residents to park on surrounding streets which already have issues with parking. Owners living in the cul-de-sac have designated parking.	Most homes have off-street parking. Safety issues outweigh the convenience of parking in the cul-de-sac. The on-street parking spaces cannot be allocated to residents and should be shared by visiting vehicles.
Time restrictions	Garbage trucks operate only once a week. Garbage truck collect bin while most residents are away.	The proposal was amended to No Parking Wednesdays to reduce the impact.
Dimensions	Cul-de-sac suitable to turn around for long wheel base vehicles. Cul-de-sac size needs to be increased for trucks.	Waste collection trucks can manoeuvre much more easily with no parking introduced in the cul-de-sac and Council is not proposing an increase in the size of the cul-de-sac.

ITEM 4.4	ARANA STREET, MANLY VALE - NO PARKING
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2021/203307
ATTACHMENTS	1 ↓ Arana Street, Manly Vale - Plan 2 ↓ Table of Consultation

GEOCODES: -33.782043, 151.259335

REPORT

BACKGROUND

Council has received concerns from Sydney Buses regarding bus access being prevented by parked cars. Buses have, on occasions, been unable to proceed along Arana Street safely. Parked vehicles on both sides of the street can also impede access for other large vehicles.

LOCATION

Arana Street is a local road of approx. 7.3m in width carrying low volumes of traffic. The 145 Bus Route proceeds west along the street between Gibbs Street and King Street. Parking is currently unrestricted on both sides of the street over most of its length.

ISSUES

- Recent building work in the street has meant that through access for buses and other large vehicles has been impeded by vehicles parked on both sides of the road opposite each other.
- Buses have had to reverse back up the street as they have been unable to proceed.
- Arana Street is sited adjacent to the Manly Vale Public School as congested conditions can occur in the street during school drop-off and pick-up periods.
- If 2 vehicles are parked opposite each other close and parallel to the kerb, around 3m of carriageway remains available for through traffic. Buses need 3.5m to be able to safely proceed.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce a No Parking restriction on the south side of Arana Street. The restrictions to apply only between 9:45am and 4:45am Monday to Friday, at times when buses need to access the street.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

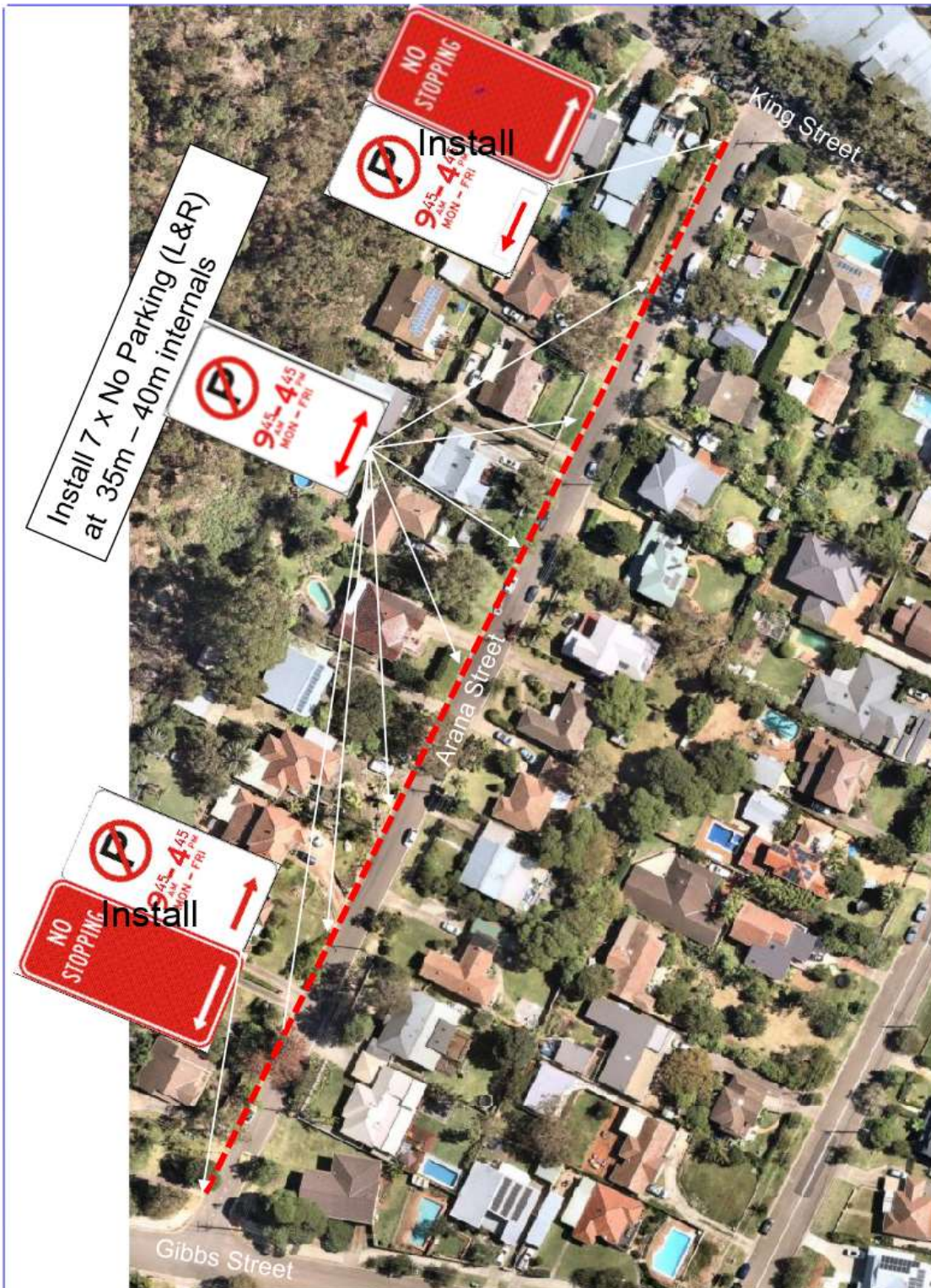
CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of a No Parking restriction applying 9:45am to 4:45pm Mon-Fri on the south side of Arana Street between Gibbs Street and King Street, Manly Vale



PROPOSAL

Arana Street, Manly Vale
No Parking (9:45am-4:45pm Mon-Fri)

Drawn JB

Approved *James Brookman*



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Table of Consultation

Address	Arana Street, Manly Vale
Proposal	No Parking

Properties Consulted	33
Responses Received	12
Support	5
Conditional support	1
Do Not Support	6

Issue	Resident Comment	Council Response
Building works	Problems with access are related to current building work in the street and are not present at other times	Building work occurs on an ongoing basis. The width of the street is insufficient to cater for parking on both sides and still provide bus access. Other feedback suggests problems occur at other times as well
School drop off and pick up issues	Congested conditions also occur during school drop off and pick up periods and restrictions should apply from 8:30am	The proposed restrictions cover the school pick-up period. The issues at school drop-off times are over a short duration and less intense
Limit hours	Restrictions should only apply during school drop-off and pick-up periods	STA reports access issues all through the day when vehicles are parked both sides of the road
Re-route bus	bus should be re-routed to Gibbs Street, few people in Arana Street use it	This is an option however removal of the service from Arana Street and the western end of King Street is not the favoured outcome
Weekdays only	The restriction should only apply on weekdays as the school and bus related problems aren't present on weekends	Council's proposal is for restrictions that apply only Monday to Friday

ITEM 4.5	BROOK ROAD, SEAFORTH - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2021/203317
ATTACHMENTS	1 ↓ Brook Road, Seaforth - Plan 2 ↓ Table of Consultation

GEOCODES: -33.793500, 151.250646

REPORT

BACKGROUND

Council has received concerns from local businesses regarding a lack of turnover of parking in the angle parking area in Brook Road fronting the commercial premises.

LOCATION

Brook Road is a local road of 9.6m in width carrying a moderate volume of traffic. No.38 Frenchs Forest Road is a neighbourhood shopping strip. Its eastern boundary is to Brook Road and its southern boundary is to Frenchs Forest Road, a State Road carrying high volumes of traffic. There are indented parking bays on both the Brook Road and Frenchs Forest Road frontages of the shops. Seaforth Public School is sited on the east side of Brook Road opposite the shops and school drop-off and pick-up and No Stopping restrictions are present on parts of the eastern side of the road to cater for school parking and pedestrian activity.

ISSUES

- There are 5 indented 90 degree angle parking bays on the west side of Brook Road fronting the shops which are currently unrestricted and tend to be occupied on a long term basis by nearby residents or school workers
- There are 5 indented parallel parking bays on the north side of Frenchs Forest Road fronting the shops. Four of these are zoned for 1P parking with the 5th bay signposted as No Parking Australia Post Vehicles Excepted. While these bays do turn over, they do not adequately support the 8 business premises operating from the location.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to implement a 2P parking restriction. This will ensure the spaces are not occupied all day and that the spaces turn over at a reasonable frequency 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

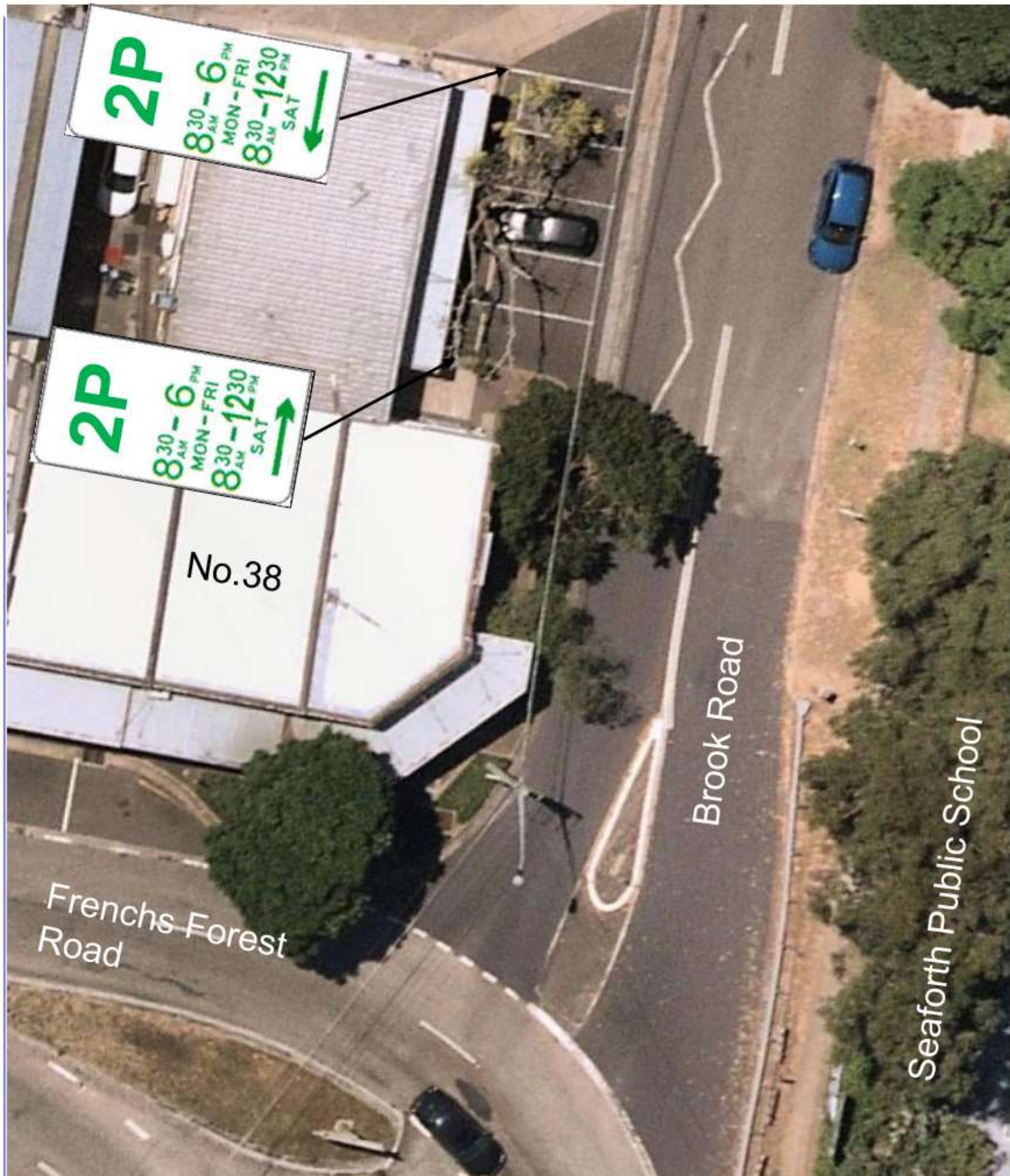
CONSULTATION

Consultation letters have been distributed to 8 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 a 2P timed parking restriction in the 5 x 90 degree angle parking bays on the west side of Brook Road outside No.38 Frenchs Forest Road. The restrictions to apply





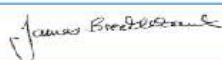
	PROPOSAL		 northern beaches council
	Brook Road, Seaforth 1P parking		
	Drawn JB	Approved 	

Table of Consultation

Address	Brook Road, Seaforth
Proposal	timed parking restrictions

Properties Consulted	8
Responses Received	1
Support	0
Conditional support	1
Do Not Support	0

Issue	Resident Comment	Council Response
amend time restriction	a 2P timed parking restriction would suit the range of businesses operating from the location better than the proposed 1P restriction	a 1P restriction was selected to match those already present on the Frenchs Forest Road frontage of the shops. The proposal will however be amended to a 2P restriction

ITEM 4.6	CONDAMINE STREET, BALGOWLAH HEIGHTS - NO STOPPING
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2021/203344
ATTACHMENTS	1 ↓ Condamine Street, Balgowlah Heights - No Stopping 2 ↓ Table of Consultation

GEOCODES: -33.802347, 151.263187

REPORT

BACKGROUND

Council has received concerns from local residents regarding obstructed sight lines when exiting Farrar Street onto Condamine Street.

LOCATION

Condamine Street through Balgowlah Heights is a local road carrying a moderate volume of traffic. It performs a collector road function linking Balgowlah Heights to the State road system at Sydney Road. It is approximately 9.3m in width with parking generally permitted on both sides of the road. Housing is generally low density residential in nature.

ISSUES

- Vehicles parked on Condamine impede sightlines for traffic exiting from side streets.
- A large boat is often parked on the east side of Condamine Street north of Farrar Street, which impacts significantly on visibility.
- As Condamine Street is long and straight and undulating in nature, it is conducive to speeding. This exacerbates sight line issues at side streets.
- Approximately 25m of No Stopping is present on the east side of Condamine Street to the south of Farrar Street to improve sight lines to north-bound traffic. There are no restrictions to assist visibility to south-bound traffic, residents report frequent near misses.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce a 20m length of No Stopping to the north of Farrar Street on the east side of Condamine Street.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 19 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 a 20m length of No Stopping on the east side of Condamine Street north of its intersection with Farrar Street.



PROPOSAL

Condamine Street, Balgowlah
No Stopping

Drawn JB

Approved *James Brookbank*



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beaches
council

Table of Consultation

Address	Condamine Street, Balgowlah Heights
Proposal	No Stopping

Properties Consulted	19
Responses Received	10
Support	10
Conditional support	0
Do Not Support	0

Issue	Resident Comment	Council Response
Sightlines	Sightlines are very poor exiting Farrar Street	The proposed restrictions will address this issue
Parked boat	A large boat is often parked near the intersection	The proposed restrictions will result in the boat having to move
Traffic calming	There is also a speed issue on Condamine Street which exacerbates sightline issues	Council has listed the introduction of roundabouts at New Street and Ernest Street in its future works program

ITEM 4.7	CROSS STREET, BROOKVALE - BUS ZONE EXTENSION
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2021/203365
ATTACHMENTS	1 ↓ Cross Street, Brookvale - Plan

GEOCODES: -33.765628, 151.266699

REPORT

BACKGROUND

Council has received concerns from Sydney Buses regarding a lack of kerb space within the existing Bus Zone on Cross Street Brookvale, buses at times are unable to access the Bus Zone as it is already full.

LOCATION

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

ISSUES

- There is insufficient kerb space for buses within the Westfield Warringah Mall complex, particularly for bus layover purposes. Westfield Warringah Mall is unable to allocate more kerb space within the existing transport interchange area.
- Due to congestion within the bus interchange area, buses and taxis are parking illegally, blocking egress from the interchange area and impeding sight lines to pedestrians crossing the road.
- A recently created Bus Zone on the south side of Cross Street west of Green Street is now well utilised, but is often full and buses are unable to pull in close and parallel or to park at all. This leads to buses trying to park with their tail blocking traffic or having to circulate until space becomes available.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to extend the Bus Zone to provide additional kerb space for buses, which will improve safety and prevent buses blocking through traffic.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

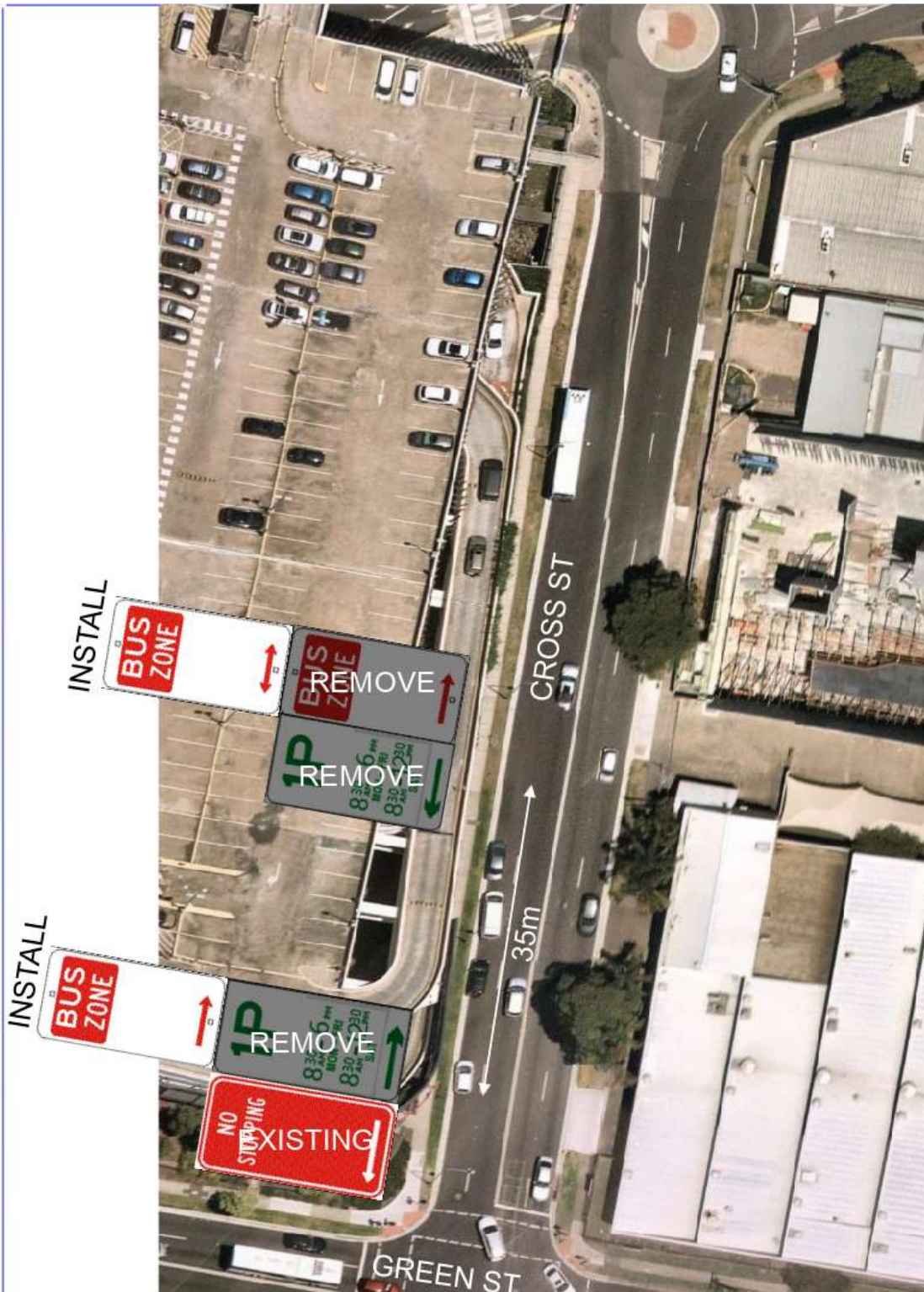
CONSULTATION



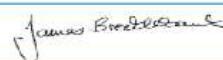
Consultation letters have been distributed to 9 properties within the immediate vicinity of the location including Westfield Warringah Mall providing notification of the proposed changes. No responses have been received.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Extension of the existing Bus Zone on the south side of Cross Street west of Green Street by approximately 35m



	PROPOSAL		 northern beaches council
	Cross Street, Brookvale Bus Zone extension		
	Drawn JB	Approved 	

ITEM 4.8	LEWIS STREET, BALGOWLAH HEIGHTS - NO PARKING
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2021/203380
ATTACHMENTS	1 ↓ Lewis Street, Balgowlah Heights - Plan 2 ↓ Table of Consultation

GEOCODES: -33.801077, 151.259222

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles obstructing two-way traffic flow and creating hazardous conditions on Lewis Street between New Street West and Scales Parade

LOCATION

Lewis Street is a local road carrying low volumes of traffic. It is 7.3m in width with parking permitted on both sides of the road. The street is residential in nature and is not served by buses.

ISSUES

- Lewis Street intersects with New Street West at a 90 degree bend, and this results in vehicles cutting the corner. Double separation lines have been installed to assist in keeping traffic to the correct side of the road and given the width of the roads and tightness of the intersection, concrete medians are not feasible
- Parking occurs on both sides of Lewis Street which can create hazardous conditions where traffic meets head-on at the intersection with New Street West or on Lewis Street with nowhere to go to avoid a collision
- The residents at No.45 New Street West are elderly with mobility issues and prefer to park on-street on the east side of Lewis Street, to enable easy access to and from their home.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to implement a No Parking restriction on the west side of Lewis Street, to provide greater road space for vehicles to pass each other.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 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 a No parking restriction on the west side of Lewis Street between New Street West and the driveway serving No.47 New Street West.



PROPOSAL

Lewis Street, Balgowlah Heights
No Parking

Drawn JB

Approved *James Brookbank*



northern
beaches
council

Table of Consultation

Address	Lewis Street, Balgowlah Heights
Proposal	No Parking

Properties Consulted	22
Responses Received	5
Support	3
Conditional support	1
Do Not Support	1

Issue	Resident Comment	Council Response
speeding	removal of parking is likely to result in increased speeds	this is often a consequence of removing parking however given the width of the road, gradient and tightness of the Lewis St/New Street West intersection removal of parking on one side is considered necessary
loss of parking	resident at No.2/45 New Street West advises that they have mobility issues and rely on the parking to allow ease of access to their home. If parking must be banned it should be on the opposite side of the road	the proposed No Parking restriction has been shifted to the west side of Lewis Street

ITEM 4.9	SLOANE CRESCENT, ALLAMBIE HEIGHTS - NO STOPPING
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2021/203427
ATTACHMENTS	1 ↓ Sloane Crescent, Allambie Heights - Plan 2 ↓ Table of Consultation

GEOCODES: -33.778264, 151.264487

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles parking on the west side of Sloane Crescent between the David Thomas playing fields and Cornwall Parade. During winter months when traffic volumes can be higher, this can create hazardous conditions.

LOCATION

Sloane Crescent is a local road of variable width carrying low volumes of traffic and with low levels of parking activity at most times of the year. Millers Reserve and the David Thomas playing fields are sited on opposite sides of Sloane Crescent and during the winter sport season, levels of parking and traffic activity increase significantly on weekends.

ISSUES

- The section of Sloane Crescent to the north of the David Thomas playing fields is 7.3m in width and has a No Stopping restriction on its eastern side, but no parking restrictions on its western side. When vehicles park on the western side, there is insufficient carriageway width for vehicles in opposing directions to pass each other.
- During winter when traffic volumes and parking activity increases, parked vehicles in this section of road create congested conditions and can block sight lines to pedestrians crossing between playing fields and carparks.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce No Stopping restrictions which apply on weekends over this length of kerb.

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 8 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 a No Stopping restriction on the west side of Sloane Crescent between Cornwall Parade and the David Thomas playing fields carpark. The restrictions to apply 8am to 6pm Saturday & Sunday.





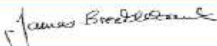
	PROPOSAL		 northern beaches council
	Sloane Crescent, Allambie Heights No Stopping		
	Drawn JB	Approved 	

Table of Consultation

Address	Sloane Crescent, Allambie Heights
Proposal	No Stopping

Properties Consulted	8
Responses Received	2
Support	1
Conditional support	0
Do Not Support	1

Issue	Resident Comment	Council Response
volume of traffic	the high volumes of traffic during the football season make it hazardous	the proposed No Stopping will reduce the level of hazard
winter issue only	the street only experiences issues on Saturday and Sunday during the winter sport season	The No Stopping restriction will be amended to apply only between 8am and 6pm on weekends

ITEM 4.10	BEACON HILL ROAD, BEACON HILL - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/204291
ATTACHMENTS	1 ↓ Beacon Hill Road, Beacon Hill - Plan 2 ↓ Beacon Hill Road, Beacon Hill - Table Of Consultation

GEOCODES: -33.760873, 151.268141

REPORT

BACKGROUND

Council has received concerns from local residents regarding the parking of vehicles queueing across the intersection of Ryan Place and Beacon Hill Road, effecting traffic flow on the eastern side of Beacon Hill Road, Beacon Hill.

LOCATION

- Beacon Hill Road is a Regional road connecting Warringah Road, Beacon Hill to Old Pittwater Road, Brookvale. The road is generally 13m wide and is marked with two lanes on the approaches to Old Pittwater Road and Warringah Road, which are both under traffic signal control.
- Beacon Hill Road is subject to a 3 tonne load limit due to the steep topography and road vertical grading.
- Existing regulatory signposting in the subject area of Beacon Hill Road comprises of statutory No Stopping Restrictions at the intersections of Ryan Place and Beacon Hill Road, 'Do Not Queue Across Intersection' and No Parking Restrictions 6.30am-9.30am, 3.30pm-6.30pm MON-FRI and 8.30am-12.30pm SAT from No.12 to No.20 Beacon Hill Road, Beacon Hill.
- Adjacent land use consists of medium density housing.

ISSUES

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

PROPOSAL

Council has undertaken a review of the location and proposes to move the existing No Parking 6.30am-9.30pm/3.30pm-6.30pm MON-FRI & 8.30am-12.30pm SAT (Right Arrow) restrictions from outside No.20 Beacon Hill Road, approximately 35m north to power pole FF44210 between No.24-No.26 Beacon Hill Road, Beacon Hill.

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. The existing No Parking 6.30am-9.30pm/3.30pm-6.30pm MON-FRI & 8.30am-12.30pm SAT (Right Arrow) restrictions moved from outside No.20 Beacon Hill Road, approximately 35m north to power pole FF44210 between No.24- No.26 Beacon Hill Road, Beacon Hill.

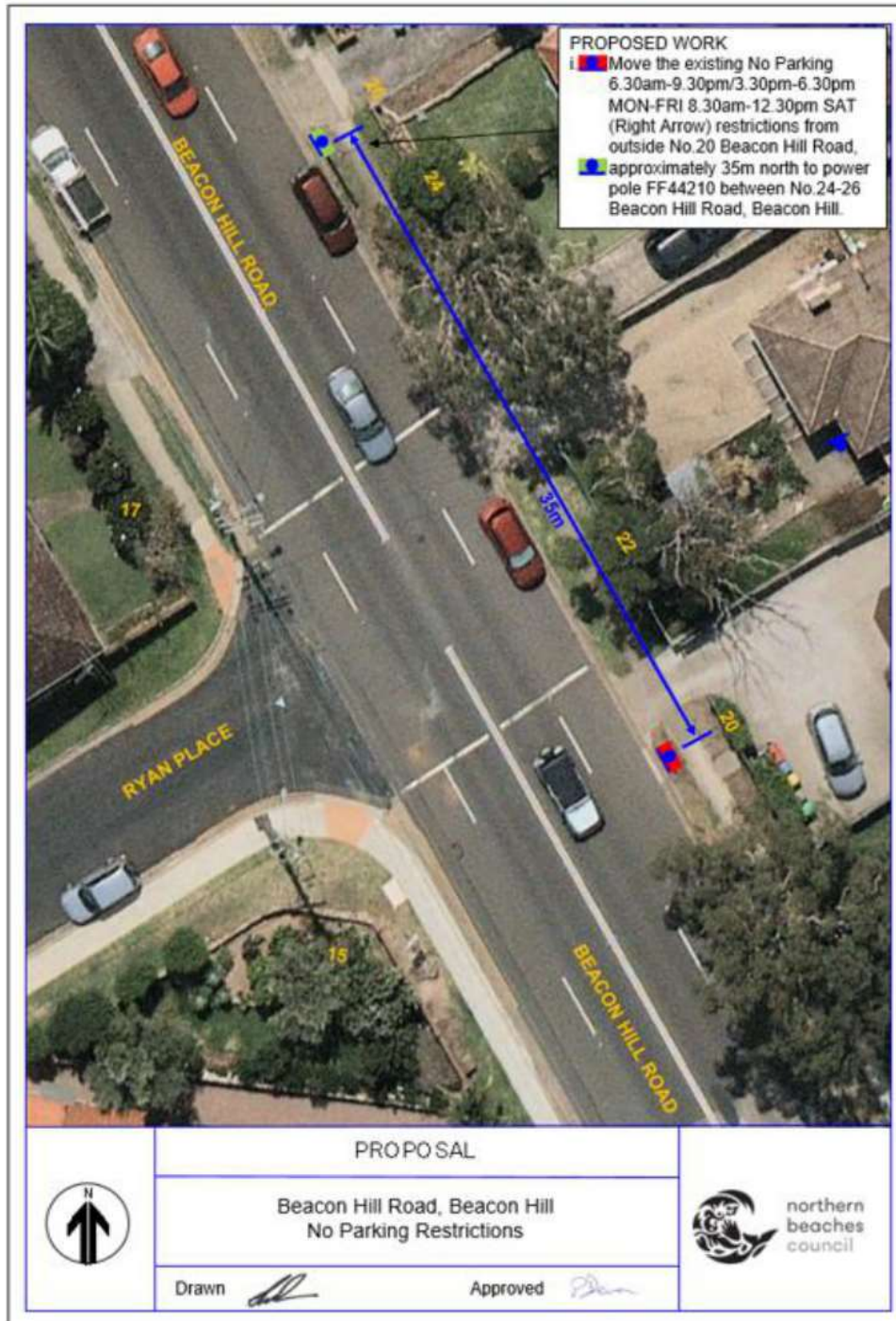


Table of Consultation

Address	<u>Beacon Hill Road, Beacon Hill</u>
Proposal	<u>No Parking Restrictions</u>

Properties Consulted	25
Responses Received	2
Support	1
Do Not Support	1

NOTE 2 x Objections received past closed date

Issue	Resident Comment	Council Response
Increase Speed	Vehicles travelling eastbound on Beacon Hill Road fly down the road (I suggest average speed is much higher than the posted 50km/h). By extending the no parking up the hill it will only increase vehicle speed & volume in the LH lane and bring more vehicles closer to pedestrians. Most days I walk along the pedestrian path with my young children which is currently borderline safe. With the proposed change Council will only be increasing the risks to pedestrians.	The proposal is intended to improve concerns and enhance sightlines. There is still sufficient on street parking which will assist in the reduction of speed. Council can review speed limits on Beacon Hill Road and NSW Police have been requested to conduct patrols for speeding and dangerous driving.
Pedestrian Safety	Is there anything Council are able to do to reduce the risk to pedestrians walking along the eastern side of Beacon Hill Road between Ryan Place and Brookvale Public School?	Council has existing footpath facilities, however, can investigate the installation of pedestrian fencing in sections of Beacon Hill Road between Ryan Place and Brookvale Public School.
Additional Comment	I can't understand why parked vehicles opposite Ryan Place would impact traffic flow along Beacon Hill Road. I may be missing something here so can you please explain this to me? What makes it any different to Beacon Avenue or Kalianna Crescent (or hundreds of other RH turns in the Northern Beaches) where there aren't parking restrictions opposite these intersections or only 1 lane to turn into?	The vehicles parking in the intersection interfere with traffic movements, due to vehicles turning right into Ryan Place, therefore, restricting traffic flow and congesting traffic back to Warringah Road at peak times. Traffic through Ryan Place is higher than the amounts in Beacon Avenue or Kalianna Crescent

ITEM 4.11	ALLAMBIE ROAD, ALLAMBIE HEIGHTS - PAVEMENT FLAPS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/204615
ATTACHMENTS	1 ↓ Allambie Road, Allambie Heights - Plan 2 ↓ Allambie Road, Allambie Heights - Table Of Consultation

GEOCODES: -33.77232319274493, 151.25973746165602

REPORT

BACKGROUND

Council has received concern regarding vehicles traveling at speed through this section of Allambie Road and crossing the dividing centre line on the bend between No. 30 and Gumbooya Reserve or opposite No. 29 Allambie Road, Allambie Heights, which presents a safety risk to oncoming traffic. Council has received a concern from local residents regarding the turn prohibition of properties if pavement flaps are approved. However, the distance measured to the nearest roundabout is approximately 400 metres (additional 24 second travel time), with the movement of vehicles across the centerline into oncoming traffic, dangerous driving and accidents in wet weather conditions taking precedence in this case over resident convenience.

LOCATION

- Allambie Road is a regional road with a posted speed limit of 60km/h. The road width for this section is approximately 12.5m.
- There are two lanes on this section of Allambie Road approaching and exiting the roundabout located at the intersections of Allembly Park Parade, Lyly Road and Allambie Road, Allambie Heights.
- This section of Allambie Road has cycle lanes in the north and south bound directions.
- There is an unrestricted kerbside parking restriction on the eastern and western sides of Allambie Road between Allembly Park Parade and Lyly Road, Allambie Heights
- There are pedestrian refuge islands near the roundabout and Bus Stops on Allambie Road.
- Allambie Road is a Bus Route for 142, 280, E66 and several School Buses with services every 5 minutes during peak time.
- This section of Allambie Road consists of low to medium density housing and is located adjacent to Gumbooya Reserve, Allambie Heights.

ISSUES

- Excessive speed and dangerous driving in particular, in wet conditions.
- Vehicles crossing double barrier line into oncoming traffic.
- A number of recent vehicle accidents have been reported by residents concerned for pedestrian safety.

- Residents inability to turn right from private properties due to proposed pavements flaps

PROPOSAL

Council has undertaken a review of the location and proposes to install twelve (12) Pavement Flaps. The flaps will be evenly spaced over a length of approximately eighteen (18) metres with 1.5m spacing between No.30 and Gumbooya Reserve or opposite No.29 Allambie Road, Allambie Heights. The aim of the work is to prevent corner cutting and improve road safety.

If this proposal fails to resolve the issues with driver behaviour Council will review the location for a physical central barrier of a type to prevent vehicles crossing the centre line.

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of twelve (12) Pavement Flaps. The flaps will be evenly spaced over a length of approximately eighteen (18) metres with 1.5m spacing between No.30 and Gumbooya Reserve or opposite No. 9 Allambie Road, Allambie Heights.

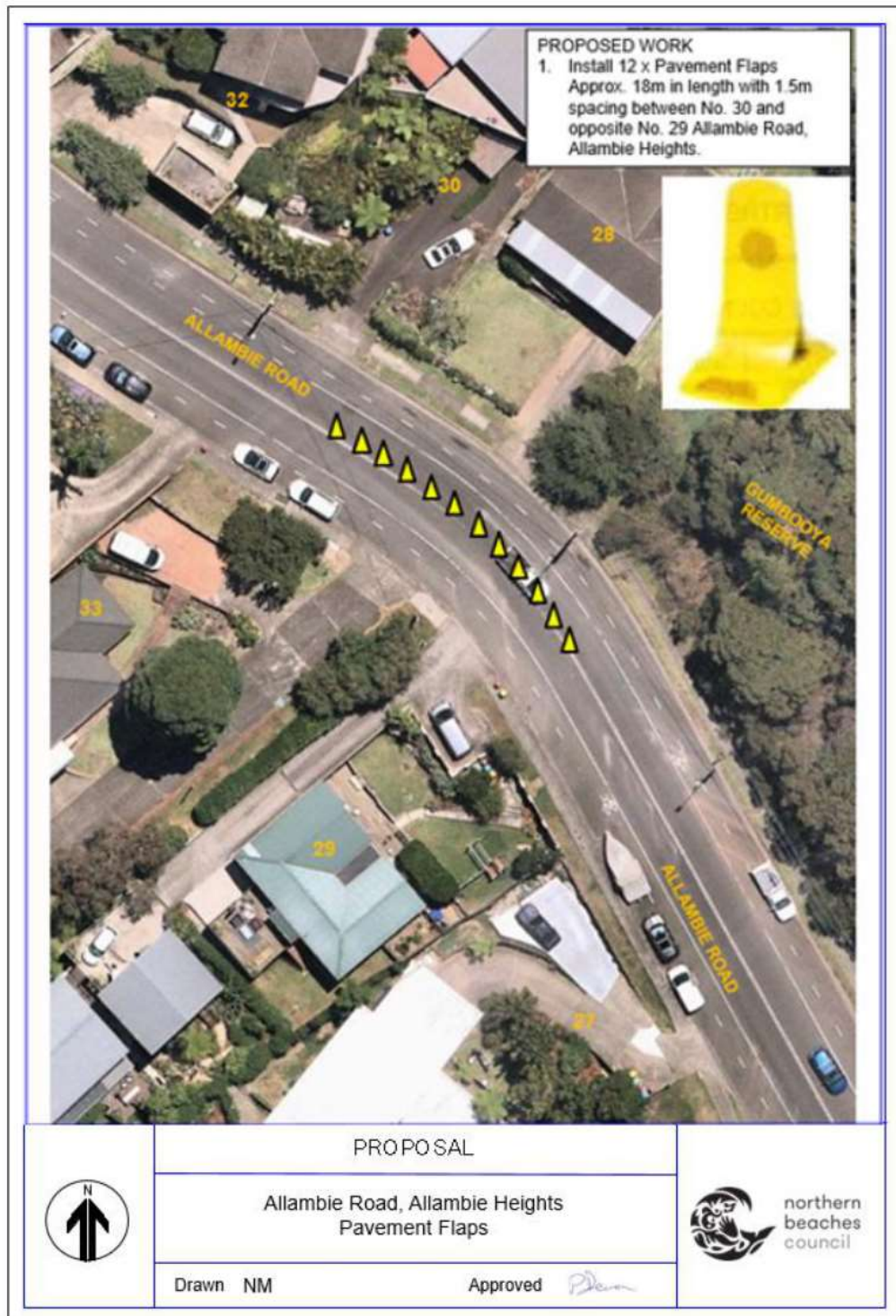


Table of Consultation

Address	<u>Allambie Road, Allambie Heights</u>
Proposal	<u>Pavement Flaps</u>

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

NOTE

Support/Requesting amendments

Issue	Resident Comment	Council Response
No Improvement In Wet	These flaps will have no effect at all on the instances of drivers losing control in wet weather.	The proposal is intended to assist the reduction of speed and ensure vehicles drive to the road conditions (remain in the trafficable lane), therefore, will improve the incidences of drivers losing control in wet weather. Council has recently installed updated warning signs which include: Reverse Curve with Reduced Speed Limit (35km/h), Fluorescent Chevrons and Slippery When Wet Reduce Speed.
Speeding Concerns	This problem relates to the shift of G forces from one side of the car to the other whilst travelling at speeds within the limit set on the road, starting in the corner prior to the area that is to have flaps installed. A solution to this problem would need to be addressed around the 34 - 38 Allambie Road area. Whatever this solution may be, reduction of speed is what is required.	Council has recently installed updated warning signs which include: Reverse Curve with Reduced Speed Limit (35km/h), Fluorescent Chevrons and Slippery When Wet Reduce Speed.
Affects Residents	In terms of putting the flaps on the road, we are happy as long as it doesn't block our drive ways, as why should we be penalised for other people breaking the rules. So there will need to be gaps put to allow us to drive into the drive ways.	Council understands the resident concerns however to improve road and pedestrian safety cannot increase spacing to allow residents exit to opposite of the road given resident concerns for accidents and would reduce the effect of the pavement flaps improving existing road conditions.

**ITEM 4.12 APOLLO STREET WARRIEWOOD - INSTALLATION OF 10P
TIME PARKING RESTRICTIONS****REPORTING OFFICER TRAFFIC OFFICER****TRIM FILE REF 2021/205439****ATTACHMENTS 1 [↓](#) Plan
 2 [↓](#) Table of Consultation****GEOCODES: -33.679604, 151.289398****REPORT****BACKGROUND**

Council has received a request from local residents requesting the installation of time parking restrictions due to parking of trailers and long vehicles for long periods of time on Apollo Street and Prosperity Parade. This issue causes shortage of parking spaces for the residents and the business holders of the area who are not able to park their vehicles along Apollo Street and Prosperity Parade. Additionally, this issue will create lack of sight views for the existing vehicles from the existing driveways into Apollo Street and Prosperity Parade.

LOCATION

Apollo Street and Prosperity Parade are local roads of 12m in width, carrying low volumes of two-way traffic. Apollo Street intersects Ponderosa Parade at its western side and it joins Prosperity Parade at its eastern side which ends in a cul-de-sac. There are no bus routes that service Apollo Street and Ponderosa Parade. There is an existing 30m 1P time parking restriction (8:30am-6pm, MON-FRI) at the frontage of No.3 Apollo Street in addition to an existing 18m Loading zone (6am-6pm, MON-FRI) at the frontage of No.5 Apollo Street. There are existing No Parking restrictions on both sides of the existing bend on Apollo Street, however, no other parking restrictions are allocated for Apollo Street and Ponderosa Parade respectively.

ISSUES

- Parked trailers and long vehicles along Apollo Street and Ponderosa Parade cause lack of parking spaces for the affected residents and the business holders of the area in addition to obstructing vision for the exiting vehicles from driveways into Apollo Street and Ponderosa Parade respectively.
- Residents are concerned about the obstruction of vision for the exiting vehicles from their driveways into Apollo Street and Ponderosa Parade.

PROPOSAL

Council has undertaken a review of the above location and proposes the installation of 10P time parking restrictions, (7am to 7pm, EVERYDAY) along both sides of Apollo Road and Prosperity Parade, excluding the existing 30m "1P time parking zone" at frontage of No.3 Apollo Street and the existing 18m "Loading zone" at frontage of No.6 Apollo Street.

The proposal will restrict on-street parking of trailers, boats and long vehicles for long duration on Apollo Street and Ponderosa Parade.

- Install 10P time parking restrictions, (7am to 7pm, EVERYDAY) along both sides of Apollo Road and Prosperity Parade, excluding the existing 30m “1P time parking zone” at frontage of No.3 Apollo Street and the existing 18m “Loading zone” at frontage of No.6 Apollo Street.
- The proposal will help to create more visibility for the exiting vehicles from driveways into Apollo Road and Prosperity Parade respectively in addition to creating more available parking spaces for the residents and the business holders of the area.

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 152 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 27 submissions were received with 2 objections and 25 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 10P time parking restrictions, (7am to 7pm, EVERYDAY) along both sides of Apollo Road and Prosperity Parade.

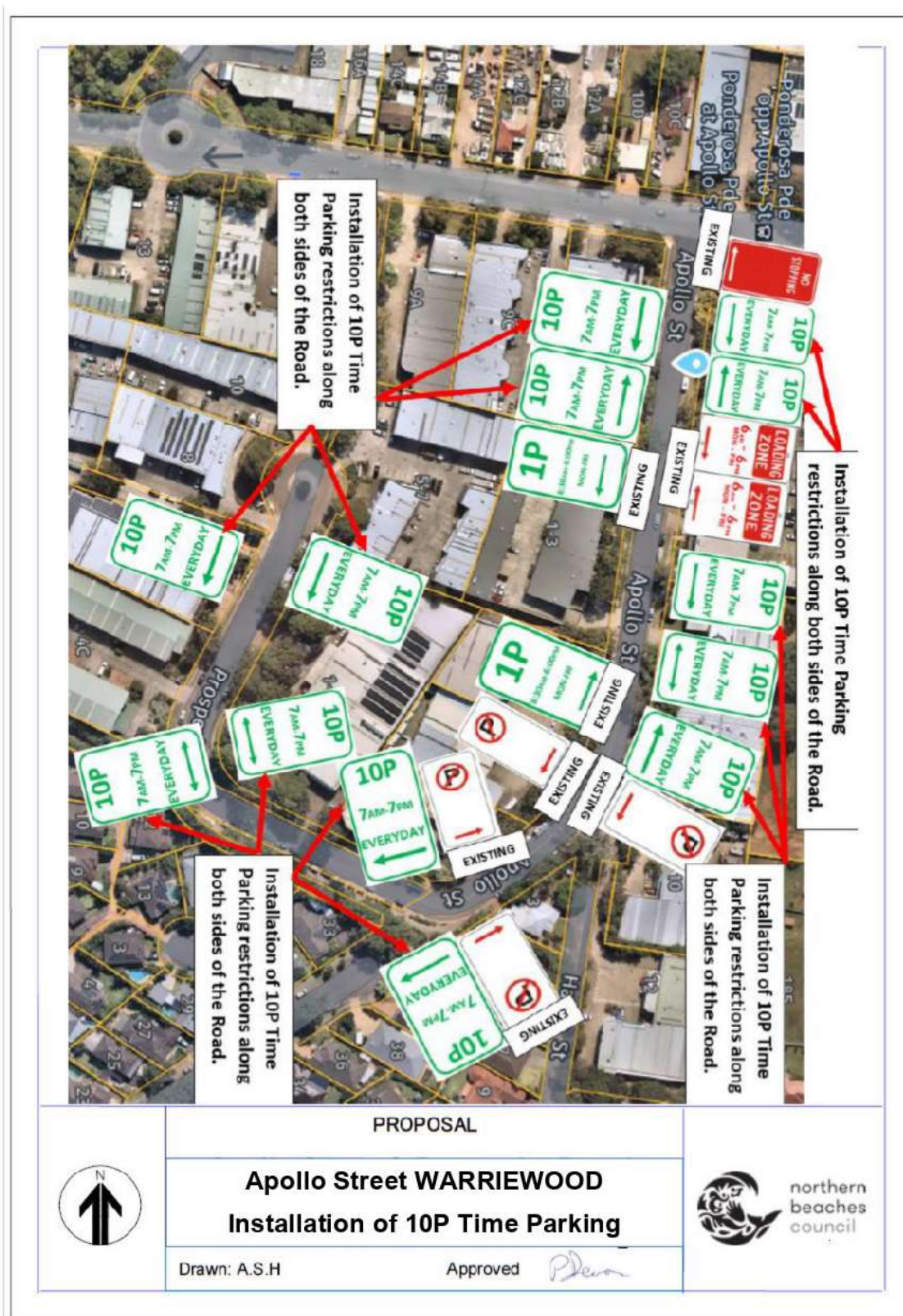


Table of Consultation

Address	<u>Apollo Street, Warriewood</u>
Proposal	<u>Installation of 10P Time Parking Restriction</u>

Properties Consulted	152
Responses Received	27
Support	25
Do Not Support	2

Issue	Resident Comment	Council Response
Lack of Parking	The amount of caravans, trailers, boats parked PERMANENTLY in this street is just outrageous. This prevents people who live and work in the area to find parking close by. It's about time the Council puts some restrictions in place to avoid blocking so many valuable parking spaces.	Council proposes the installation of 10P time parking restrictions, 7:00am to 7:00pm in order to resolve this issue.
Lack of Visibility	The real worry comes from the fact that massive caravans and boats are parked along the street and make it incredibly dangerous to leave the driveways in Apollo street but more so, getting off it.	Council proposes time parking restriction at the proposed location in order to create more visibility and safety and to prevent parking of long vehicles, boats and trailers for long period of time.

ITEM 4.13 DAWES & PERENTIE ROAD, BELROSE - TIMED PARKING RESTRICTIONS**REPORTING OFFICER TRAFFIC OFFICER****TRIM FILE REF 2021/205575**

ATTACHMENTS 1 [↓ Dawes Road, Belrose - Plan](#)
2 [↓ Perentie Road, Belrose - Plan](#)
3 [↓ Dawes Road, Belrose - Table Of Consultation](#)
4 [↓ Perentie Road, Belrose - Table Of Consultation](#)

**GEOCODES: -33.734509774422094, 151.22189889465022 , -33.73267724285697,
151.222553798944**

REPORT**BACKGROUND**

Council has received concerns from local residents regarding the illegal parking of heavy vehicles and reduced availability of on-street parking due to existing unrestricted parking conditions.

LOCATION

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

ISSUES

- Vehicles are often parked on-street in unrestricted areas reducing the availability of visitors, care workers and delivery drivers to park.
- A number of heavy/long vehicles occupying on-street parking, reducing the number of available parking areas.
- Due to the proximity of the bus stop and bus services on Forest Way, Dawes and Perentie Roads are often used for parking by commuters.

PROPOSAL

Council has undertaken a review of the location and proposes to Install one hour (1P) 8:30AM – 6:00PM MON- FRI Timed Parking restrictions adjacent to pedestrian access ramp approximately 26m east to opposite No.19, outside No.2 Dawes Road, Belrose.

Further, it is proposed One Hour (1P) 8:30AM – 6:00PM MON- FRI Timed Parking restrictions to be installed adjacent to existing No Parking approximately 27m east to opposite No.14 Perentie Road, Belrose.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 272 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachments 3 & 4 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of one hour (1P) 8:30AM – 6:00PM MON- FRI Timed Parking restrictions adjacent to pedestrian access ramp approximately 26m east to opposite No.19, outside No.2 Dawes Road, Belrose.
- B. Installation of One Hour (1P) 8:30AM – 6:00PM MON- FRI Timed Parking restrictions to be installed adjacent to existing No Parking approximately 27m east to opposite No.14 Perentie Road, Belrose.

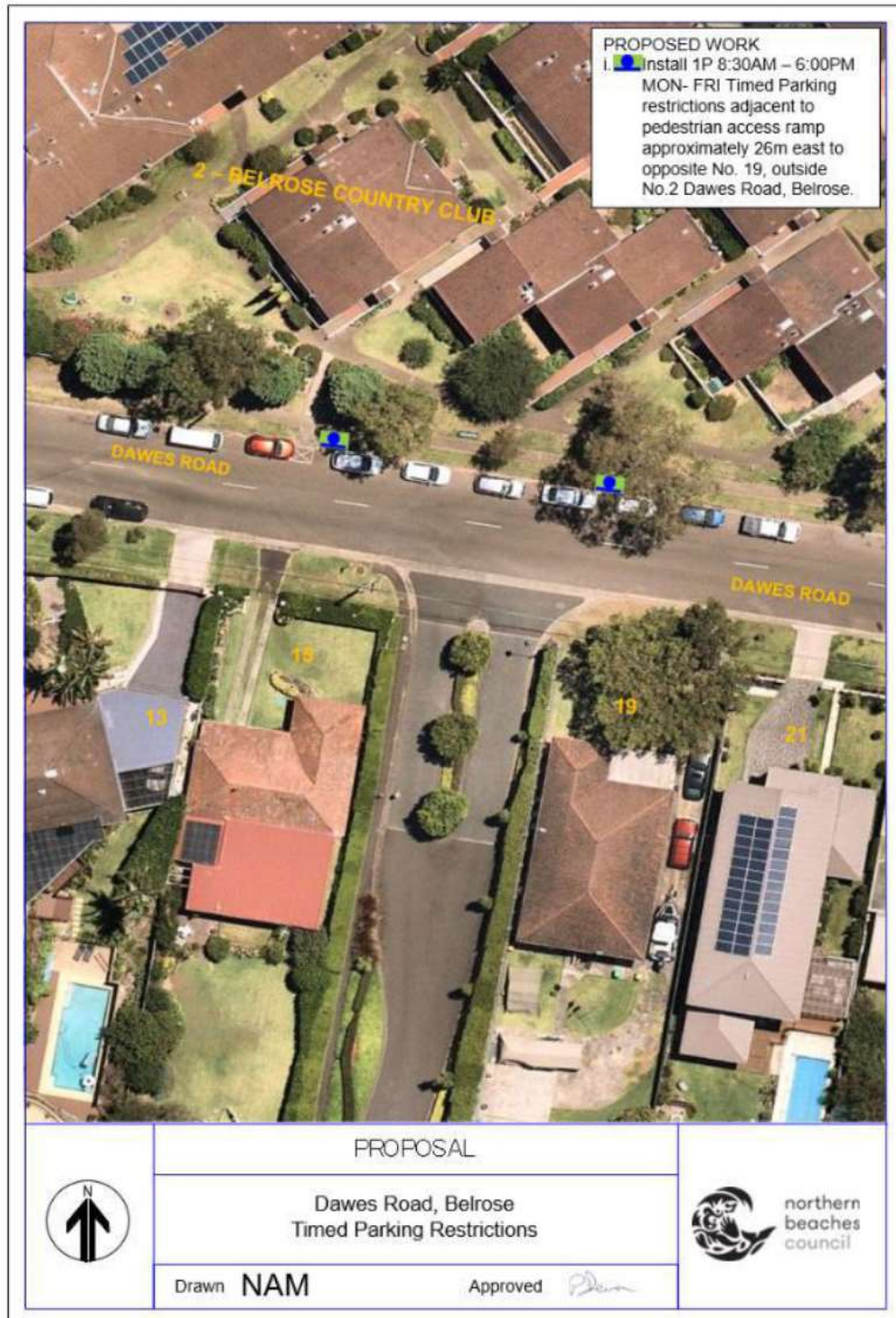




Table of Consultation

Address	Dawes Road, Belrose
Proposal	Timed Parking Restrictions

Properties Consulted	272
Responses Received	16
Support	9
Do Not Support	7

Issue	Resident Comment	Council Response
Loss Of On Street Parking/ Affects Residents	<p>The planned parking arrangement would mean that I must give up my car as I have no garage. I need my car to visit my doctor, the chemist and the supermarket so I shall be devastated.</p> <p>Its is already quite difficult as there is no parking available for residents, disabled or otherwise in Belrose Country Club</p>	<p>The proposal is intended to provide parking turnover for all residents and visitors to Dawes Road. Further, the 1 Hour Parking Restrictions provide the ability for accessible parking permit holders to park unrestricted.</p> <p>Residents could petition the Belrose Country Club to improve facilities or parking arrangements who may apply to council for a Development Application.</p>
Speeding	<p>From a safety point of view many local residents are far more concerned by the excessive speed of vehicles using Dawes Road, which has a 50 KPH limit.</p> <p>At all times of the day, but particularly during the AM and PM rush hours some vehicles are obviously travelling in excess of 70KPH, and sometimes much more so, and as many of the worst offenders race past on a daily basis they must be locals. Many school children walk the road, and a number of BCC residents, the majority of whom are elderly, some with mobility problems, have to park their vehicles in the area shown in your photograph. Speeding vehicles present an unacceptable risk to these individuals.</p> <p>I would strongly suggest that the Council install speed humps on each side of Dawes Road adjacent to the BCC main entrance, and halfway down to the roundabout at its eastern end. This should be an easy decision in view of the recent installation of no less than twenty speed humps along only two kilometres of McCarrs Creek Road.</p>	<p>Council is currently investigating customer requests in relation to speeding and may consider traffic calming or reduction of the existing speed limit.</p> <p>Customer concerns in relation to speeding and road safety have been forwarded to NSW Police.</p>

Illegal Parking	<p>The parking of a large, high van or truck on my immediate right stops me from seeing Forest Way.</p> <p>It is potentially dangerous and would be safer to everyone if this did not occur.</p> <p>Just how will the restrictions be policed? Already with the 'yellow lines' people are parking over them and leaving their vehicles all day!</p> <p>It would also be a good idea to have the same restriction on Dawes Road on turning in from Forest Way, the viewing coming out of the Country Club along Dawes Road up to Forest Way is very problematical at the moment.</p>	<p>Requests have been raised for Council Rangers to investigate heavy vehicles parking in a built up area over the designated one hour restriction and No stopping areas.</p> <p>Council Rangers will monitor proposed timed parking.</p> <p>Statutory No Stopping Unbroken Yellow Kerb Lines are proposed to be installed at the intersection of Forest Way and Dawes Road, Belrose.</p>
Additional Comment	<p>We have a group home in this street which is operated by Cerebral Palsy Alliance that has 4 residents living onsite. Each of these residents has significant physical disabilities and require support from family and friends to be able to live their lives independently. Much of this support takes more than one hour and without access to these supports, it would greatly impede their access to the community, work and life in general. Many of their friends and family who provide this support are ageing and by limiting their ability to drive to the house and park nearby would mean that our clients miss out on this much needed support</p>	<p>The proposal is intended to provide parking turnover for all residents and visitors to Dawes Road. Further, the 1 Hour Parking Restrictions provide the ability for accessible parking permit holders to park unrestricted.</p>

Table of Consultation

Address	<u>Perentie Road, Belrose</u>
Proposal	<u>Timed Parking Restrictions</u>

Properties Consulted	272
Responses Received	13
Support	7
Do Not Support	6

Issue	Resident Comment	Council Response
Loss Of On Street Parking/ Affects Residents	There has rarely been a problem with parking on this side road. It should not be changed unless the development being undertaken brings in an increase in the number of cars who park all day. It will only move the problem further along the streets.	The proposal is intended to provide parking turnover for all residents and visitors to Perentie Road. Further, the 1 Hour Parking Restrictions provide the ability for accessible parking permit holders to park unrestricted.
Speeding	if you're doing council work on the street why don't you consider a chicane or a speed bump in the same area? Traffic has increased enormously over the years as well as the young kids from 12 years ago have now got their Green or Red Ps. It doesn't matter if the driver is driving up the hill ("I got to make that Green Light") or down the hill (foot off the brake, and let it ride) the speed limit is a suggestion. You've got elderly people coming and going from the Belrose Country Club and they need to be taken into consideration as well as the families from the top of the hill to the left turn on Child Circuit. We've already had one death on Perentie Road. The cost of a speed bump should be the determining factor	Council is currently investigating customer requests in relation to speeding and may consider traffic calming or reduction of the existing speed limit. Customer concerns in relation to speeding and road safety have been forwarded to NSW Police.
Illegal Parking	There are frequently large vehicles parked in this road and many locals use this street to park to go to the bus stop in Forest Way	Requests have been raised for Council Rangers to investigate heavy vehicles parking in a built up area over the designated one hour restriction and No Stopping areas. Council Rangers will monitor proposed timed parking.

Additional Comment	<p>The south side of Perentie Road runs along the Belrose Country Club property. Elderly residents and visitors use Perentie Road for parking their vehicles. If some of those parking spaces are turned into 1P parking, the residents would be forced to park on the north side of Perentie Road, as it would be extremely impractical for them to be going in and out and moving their vehicles every hour.</p> <p>Also, if forced to park on the north side of Perentie Road, it would be extremely dangerous for them continually crossing Perentie Road to get to their cars. Many other vehicles, owned by commuters using the bus services along Forest Way, also park in Perentie Road. If those vehicles are forced to park on the north side of Perentie Road because of 1P parking on the south side, it would further restrict unlimited parking available for Belrose Country Club residents</p>	<p>The proposal is intended to provide parking turnover for all residents and visitors to Perentie Road. Perentie Road is a public road and available for all road users. Further, the 1 Hour Parking Restrictions provide the ability for accessible parking permit holders to park unrestricted.</p>
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ITEM 4.14	PARKLAND ROAD, MONA VALE - NO PARKING MOTOR VEHICLES EXCEPTED AND ADDITIONAL BUS STOP
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/205784
ATTACHMENTS	1 ↓ Parkland Road, Mona Vale - Plan 2 ↓ Parkland Road, Mona Vale - Table of Consultation

GEOCODES: -33.671026, 151.296881

REPORT

BACKGROUND

Council has received concerns from local residents regarding trailers parked long-term in the indented parking bays on Parkland Road, Mona Vale.

Council has also been in discussions with State Transit Authority (STA) to add an additional bus stop opposite No.3 Parkland Road, Mona Vale to assist the elderly demographics in the area with distances between the existing bus stops.

LOCATION

- Parkland Road is a local collector road with a speed limit of 50km/h
- Access to Parkland Road is from Samuel Street to the west and Park Street from the east
- There are four existing Bus Stops located on Parkland Road, which services the '155' Bayview Garden Village to Frenchs Forest (Northern Beaches Hospital) and the '182' Mona Vale to Narrabeen. School Buses '643N', '646N' and '791N' also utilise the Bus Stops in Parkland Road
- There are four flat top road humps located in Parkland Road

ISSUES

- Trailers are parking for extended periods of time in the indented parking bays opposite No.3 to No.11 Parkland Road
- There is approximately 365m between the current Bus Stops in Parkland Road and Maxwell Street, Mona Vale

PROPOSAL

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

- 'No Parking Motor Vehicles Excepted' on new stems opposite No's 3 to 11 Parkland Road, Mona Vale.
- Bus Stop 'B Pole' and concrete pad to the east of the indented parking bays opposite No.3 Parkland Road, Mona Vale

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

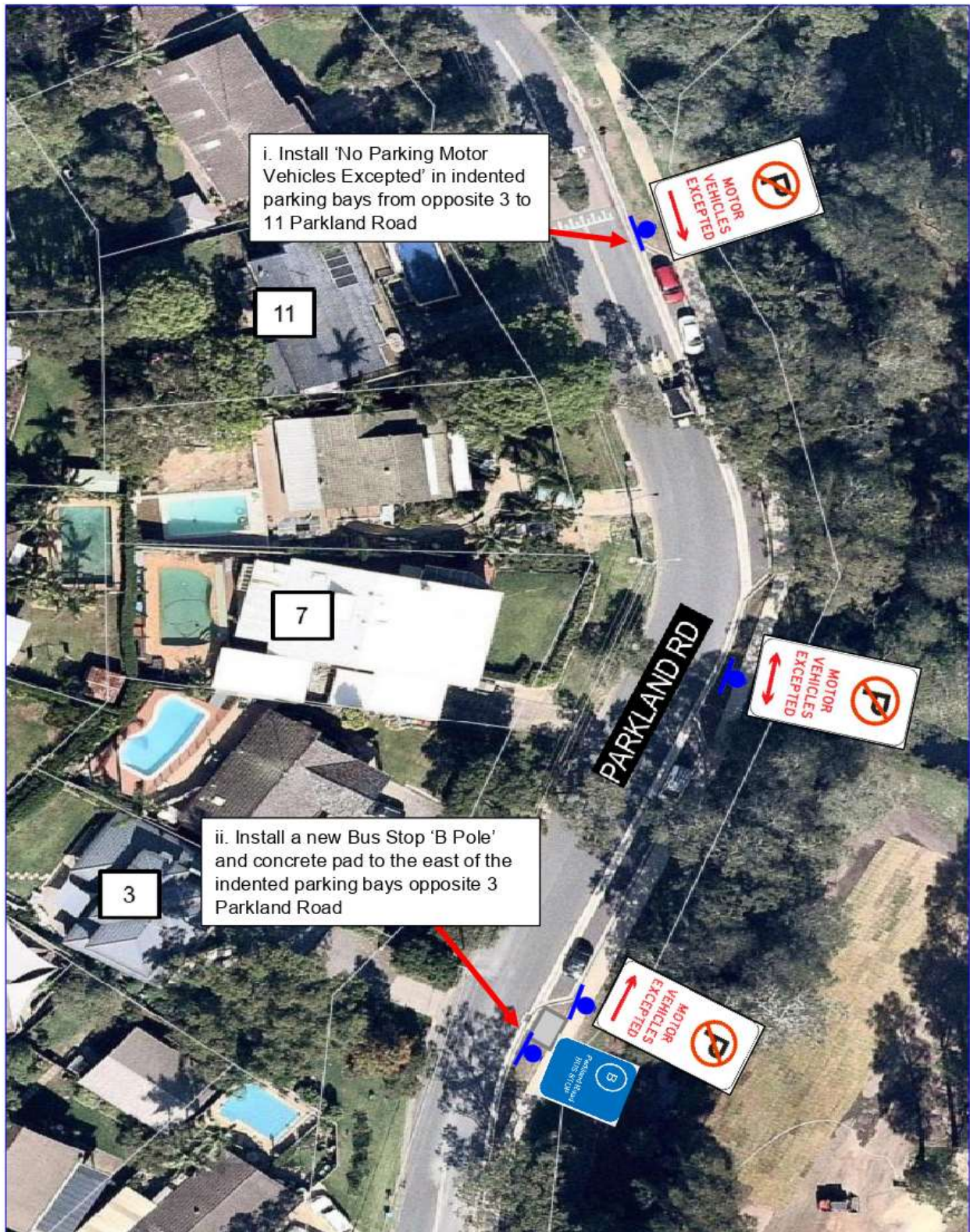
CONSULTATION

Consultation letters have been distributed to 34 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of:

- A. 'No Parking Motor Vehicles Excepted' on new stems opposite No's 3 to 11 Parkland Road, Mona Vale
- B. Bus Stop 'B Pole' and concrete pad to the east of the indented parking bays opposite No.3 Parkland Road, Mona Vale.



PROPOSAL

Parkland Road, Mona Vale
Bus Zone and Parking Restrictions

Drawn KT

Approved

P. Deane



northern
beaches
council

Table of Consultation

Address	Parkland Road, Mona Vale
Proposal	No Parking Motor Vehicles Excepted and Additional Bus Stop

Properties Consulted	34
Responses Received	6
Support - No Parking	5
Do Not Support - No Parking	1
Support - Bus Stop	2
Do Not Support - Bus Stop	4

Issue	Resident Comment	Council Response
Shortcut and speeding	Think this road is being used to avoid the school zone on Pittwater Road and Samuel Street roundabout as it is a shortcut through to Mona Vale and the traffic is constant. Speeding vehicles through this obstacle course is ridiculous	Council previously undertook a speed and volume count survey which revealed an 85% percentile speed of 40 km/h for east direction and 39 km/h for west direction. The seven day AADT was recorded as 1271 vehicles for the east bound direction and 1211 for the west direction. The additional Bus Stop will assist with slowing travelling vehicles down
Proposed Bus Stop	Will be located to near to the speed hump and three way intersection. Will cause unnecessary congestion and danger of accidents, as buses and large vehicles cannot pass at this point. Already two alternative bus stops within a few hundred metres	Additional Bus Stop will assist the elderly demographic in the area with distances between stops. Closest speed hump is approximately 50m distance away from the Bus Stop, with the intersection located further East
Proposed Bus Stop	Located to close to bends in the road and adjacent to parking bays potentially resulting in negative impacts on access to those bays. Already significant traffic on Parkland Rd and will further complicate and negatively impact on traffic flow	The Bus Stop is proposed to be located within the road and not the indented parking bays to provide additional on-street parking. The Bus Stop is similarly placed to others located in Parkland Road. Bus Stop will be located approximately 30m away from a slight bend in the roadway
Parking Permit	Feel are unfairly being inconvenienced due to the failure of other trailer owners from out of the area continually leaving their boat trailers parked. Best option would be issuing parking permits to residents that live opposite these parking areas to allow to occasional trailer parking when needed	Council will not be implementing a parking permit scheme for trailer owners. Council encourages boat and trailer owners to park within their private property

ITEM 4.15	MADISON WAY, ALLAMBIE HEIGHTS - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/207196
ATTACHMENTS	1 ↓ Madison Way, Allambie Heights - Plan 2 ↓ Madison Way, Allambie Heights - Table Of Consultation

GEOCODES: -33.758291718605605, 151.23965504454503

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles being parked on the south – west corner of Madison Way, Allambie Heights. Vehicles parking in this location are narrowing the road and leaving insufficient road width for safe through traffic flow.

LOCATION

- Madison Way is a local road with a posted speed limit of 50km/h and has an average width of 6 metres, the topography consists of a number of bends and sharp curves.
- Madison Way is located west of Allambie Road and intersects Aquatic Drive, Allambie Heights.
- Madison Way consists of low to medium density housing.

ISSUES

- Existing unrestricted parking conditions allowing vehicle parking and vehicles often need to change lanes to manoeuvre around the turning vehicles.
- Due to the topography of the street, parked cars and other vehicles are reducing road width and affecting traffic flow.
- Customers have reported illegal parking.

PROPOSAL

Council has undertaken a review of the location and proposes to remove approximately nine (9) on street parking spaces which are rarely used and install 2x No Stopping Unbroken Yellow Kerb Lines on Madison Way, Allambie Heights.

- One on the north side of the road from No.44 to No.48 Madison Way (approx. 75 meters)
- One on the south side of the road from No.67 to No.79 Madison Way (approx. 60 meters).

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will have no impact on people cycling and does not affect any future planned facilities.

- The proposal does not affect the pedestrian facilities or impacts on walking paths.

CONSULTATION

Consultation letters have been distributed to 6 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 2x No Stopping Unbroken Yellow Kerb Lines on Madison Way, Allambie Heights. One on the north side of the road from No.44 to No.48 Madison Way (approx. 75 meters) One on the south side of the road from No.67 to No.79 Madison Way (approx. 60 meters).

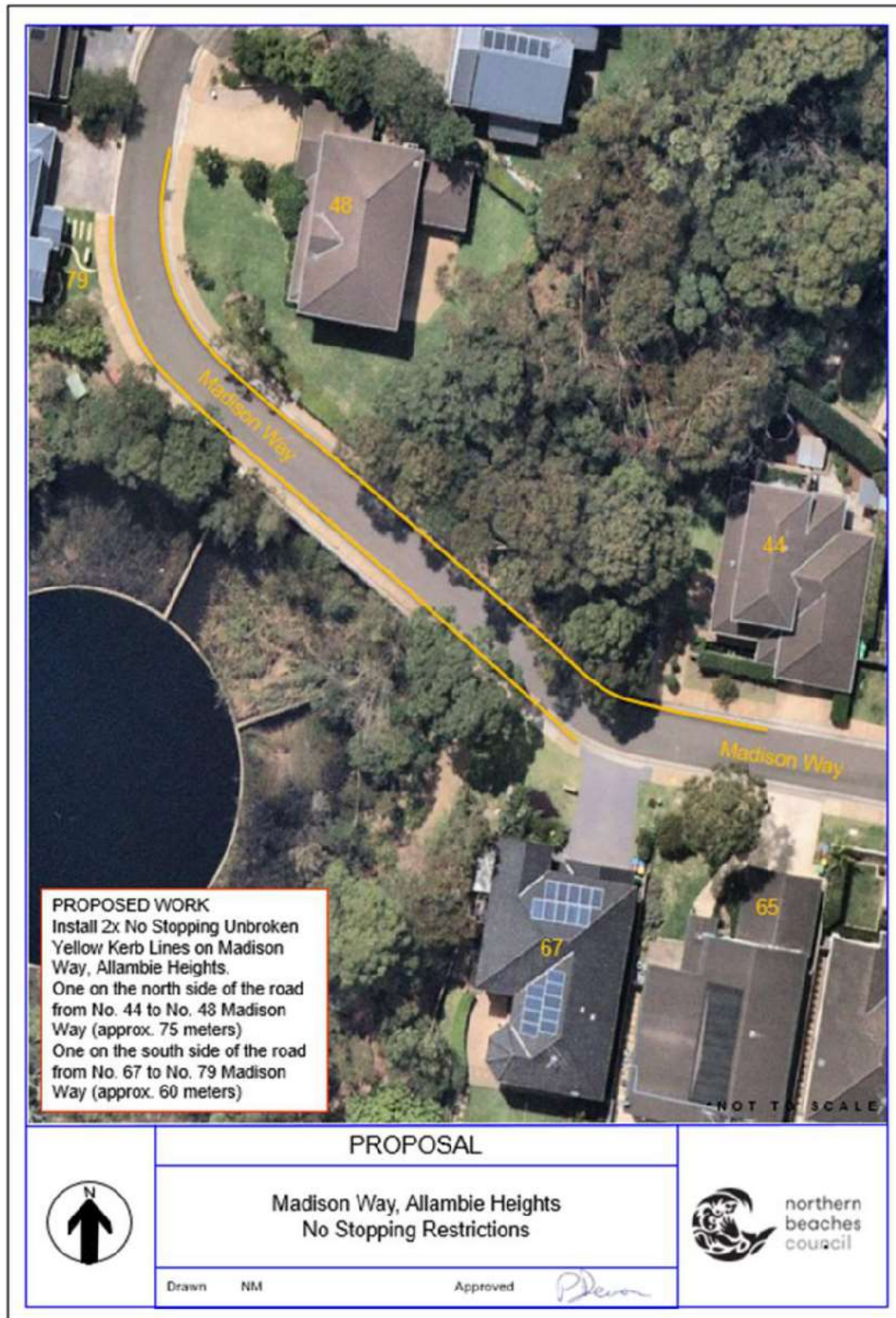


Table of Consultation

Address	<u>Madison Way, Allambie Heights</u>
Proposal	<u>No Stopping Restrictions</u>

Properties Consulted	6
Responses Received	2
Support	1
Do Not Support	1

Issue	Resident Comment	Council Response
Affects Private Property owners	There are a number of places around the street where people very frequently park, almost permanently: The north edge on the bridge and the Upper West side being the main two locations. Those cars restrict the road just as much as anyone in this location. Comparatively, this location IS NOT an area where people park frequently. Occasionally people do, for a brief period but that is no more of a risk than anyone parking anywhere else around the street.	The proposal will improve road and pedestrian safety improving visibility and traffic flow. Council is currently investigating an alternate location in Madison Way creating similar road narrowing and vehicles driving into oncoming traffic concerns.
Speeding	The biggest danger in this part of the street is the speed at which the neighbours try to drive through here. We live adjacent to it and we see & hear the speed they are travelling. They slow down for the windy bits before this section of the street and then really speed up afterwards because there is a hill leading into this section from either direction so people come through here very quickly frequently not staying to the correct side of the road. That and not parked cars is the issue here. By making it illegal to park cars here it will remove that possibility and really open it up to fast driving.	The topography Madison Way assists with the reduction of speed, however, residents are encouraged to report any dangerous driving or speeding to NSW Police. Council will monitor Madison Way and investigate traffic calming or a reduction in speed limit if required.
Additional Comment	Previously one suggestion the council gave out was for parking to be allowed on one side of the road and the whole street be made one way. Since then other crackdowns have been made regarding cars parking with wheels up on the verge/footpath. I honestly think that the focus being given to all these ideas and suggestions is out of balance. This is a little out-of-the-way street that is not a thoroughfare, people need to be able to park somewhere. There are many parts of the street where cars should not park but do.... this is not one of them any more than any other area.	Council consulted with residents to identify if any amendments to existing conditions were required, following, a number of Ranger investigations in relation to illegal parking. The majority of responses received supported no change, however, Council received requests to investigate areas of parking which narrowed the road and caused road safety concerns such as, vehicles driving into oncoming traffic and reduced visibility.

Additional Comment	I have informed council previously that there is feuding between neighbours up the street from us, it does not involve us, but we know it to be true. I believe whoever has voiced this suggestion to council is more likely trying to "get one over" another neighbour rather it being linked to actually solving any real issue that exists within the street.	Council investigates all customer requests case by case. The intention of the proposal is to improve traffic flow and sightlines. Further, Rangers can continue to monitor any illegal parking.
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ITEM 4.16 **POWDERWORKS ROAD, ELANORA HEIGHTS – CONVERT THE EXISTING PEDESTRIAN REFUGE INTO RAISED PEDESTRIAN MARKED (WOMBAT) CROSSING**

REPORTING OFFICER **ENGINEER - TRAFFIC**

TRIM FILE REF **2021/207818**

ATTACHMENTS **1** [↓ Powderworks Road, Elanora Heights – Plan](#)
2 [↓ Table of Consultation](#)

GEOCODES: -33.694940, 151.279812

REPORT

BACKGROUND

Council has received concerns from local residents regarding pedestrian safety around Elanora Heights shopping precinct. They are concerned about the increasing volume of traffic and numbers of pedestrians due to the ongoing and future developments around the precinct.

LOCATION

- Powderworks Road is a local road with an average width of 9.6m and a speed limit of 50km/h.
- It is a two-way road separated by dividing barrier lines (BB) and painted median lines with bi-directional RRPMs.
- It has one (1) travel lane in each direction.
- A footpath is available on the south side of crossing and no footpath is available on the north side.
- The existing Pedestrian Refuge is located west of Kalang Road in-front of No.183 Powderworks Road.
- The intersection of Powderworks Road and Kalang Road is controlled by a roundabout.

ISSUES

There are several pedestrian refuges installed on Powderworks Road to facilitate pedestrians to cross safely. Council reviewed existing pedestrian refuge locations to address accessibility and connectivity concerns raised by the public and potentially upgrade these locations to Pedestrian Marked Crossings. Vehicles and pedestrian counts have been carried out at two (2) of the existing Pedestrian Refuges located west and east of Kalang Road on Thursday 6th August 2020.

The summary of traffic counts at the west of Kalang Road is given on the following 2 pages.

Time	Vehicles (V)	Pedestrians (P)	PV
500-600	225	0	0
515-615	324	0	0
530-630	436	0	0
545-645	623	2	1246
600-700	734	5	3670
615-715	734	5	3670
630-730	734	7	5138
645-745	734	8	5872

700-800	743	11	8173
715-815	895	13	11635
730-830	1009	12	12108
745-845	990	10	9900
800-900	983	5	4915
815-915	926	6	5556
830-930	834	9	7506
845-945	800	9	7200
900-1000	753	11	8283
915-1015	717	9	6453
930-1030	704	5	3520
945-1045	691	5	3455
1000-1100	691	3	2073
1015-1115	685	3	2055
1030-1130	702	3	2106
1045-1145	726	3	2178
1100-1200	742	3	2226
1115-1215	759	2	1518
1130-1230	741	2	1482
1145-1245	747	2	1494
1200-1300	733	2	1466
1215-1315	698	4	2792
1230-1330	712	5	3560
1245-1345	697	4	2788
1300-1400	701	4	2804
1315-1415	728	3	2184
1330-1430	737	4	2948
1345-1445	783	4	3132
1400-1500	827	5	4135
1415-1515	873	5	4365
1430-1530	912	8	7296
Time	Vehicles (V)	Pedestrians (P)	PV
1445-1545	949	11	10439
1500-1600	960	15	14400
1515-1615	998	19	18962
1530-1630	1041	26	27066
1545-1645	1015	29	29435
1600-1700	1025	23	23575
1615-1715	1025	19	19475
1630-1730	1025	7	7175
1645-1745	1025	2	2050

1700-1800	998	5	4990
1715-1815	911	6	5466
1730-1830	809	6	4854
1745-1845	686	5	3430
1800-1900	599	2	1198

Though RMS practice for numerical warrants for the pedestrian marked crossing is not satisfied, traffic counts reveal that throughout the day, significant numbers of pedestrians cross Powderworks Road in a high vehicular traffic environment which creates potential risks. Further, residents advised that a number of near misses often occur. These safety risks will be increased in the near future, due to developments in the precinct.

Therefore, Council proposes to convert the existing Pedestrian Refuge into a Raised Pedestrian Marked (Wombat) Crossing as a proactive measure. A Raised Crossing improves visibility and more suits to the vicinity.

Further, NSW practice does not permit Pedestrian Marked Crossings on roads with two (2) or more marked travel lanes in the same direction. Powderworks Road is a two-way road having one (1) travel lane in each direction and 85% speed is less than 50km/h. As such, the location of a Raised Pedestrian Marked (Wombat) Crossing is satisfied with the RMS and NSW Practices.

PROPOSAL

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

- Installing Raised Pedestrian Marked (Wombat) Crossing with Kerb Islands and Pram Ramps. Specifications are:
 - Pavement marking with 'PX' lines of 3.6m length and 600mm wide longitudinal bars with 600mm spacing.
 - 'Piano Key' markings as per AS 1742.10
 - Ramp height 75-100mm
 - Ramp grade 1:12 to 1:20
 - Pram Ramps as per Council Standards.
 - Kerb Islands are 3.5m X 1.5m X 0.1 with 'Unidirectional hazard marker d4-1-2'
- Installing 35m length of footpath between the driveway of property No.183 Powderworks Road and the laneway to Foxall Street.
- Removal of the existing Pedestrian Refuge, Holding Rail and associated signs.
- Installing R3-1 walking leg signs on both approaches to the oncoming traffic.
- Removing the 'Pedestrian refuge ahead' signs on both approaches of the crossing.
- Installing a W6-2 pedestrian crossing ahead sign about 90m from the crossing on both approaches.
- Removing the existing 'No Stopping (L)' sign on the western side departure of the crossing and installing a 'No Stopping (L)' sign at 17m away from the crossing.

- Installing a 'No Stopping (R)' sign on the western side approach of the crossing at 24m away from the crossing.
- Installing the 24m 'Dividing Barrier Lines (BB)' with Bi-directional RRPMs at 5m spacing at the western side of Crossing.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal improves pedestrian safety.

CONSULTATION

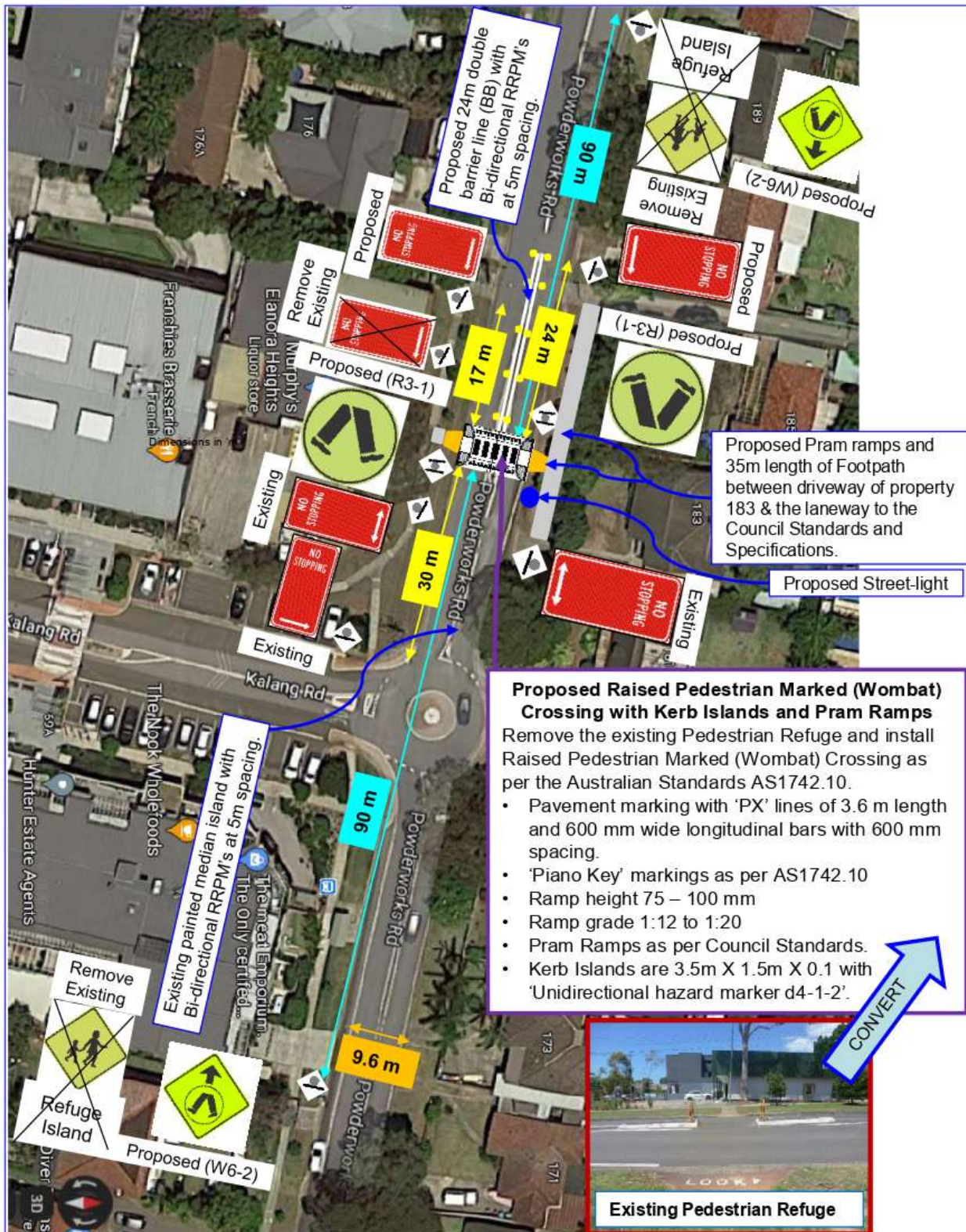
Consultation letters have been distributed to 182 properties within the immediate vicinity of the location providing notification of the proposed changes.

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installing Raised Pedestrian Marked (Wombat) Crossing with Kerb Islands and Pram Ramps. Specifications are:
- Pavement marking with 'PX' lines of 3.6m length and 600mm wide longitudinal bars with 600 mm spacing.
 - 'Piano Key' markings as per AS 1742.10
 - Ramp height 75-100mm
 - Ramp grade 1:12 to 1:20
 - Pram Ramps as per Council Standards.
 - Kerb Islands are 3.5m X 1.5m X 0.1 with 'Unidirectional hazard marker d4-1-2'
- B. Installing 35m length of footpath between the driveway of property No.183 Powderworks Road and the laneway to Foxall Street.
- C. Removal of the existing Pedestrian Refuge, Holding Rail and associated signs.
- D. Installing R3-1 walking leg signs on both approaches to the oncoming traffic.
- E. Removing the 'Pedestrian refuge ahead' signs on both approaches of the crossing.
- F. Installing a W6-2 pedestrian crossing ahead sign about 90m from the crossing on both approaches.
- G. Removing the existing 'No Stopping (L)' sign on the western side departure of the crossing and installing a 'No Stopping (L)' sign at 17m away from the crossing.
- H. Installing a 'No Stopping (R)' sign on the western side approach of the crossing at 24m away from the crossing.
- I. Installing the 24m 'Dividing Barrier Lines (BB)' with Bi-directional RRPMs at 5m spacing at the western side of Crossing.



PROPOSAL



Powderworks Road, Elanora Heights
Remove the existing Pedestrian Refuge and install
Raised Pedestrian Marked (Wombat) Crossing

Drawn

VS

Approved

P. Devan



northern
beaches
council

Table of Consultation		
Address	Powderworks Road, Elanora Heights	
Proposal	Convert the existing Pedestrian Refuge into Pedestrian Marked (Zebra) Crossing	
Properties Consulted	182	
Responses Received	9	
Support	8	
Do Not Support	1	
Issue	Resident Comment	Council Response
Speeding	Speeding is an issue therefore speed humps are needed and crossing should be raised.	Our recent traffic counts show that the 85 percentile speed is 49 km/h that is less than the posted speed limit of 50km/h. Also, after negotiating the roundabout at the intersection of Powderworks Road and Kalang Road motorists will tend to slow down. Further, too many traffic control devices negatively impact driver behaviour. However, Council continuously monitors and takes necessary action if needed. The raised crossing is beneficial when visibility is a concern. The proposed location has sufficient visibility and warning signs installed to alert motorists about the Zebra Crossing. More than 100 m of sight distance is available for motorists to react. However, by considering the vicinity Council proposed Raised Marked Crossing.
Refuge Islands	Refuge islands need to be remained to assist elderly people.	Pedestrian marked crossing is not a two-staged crossing and pedestrians have a priority to cross and motorists have to stop until pedestrians complete their crossing. Refuge Islands on marked crossings confuse pedestrians and motorists. Council installs kerb islands to improve safety.
Footpath	The footpath needs to be provided for the efficient and safe use of Pedestrian Marked Crossing. It should be extended at least up to the lane-way.	Council proposes a 35m footpath in the western approach of the crossing starting from the driveway of the property at 183 Powderworks Road up to the laneway to Foxall Street for pedestrians to use the crossing safely and effectively.
Location	Pedestrian crossing should be located at the eastern side of Kalang Road near the Bus-stop.	Council carried out traffic studies at a few locations on Powderworks Road. The proposed location is the most appropriate location based on traffic investigation.
Lighting	Required more Street Lighting	Council considers additional lighting if the existing lighting level is not sufficient.
Parked vehicles	Vehicles park on the western approach side causing visibility issues.	'No Stopping' restrictions have been installed as per the Crossing Standards. Furthermore, parked vehicles reduce the speed of the road environment and enhances safety.

ITEM 4.17 **PERONNE AVENUE, CLONTARF - PROPOSED CONVEX MIRROR****REPORTING OFFICER** **TRAFFIC OFFICER****TRIM FILE REF** **2021/207892****ATTACHMENTS**
1 [↓ Peronne Avenue, Clontarf - Aerial](#)
2 [↓ Peronne Avenue, Clontarf - Photographs](#)
3 [↓ Peronne Avenue, Clontarf - Traffic Survey Summary](#)
4 [↓ Peronne Avenue, Clontarf - Plan](#)**GEOCODES:** -33.804656, 151.253849**REPORT****BACKGROUND**

Council has received an application from the owner of No.18 Peronne Avenue, Clontarf, requesting the provision of a convex mirror opposite their driveway to improve safety and access exiting this property.

LOCATION

- Peronne Avenue is a two-way local road that winds down the hill from Heaton Avenue to Amiens Road. The road is approximately 9-metres wide, allowing for bi-directional travel and parking on the western side.
- The speed limit is 50km/hr along the road.
- A footpath runs the length of the western side of the road
- There are existing traffic mirrors located in Cutler Road, opposite No 64, No.19, No.28 (two for a communal driveway) and No.2.
- Advance warning signs are present through Peronne Avenue, advising approach traffic to concealed driveways and upcoming bends in the road.

ISSUES

- The property is located on the high side (eastern side) of Peronne Avenue.
- Access to the property is adjacent to a retaining wall due to the topography of Peronne Avenue.
- The driveway crossing has a high-profile due to the topography of the land.
- Vision coming out of the property is further obstructed by the bends in the road.
- Council arranged for a 7-day traffic survey to be undertaken at the location to determine whether it meets the criteria for the provision of a traffic mirror. A summary of the investigation is included in Attachment 3 – Peronne Avenue, Clontarf – Traffic Survey Summary.
- The traffic survey revealed an 85% percentile speed of 56 km/h for both the north-east and south-west direction. The average 85% percentile speed is greater than the maximum 50 km/h criteria.

- The seven-day AADT was recorded as 445 vehicles for the northbound direction and 244 for the southbound.
- The combined AADT on Peronne Avenue is 688 vehicles. The combined AADT is considered as low volume, typically less than 2,000 vehicles per day (250 vehicles per hour).
- All requirements for the installation of the traffic mirror (including distorted image sign G9-266) must be met.
- It is considered reasonable that the request is granted as it meets the criteria for the provision of a traffic mirror and would assist the visibility of vehicles approaching the curve when exiting the driveway.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a convex mirror including a DISTORTED IMAGE (G9-266) sign, on Peronne Avenue, Clontarf. It is proposed that a convex mirror be located on Peronne, opposite the driveway to No.18 (Refer to Attachment 1 – Peronne Avenue, Clontarf – Plan)

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

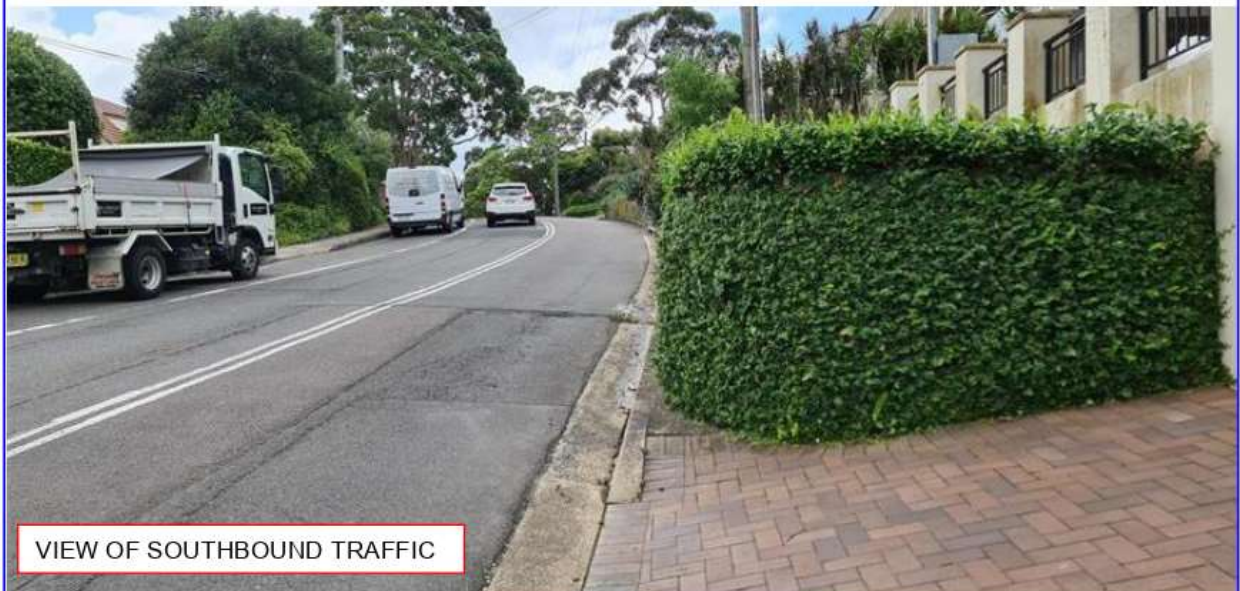
Public consultation was not required as this does not impact the surrounding resident.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a convex mirror, including DISTORTED IMAGE (G9-266) sign to be located on Peronne Avenue, Clontarf, opposite the driveway to No.18.





CfeIT bob.white@cfeit.com (02) 9740 8600

One Page Summary

Count Number 9463

Street PERONNE AVENUE, CLONTARF : Between HEATON AVENUE & AMIENS ROAD (bidirectional)

Location Near House No. 18, ELP MO25439

Start Date 30-NOV-20

Start Time 1800

Duration 7 DAYS

Interval 1 HOUR

Speed Limit 50

Weekly 50th Percentile Speed

Weekly 85th Percentile Speed

Five Day AADT

Seven Day AADT

SOUTH

NORTH

COMBINED

47

46

46

56

56

56

252

463

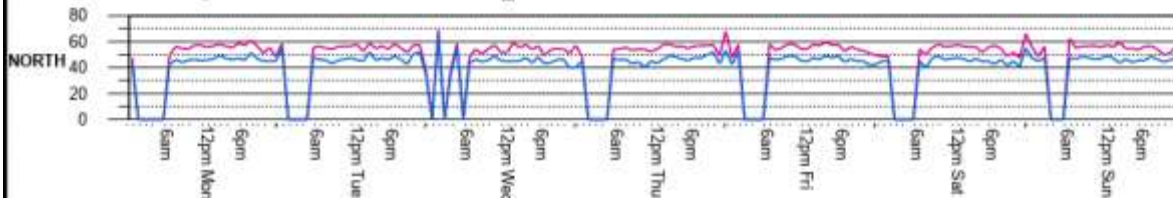
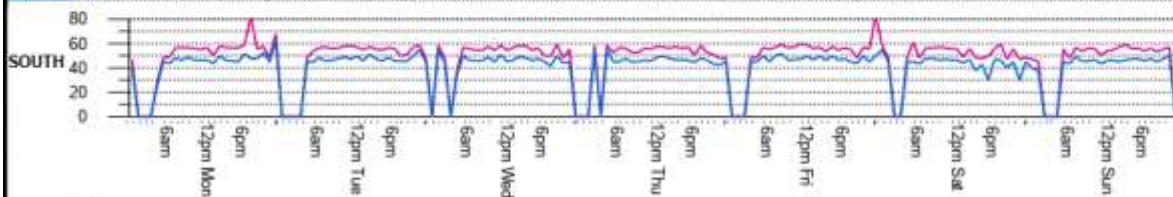
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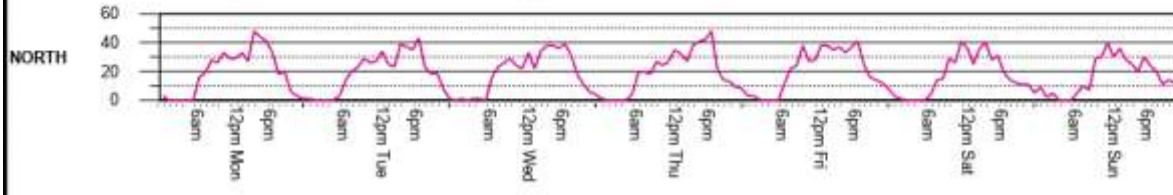
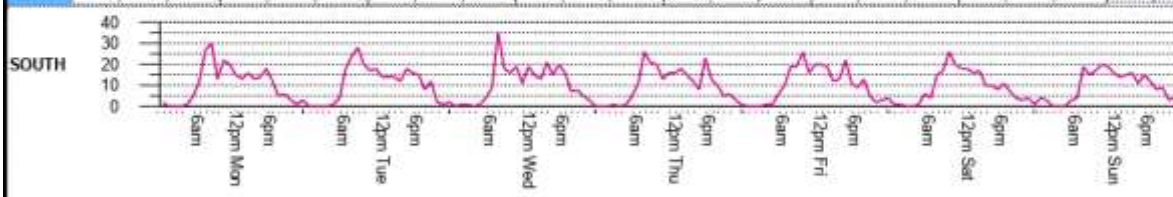
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688

	MON 30-NOV-20			TUE 01-DEC-20			WED 02-DEC-20			THU 03-DEC-20			FRI 04-DEC-20			SAT 05-DEC-20			SUN 06-DEC-20			SEVENDAY AVERAGE		
	SOUTH	NORTH	BIDir	SOUTH	NORTH	BIDir	SOUTH	NORTH	BIDir	SOUTH	NORTH	BIDir	SOUTH	NORTH	BIDir	SOUTH	NORTH	BIDir	SOUTH	NORTH	BIDir	SOUTH	NORTH	BIDir
55th	56.6	56.6	56.6	56.3	56.4	56.3	56.0	54.8	55.3	55.9	56.0	56.0	57.1	56.6	56.8	54.9	55.6	55.5	55.3	56.0	55.7	56.0	56.0	56.0
50th	46.7	46.3	46.4	47.0	46.6	46.7	46.5	45.4	45.8	46.3	46.3	46.3	47.5	46.6	46.9	45.5	45.7	45.5	45.9	46.4	46.3	46.5	46.2	46.3
> 60 k	15	27	40	7	17	24	9	13	22	9	12	21	12	23	35	5	16	21	7	14	21	8.857	17.43	26.29
> 70 k	5.2	5.9	5.6	2.7	3.6	3.4	3.5	2.9	3.1	3.7	3.6	2.9	4.8	4.7	4.7	2.3	4.0	3.4	3.1	3.5	3.4	3.6	3.9	3.8
> 80 k	3	2	5	3	0	3	2	1	3	0	1	1	2	2	4	0	3	3	2	2	4	1.714	1.071	3.266
Range	1.2	4	7	1.2	0	4	8	2	4	0	2	1	8	4	5	0	7	5	6	5	6	7	4	5



Short %	99.9	95.0	96.6	98.8	94.0	98.3	98.8	93.8	95.6	98.0	94.7	95.8	98.4	96.9	97.4	98.6	97.3	97.7	99.0	97.2	97.9	98.8	95.6	98.7
Med %	4	5.0	3.4	1.2	5.1	3.7	1.2	6.0	4.7	2.0	5.3	4.2	1.6	2.8	2.4	1.4	2.7	2.2	0	2.8	2.1	1.1	4.3	3.2
Long %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Pk Vp	30	33	58	28	29	51	39	29	58	26	27	47	26	38	84	26	41	59	20	40	59	27	34	57
PM Pk Vp	19	46	61	16	43	58	21	39	59	23	46	65	22	41	58	18	40	54	16	36	50	19	42	56
2.7pm	213	390	603	210	361	571	218	364	582	201	379	580	206	398	604	188	340	526	188	308	498	202	363	566
24hr Tot	251	457	708	256	448	706	257	453	710	244	466	712	251	491	742	218	401	616	227	395	622	244	440	688
Class 0	3	9	11	4	7	11	10	10	20	3	6	11	4	14	16	8	8	19	9	7	10	9	0	13
Class 1	247	426	673	251	418	686	243	414	651	236	436	671	241	462	703	210	381	591	221	376	597	236	416	652
Class 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





ITEM 4.18	BERRY AVENUE, NORTH NARRABEEN - INTERSECTION TREATMENT
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/207914
ATTACHMENTS	1 Berry Avenue, North Narrabeen - Plan

GEOCODES: -33.699237, 151.302093

REPORT

BACKGROUND

Due to the risk it poses to road users, Council is reviewing the existing traffic dome or 'silent cop' situated at the intersection of Berry Avenue and Collins Street, North Narrabeen. 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 Berry Avenue and Collins Street, North Narrabeen.
- Berry Avenue is a local road, with a 50km/h speed limit, running from Pittwater Road to Collins Street. The road is approximately 9.5 metres wide and widens to 11 metres near the intersection with Collins Street.
- A footpath runs the length of the southern side of the road and near the shops on the north side.
- Adjacent land is mainly low-density residential dwellings, with some retail at the intersection with Pittwater Road.
- Collins Street is a local cul-de-sac road that runs north from Lake Park Road. The road is 10-metres wide and adheres to a 50km/h speed limit. The area is residential with adjacent properties consisting of low-density living.
- Berry Avenue intersects Collins Street, as the stem of a 'T' intersection and is priority controlled.
- Parking is generally unrestricted except for the statutory 'No Stopping' 10m from the intersection. The statutory 10m 'No Stopping' restrictions are not signposted
- The intersection is in close proximity to Pittwater Road.

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.
- Increased safety concerns along Bellevue Avenue occur due to its proximity to Pittwater Road.
- It is recommended that the proposed 'Give Way' control and line marking 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 and dividing (barrier) lines at the intersection of Berry Avenue and Collins Street, North Narrabeen.

The proposal will benefit traffic by increased delineation and guidance manoeuvring through the intersection. The line marking assists to discourage road users from 'cutting corners' and mitigate hazardous driving behaviour.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

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

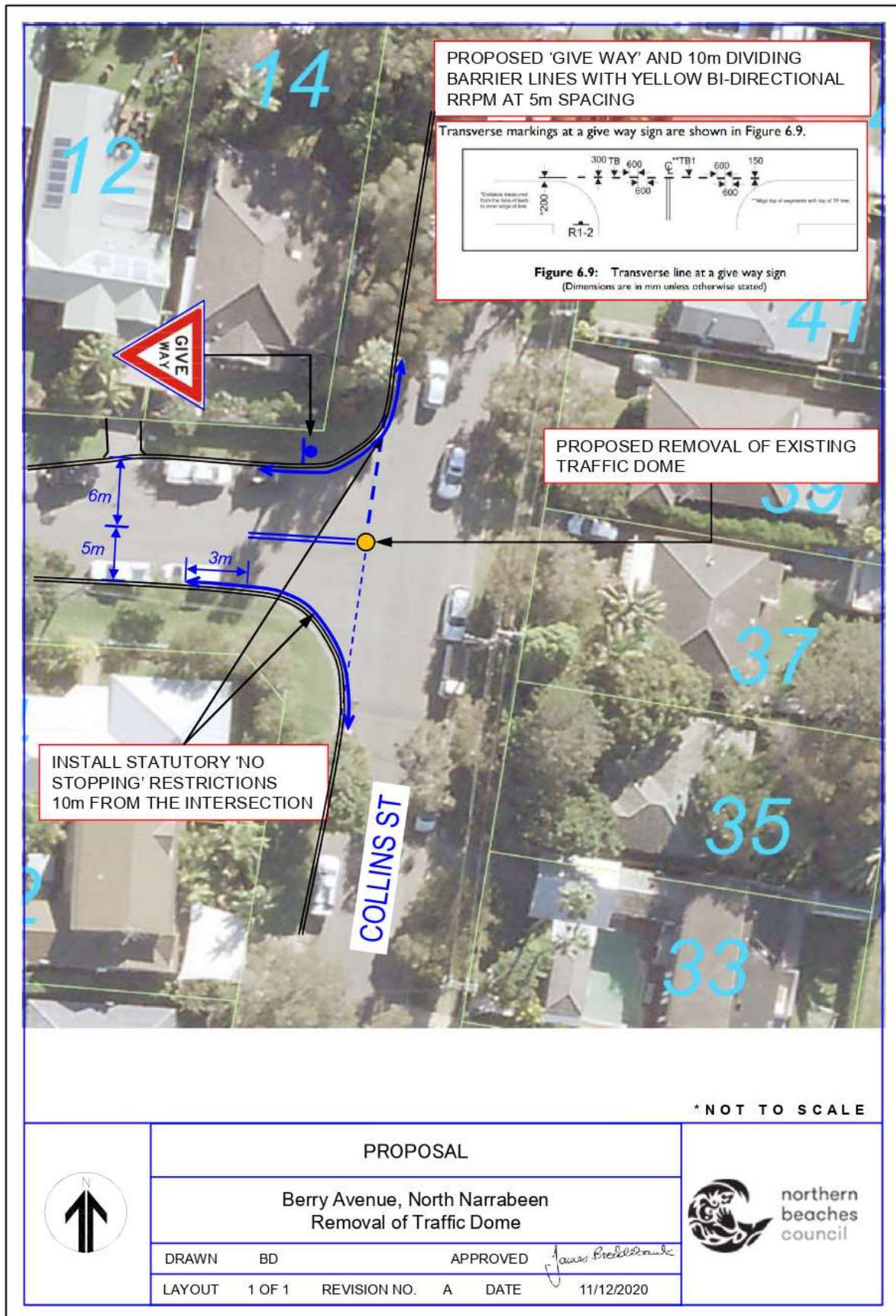
CONSULTATION

- Consultation letters have been distributed to 11 properties within the immediate vicinity of the location providing notification of the proposed changes.
- A total of 2 submission supporting the proposal was received during the time of consultation. The submission supports the proposal, however, has requested to extend the length of the 'No Stopping' restrictions on Collins Street, North Narrabeen.
- Council has reviewed the request and will not amend the length of the 'No Stopping' restriction at this time. Council will reassess the area, post-implementation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Removal of the existing traffic dome and installation of dividing (barrier) lines, 'Give Way' control and associated line marking on Berry Avenue, North Narrabeen..
- B. Installation of 'No Stopping' restrictions 10-meters from the intersection of Berry Avenue and Collins Street, North Narrabeen.



ITEM 4.19	GLENAEON AVENUE, BELROSE - MARKED PEDESTRIAN CROSSINGS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/208066
ATTACHMENTS	1 ↓ Glenaeon Avenue, Belrose - Plan 2 ↓ GLENAEON AVENUE, BELROSE – AERIAL 3 ↓ GLENAEON AVENUE, BELROSE – PEDESTRIAN AND VEHICLE TRAFFIC 4 ↓ GLENAEON AVENUE, BELROSE – PEDESTRIAN LINKS 5 ↓ GLENAEON AVENUE, BELROSE – SITE DETAILS

GEOCODES: -33.720095, 151.218796

REPORT

BACKGROUND

Development Consent (DA2018/1332) was granted by the Sydney North Planning Panel on 1 May 2019 for demolition works and the construction of major additions to Glenaeon Retirement Village (No.207 Forest Way), including self-contained dwellings and a new residential care facility on a neighbouring lot (No.199 Forest Way), with associated car parking, landscaping and new traffic facilities.

As part of the process, the Council is to review and assess the proposed Marked Pedestrian Crossings on Glenaeon Avenue, associated with the Development Consent.

Such traffic facilities will require the approval of the Northern Beaches Local Traffic Committee.

LOCATION

- Glenaeon Retirement Village has direct street frontage to Forest Way, a State road that runs between Warringah Road (to the south) and Mona Vale Road (to the north).
- Glenaeon Avenue is a local road and a cul-de-sac.
- Glenaeon Avenue has a speed limit of 50km/h.
- Glenaeon Avenue serves as the only entry and exit to the Glenaeon Retirement Village (No.199 and No.207 Forest Way).
- There are internal private roads that provide access to the dwellings within the Glenaeon Retirement Village.
- Glenaeon Avenue has a measured road width of 8-metres and caters for two-way traffic movements.
- Glenaeon Avenue has an existing footpath on the northern side and connects to the footpath on Forest Way.
- There are raised traffic islands on the approach to the bend on Glenaeon Avenue to separate opposing traffic and restrict right-turning vehicles. This reduces the number of potential traffic conflict.
- There are no bus routes that service Glenaeon Avenue.
- There is a bus stop located on Forest Way which is serviced by southbound routes (Routes 260, 270, 271, 283 and 284) travelling to Frenchs Forest, Chatswood, North Sydney and Sydney Central Business District.
- There is a bus stop for northbound services located opposite the site on Forest Way, near Wyatt Avenue. The bus stop is serviced by several northbound routes (Routes 260, 270, 278 and 284) towards Duffys Forest.

ISSUES

- To meet Warringah Local Environmental Plan 2000 (WLEP 2000) and State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 (SEPP 2004) objectives, development for the purpose of housing for older people or people with disabilities must provide residents with adequate access to:
 - Shops, bank service providers and other retail and commercial services that residents may reasonably require.
 - Community services and recreation facilities.
 - The practice of a general medical practitioner.
- The proposed development will generate additional pedestrians (predominantly aged or impaired) movements along Glenaeon Avenue.
- Future pedestrians, particularly those with mobility issues, are exposed when they cross between the two properties.
- Marked pedestrian crossings may be considered if the location meets the specified Transport for NSW (TfNSW) guidelines and warrant criteria for pedestrian and traffic volumes. Reduced warrants apply to pedestrian crossing sites predominantly used by school children. For locations used predominantly by an aged or impaired pedestrian, the warrant requires for each three one-hour periods:
 - The number of pedestrians (P) must exceed 30 pedestrians crossing the road,
 - The number of vehicles (V) passing the proposed crossing location must exceed 200 vehicles,
 - The product of the number of pedestrian and vehicles (PV) to be over 60,000.
- The nature of residential care facilities results typically in relatively low levels of traffic generation that is reflected in the low car parking generation rates for these uses. Furthermore, it is expected that a significant number of visitors to the residential care facility will be by residents from the Retirement Living Precinct visiting their friends, family and partners that have moved into the residential care facility.

PROPOSAL

The developers of Glenaeon Retirement Village are proposing two **Marked Pedestrian Crossings** on Glenaeon Avenue, Belrose.

Council has undertaken a review of the above location and proposes that the Marked Pedestrian Crossings are suitable for the environment.

A Marked Pedestrian Crossing can only be considered in a location if it meets the minimum numerical warrants specified by TfNSW. Current pedestrian and traffic volumes do not meet TfNSW guidelines and warrants on Glenaeon Avenue, however, considerations can be given to a potential pedestrian crossing site.

As Glenaeon Avenue is a low-volume local road that services Glenaeon Retirement Village, the Marked Pedestrian Crossings will have a localised impact and will not affect traffic flow on adjacent roads. The Pedestrian Crossings are proposed where pedestrian demand is predicted at the completion of the development.

The Marked Pedestrian Crossings will improve the link between the two properties (No.199 and No.207 Forest Way) and provide a connection to the existing footpaths and accessibility for the residents to public transport services or local facilities.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- The proposal will have no impact on people cycling.
- The proposal improves pedestrian safety amenity and links with proposed footpath facilities on Glenaeon Avenue.
- The proposal will improve pedestrian amenity and safety by providing a prioritised crossing facility for pedestrians, people cycling and children.

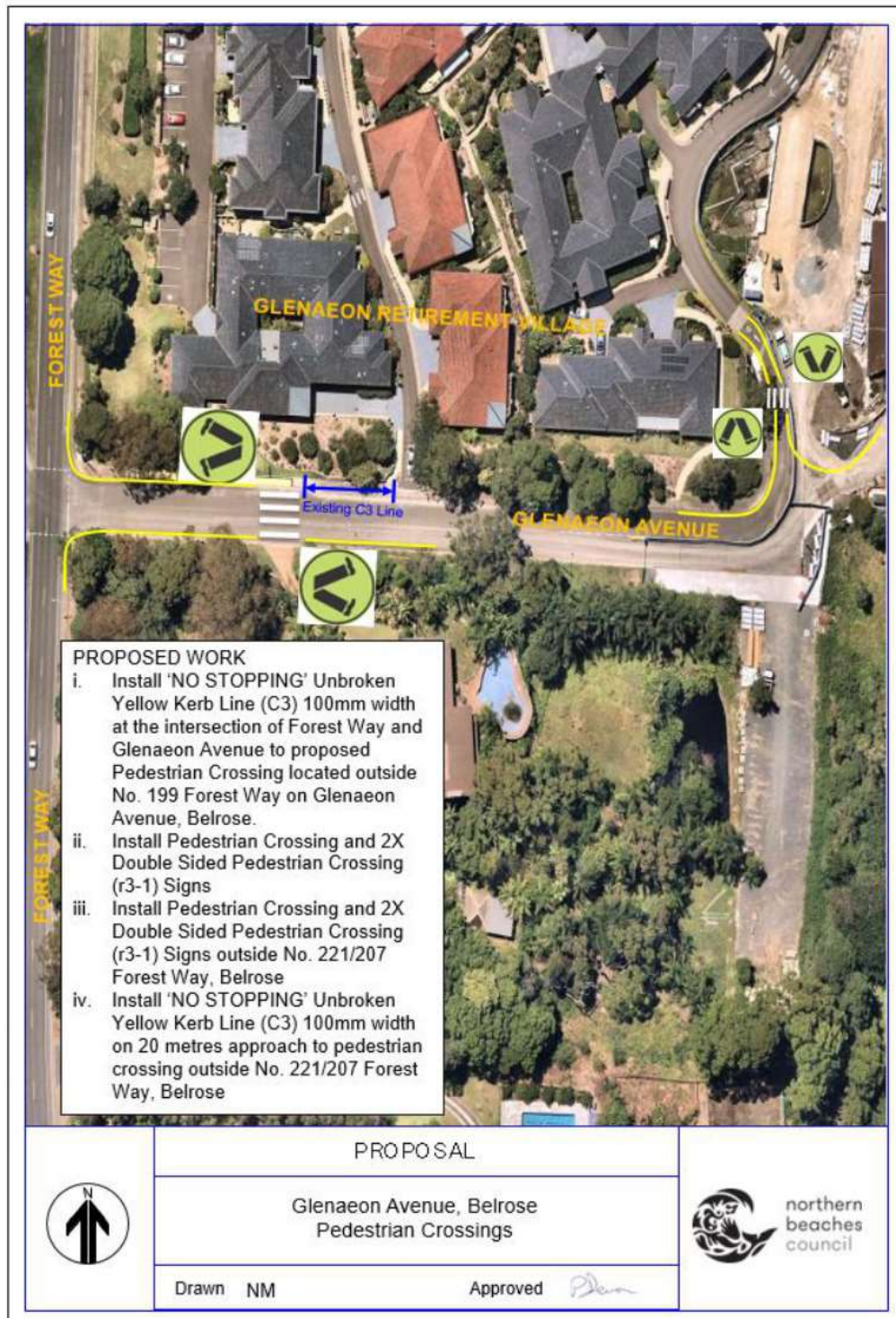
CONSULTATION

- Consultation is not required as Glenaeon Retirement Village and their residents will be affected. Affected businesses and/or residents are to be notified in writing of the changes in road conditions with a letterbox drop.

RECOMMENDATION TO TRAFFIC COMMITTEE

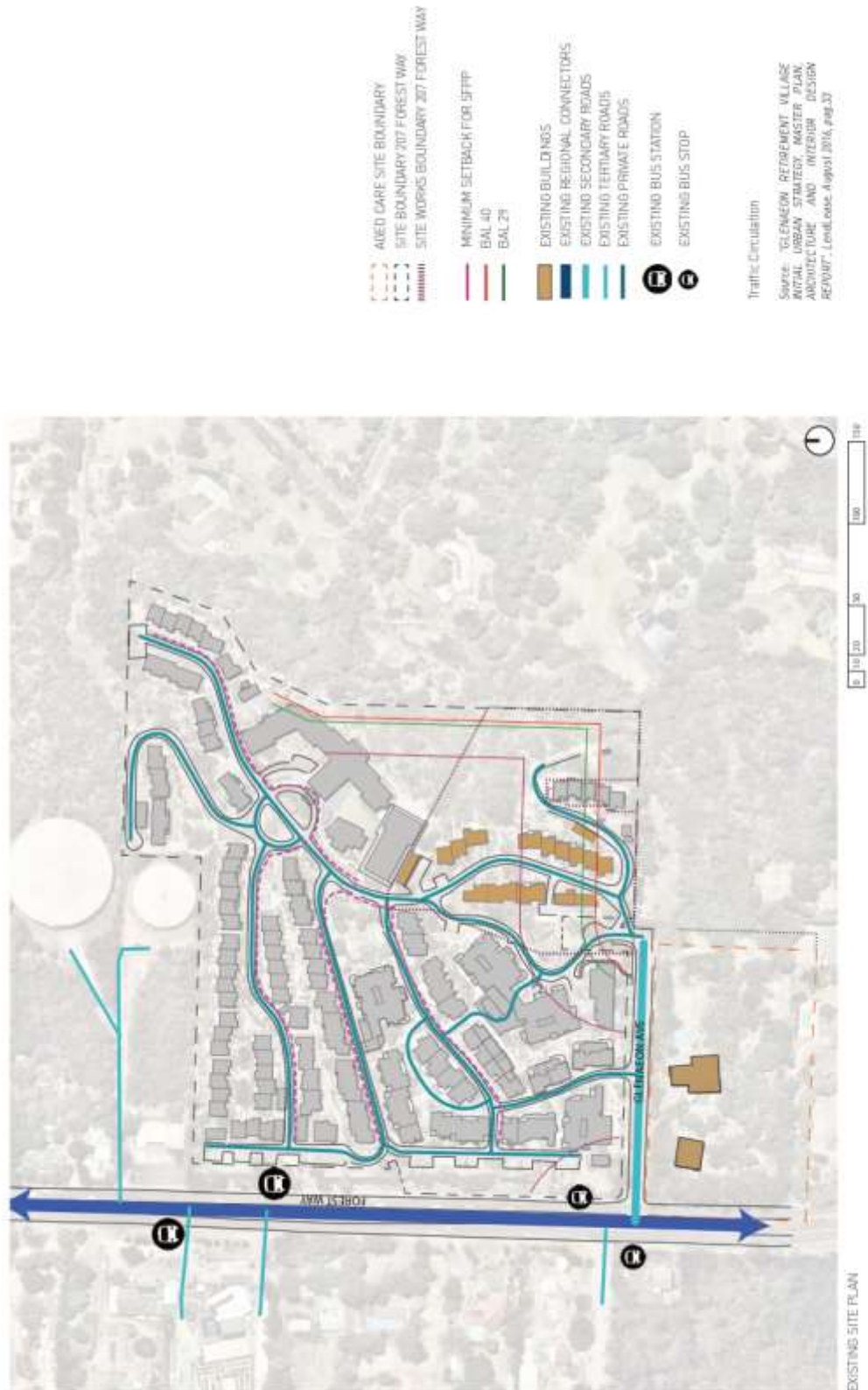
That the Traffic Committee supports the:

- A. Installation of two **Marked Pedestrian Crossings** on Glenaeon Avenue, Belrose, with all costs associated with the implementation of the above works borne by the developer.
- B. That applicant is to provide a detailed design illustrating the proposed works including the line marking and signage plan to Council and TfNSW for recommendation prior to construction.





CONTEXT ANALYSIS
PEDESTRIAN AND VEHICULAR TRAFFIC



08 August 2018

Glenaeon Retirement Village Master Plan 2018-2028 SA

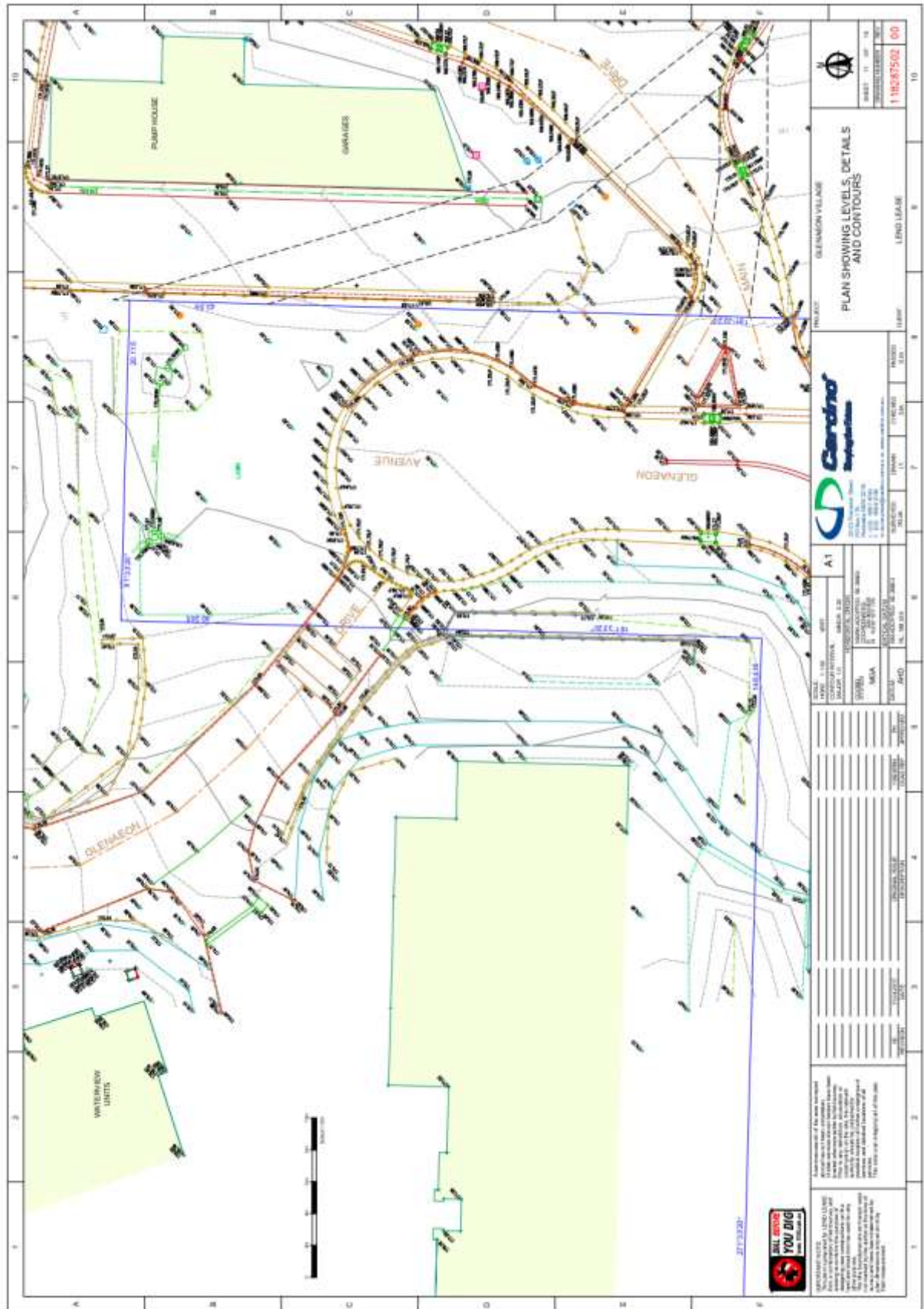
14

PROPOSED DESIGN
OPEN SPACES AND PEDESTRIAN LINKS 2



07 August 2018 25

Glenaeon Renewal 207 Forest Way Belrose NSW 2088 SA



ITEM 4.20	WALSH STREET, NORTH NARRABEEN - INTERSECTION TREATMENT
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/208091
ATTACHMENTS	1 ↓ Walsh Street, North Narrabeen - Plan

GEOCODES: -33.698264, 151.302412

REPORT

BACKGROUND

Due to the risk it poses to road users, Council is reviewing the existing traffic dome or 'silent cop' situated at the intersection of Walsh and Collins Street, North Narrabeen. 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 Walsh and Collins Streets, North Narrabeen.
- Walsh Street is a local road stretching from Pittwater Road to Narrabeen Park Parade. The street has a 50km/hr limit along the approximately 10 metres wide road.
- There is a shared path that runs along Rat Park Reserve in the north and on the frontage of Property No.49 Collins Street on the southern side. Adjacent properties include low-density dwellings, commercial sites, public reserve and Lakeside Caravan Park.
- Collins Street is a local cul-de-sac road that runs north from Lake Park Road. The road is 10 metres wide and adheres to a 50km/h speed limit. The area is residential with adjacent properties consisting of low-density living. The streets are in close proximity to Pittwater Road, causing the area to be used as a 'rat run' during peak hours.
- The Walsh and Collins Streets meet at a four-way intersection. 'Stop' controls apply for vehicles travelling into Collins Street from Walsh Street.
- Parking is generally unrestricted except for the statutory 'No Stopping' 10m from the intersection.
A 'Bus Zone' and '4P MON-FRI' parking restrictions lies on the eastern side of Walsh Street.

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.
- Walsh Street is a local road, however, has close proximity to the main road, Pittwater Road.
- Increased safety concerns along Walsh Street occur due to its proximity to Rat Park Reserve and the caravan park where there are higher pedestrian volumes and visitors to the area.
- 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 'Stop' control with a rumble bar strip and dividing (barrier) lines at the intersection of Walsh Street Collins Streets.

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:

- 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.

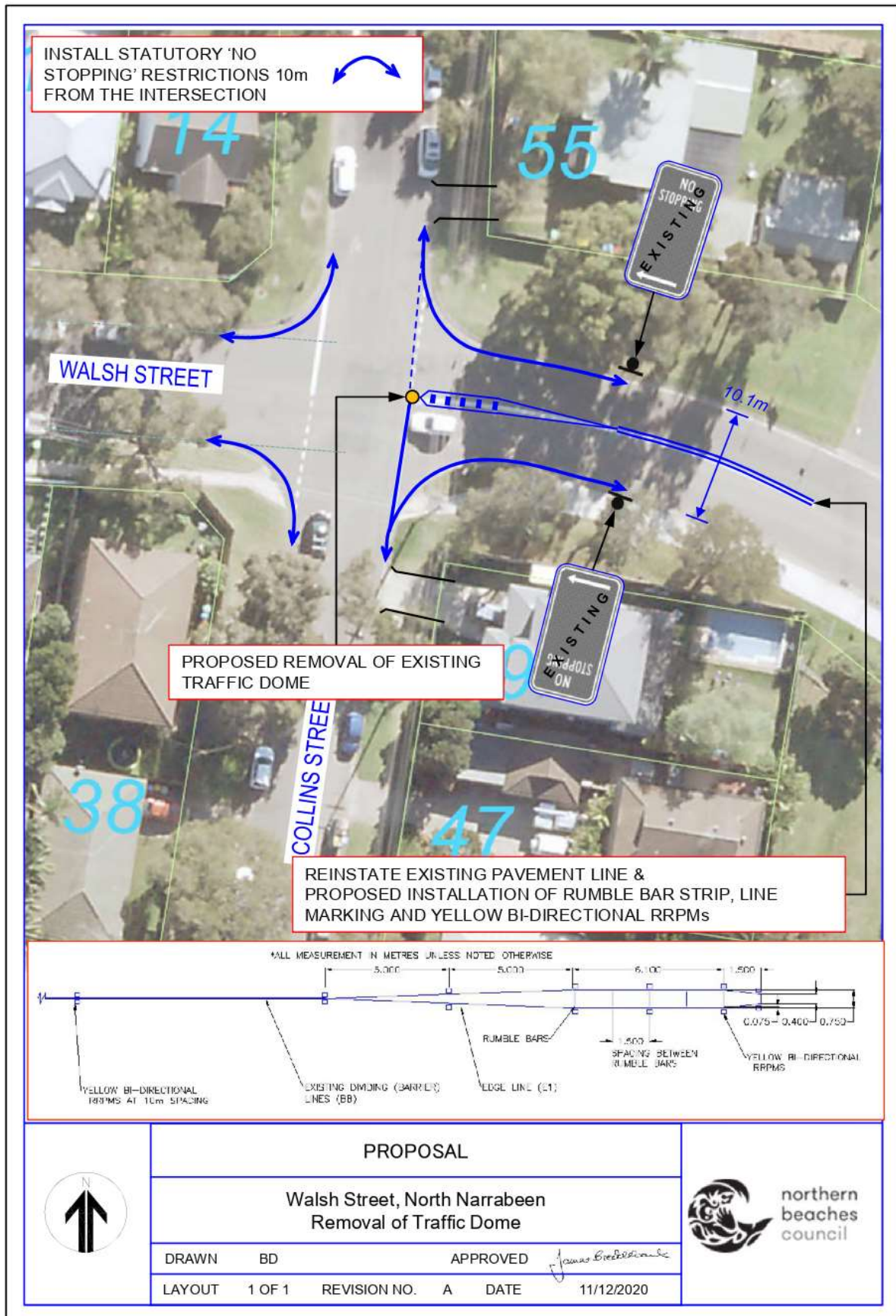
CONSULTATION

- Consultation letters have been distributed to 19 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.
- The submission supports the proposal, however, has recommended that the Council consider the introduction of a roundabout at the intersection of Walsh and Collins Streets.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Replacement of the existing traffic dome to a rumble bar strip on Walsh Street, North Narrabeen.
- B. Installation of 'No Stopping' restrictions 10-metres from the intersection of Walsh and Collins Streets, North Narrabeen.



ITEM 4.21	MELBOURNE AVENUE, MONA VALE - INTERSECTION TREATMENT
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/208101
ATTACHMENTS	1 ↓ Melbourne Avenue, Mona Vale - Plan

GEOCODES: -33.687466, 151.305611

REPORT

BACKGROUND

Due to the risk it poses to road users, Council is reviewing the existing traffic dome or 'silent cop' situated at the intersection of Melbourne Avenue and Coronation Street, Mona Vale. 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 Melbourne Avenue and Coronation Street, Mona Vale.
- Melbourne Avenue is a local road stretching from Narrabeen Park Parade to Mona Vale Hospital private road in the north. The 50km/h street is approximately 9.6 metres wide with a footpath running along the western side of the road.
- Adjacent land uses consist of Low-Density Residential Housing and a reserve (Coronation Reserve). 'No Stopping' restrictions are currently in place for 20 metres south of the intersection.
- Coronation Street is a local road running from Pittwater Road to Narrabeen Park Parade. The road is approximately 10 metres wide to the west of the intersection and widens to 14.5 metres on the eastern side, to allow for 90-degree parking by the hospital. The 50km/h zone has 'No Stopping' restrictions from Pittwater Road to Melbourne Avenue.
- Coronation Street is adjacent to low-density residential land and Coronation Reserve in the south and Mona Vale Hospital in the north. A footpath runs the length of the north side of the street and the southern section between Melbourne Avenue and Pittwater Road.
- The streets are in close proximity to Pittwater Road, causing the area to be used as a 'rat run' during peak hours.
- Melbourne Avenue intersects Coronation Street, at the stem of a 'T' intersection and is controlled by a 'Give Way' sign and line. Give Way controls apply for vehicles travelling north to turn onto Coronation Street from Melbourne Avenue.

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.
- Melbourne Avenue is a local road, however, used as a thoroughfare by many road users as an alternative to Pittwater Road during peak hours.
- Increased safety concerns along Bellevue Avenue occur due to its proximity to Mona Vale Hospital where there are higher pedestrian volumes and visitors to the area.
- 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 at the intersection of Melbourne Avenue and Coronation Street.

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:

- 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.

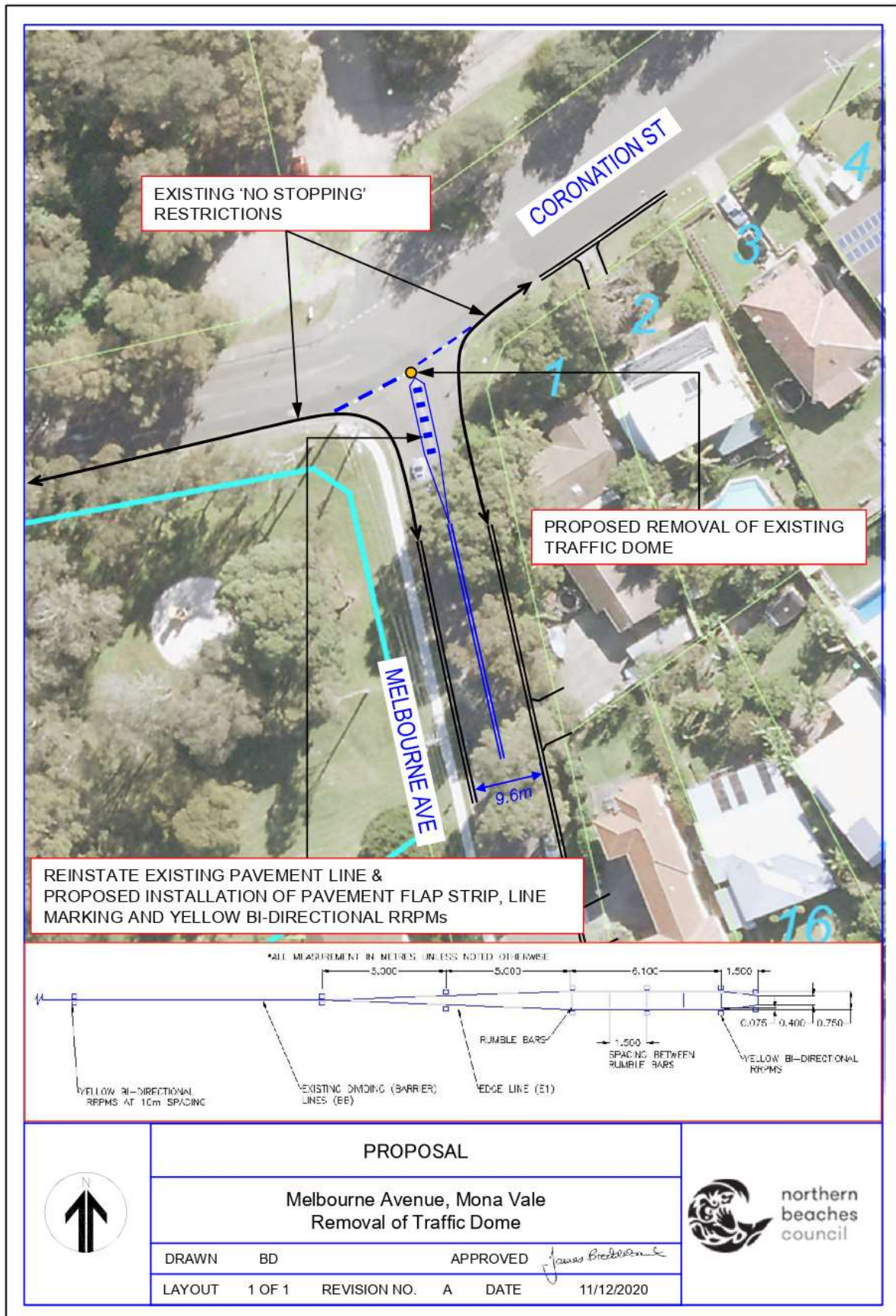
CONSULTATION

- Consultation letters have been distributed to 7 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:

- A. Replacement of the existing traffic dome to a rumble bar strip and dividing (barrier) lines at the intersection of Melbourne Avenue and Coronation Street, Mona Vale.



ITEM 4.22	MACTIER STREET, NARRABEEN – UPGRADE THE EXISTING PEDESTRIAN REFUGE
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2021/208675
ATTACHMENTS	1 ↓ Mactier Street, Narrabeen – Plan

GEOCODES: -33.721690, 151.293987

REPORT

BACKGROUND

Council has received concerns from local residents regarding safety concerns at the existing Pedestrian Refuge at Mactier Street between Lindley Avenue and Lakeside Road, Narrabeen.

LOCATION

- Mactier Street is a local road with an average width of 9.6m and a speed limit of 50km/h.
- The Pedestrian Refuge is located between Lindley Avenue and Lakeside Road. Further, it is located near a School, Narrabeen Lagoon and Wheeler Park
- The intersection of Lindley Avenue and Lakeside Road has been controlled by a Roundabout.

ISSUES

- Vehicular volume is considerably high. Recent counts show that AADT is more than 10000.
- Pedestrian volume is reasonably high.
- Children and elderly people often use this crossing as it is located near a School, Narrabeen Lagoon and Wheeler Park – hence, a safe two-stage crossing is highly beneficial.
- The existing crossing does not comply with the current Standards.
- Although there have been no recorded accidents in the last five (5) years, residents advised that there are many near misses.

PROPOSAL

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

- Reconstruct the existing Pedestrian Refuge to comply with the Standards.
- Propose a 'No Stopping' sign to eliminate the sign discrepancy at the north-west corner of Mactier Street and Lakeside Road.
- Propose 'No Stopping unbroken yellow kerb line' at the north-east corner of Mactier Street and Lakeside Road, to reinforce '10m statutory no stopping'.
- Propose a 'No Stopping' sign to eliminate the sign discrepancy at the western side of Mactier Street, in-line with the end of the dividing barrier line (BB).

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal improves pedestrian safety.

CONSULTATION

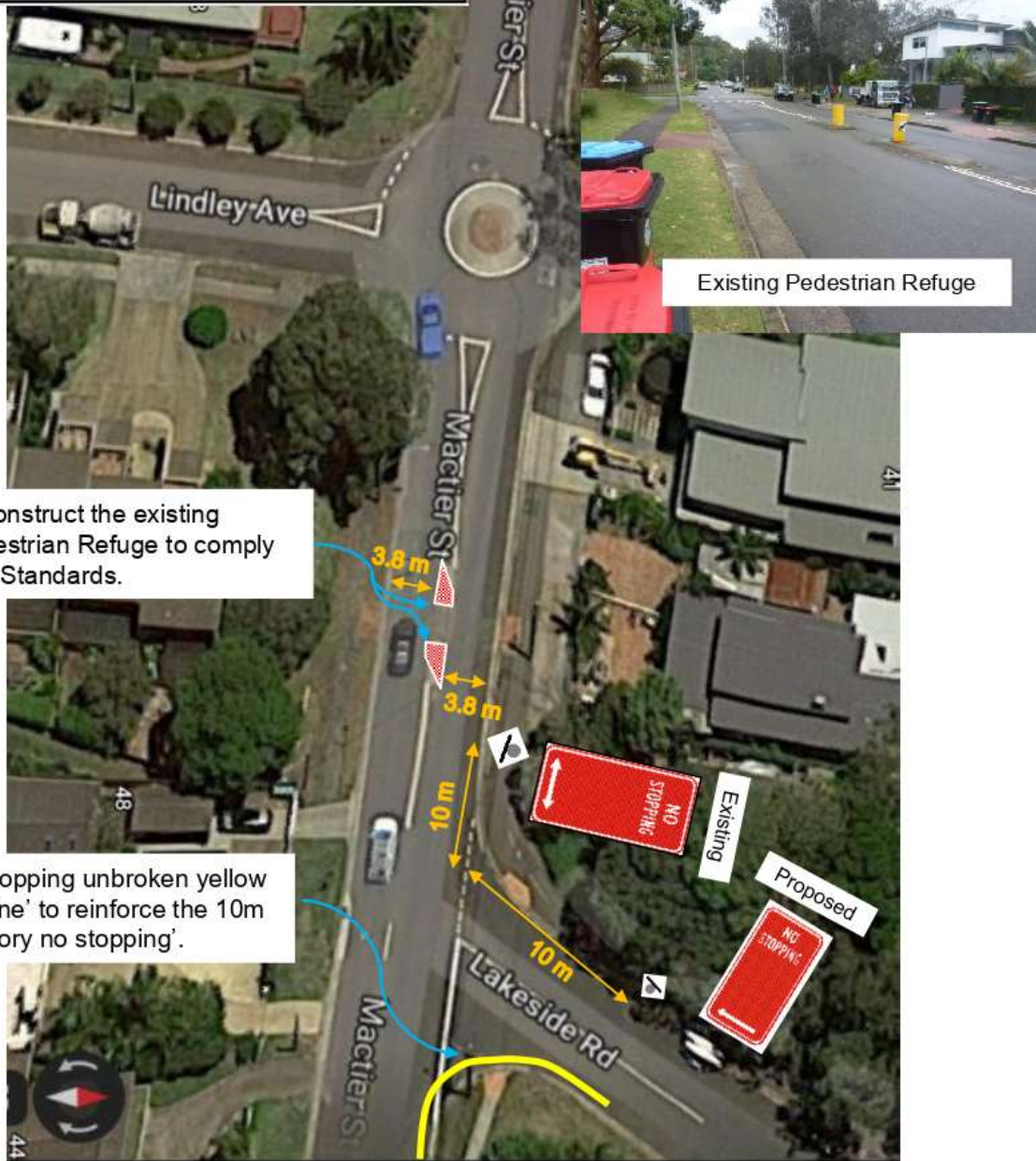
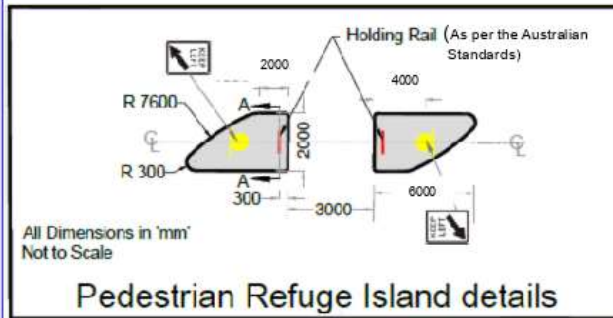
Consultation letters have been distributed to 26 properties within the immediate vicinity of the location providing notification of the proposed changes.

One (1) response received to support the Proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Reconstruction of the existing Pedestrian Refuge to comply with the Standards.
- B. Proposal of 'No Stopping' sign to eliminate the sign discrepancy at the north-west corner of Mactier Street and Lakeside Road.
- C. Proposal of 'No Stopping unbroken yellow kerb line' at the north-east corner of Mactier Street and Lakeside Road, to reinforce '10m statutory no stopping'.
- D. Proposing 'No Stopping' sign to eliminate the sign discrepancy at the western side of Mactier Street, in-line with the end of the dividing barrier line (BB).



PROPOSAL



Mactier Street, Narrabeen
Upgrade of the existing Pedestrian Refuge

Drawn VS

Approved



northern
beaches
council

**ITEM 4.23 AMARAL STREET, NARRAWEENA - NO PARKING
RESTRICTIONS****REPORTING OFFICER TRAFFIC OFFICER****TRIM FILE REF 2021/208747****ATTACHMENTS 1 [↓](#) Amaral Street, Narraweena - Plan****GEOCODES: -33.75149766860225, 151.27112416162416****REPORT****BACKGROUND**

Development Consent (DA2018/1108) was granted by Northern Beaches Council on 21/09/2018
Construction of a detached secondary dwelling including driveway and fence.

As part of Conditions No.24 and No.25, the Council is to review and assess the proposed 'No
Parking' along the site boundary fronting Amaral Street.

Such traffic facilities will require the approval of the Northern Beaches Local Traffic Committee.

LOCATION

- Amaral Street is a local street which provides a link between Alfred Street and Waratah Parade.
- It is generally 6.6 metres wide with narrow footpaths on both sides of the street.
- On the northern side of the street, there are a number of properties with frontage to the street and all have off-street parking. On the southern side of the street, the houses have side boundaries to Amaral Street with the property frontages being to Alfred Street, Nimbey Avenue and Waratah Parade. There are currently no parking restrictions in place in Amaral Street.
- Amaral Street consists of low to medium density housing.

ISSUES

- As a requirement of the Conditions, which have been applied to the consent, the aim to ensure that the Environmental Impacts of Development are minimised and the Health and Safety of the community is maintained in accordance with the relevant standards and the Building Code of Australia.

PROPOSAL

Council has undertaken a review of the location and proposes to install No Parking Restrictions approximately 38 metres in length outside No.43 Waratah Parade on Amaral Street, Narraweena

PEDESTRIAN AND CYCLING IMPACT STATEMENT

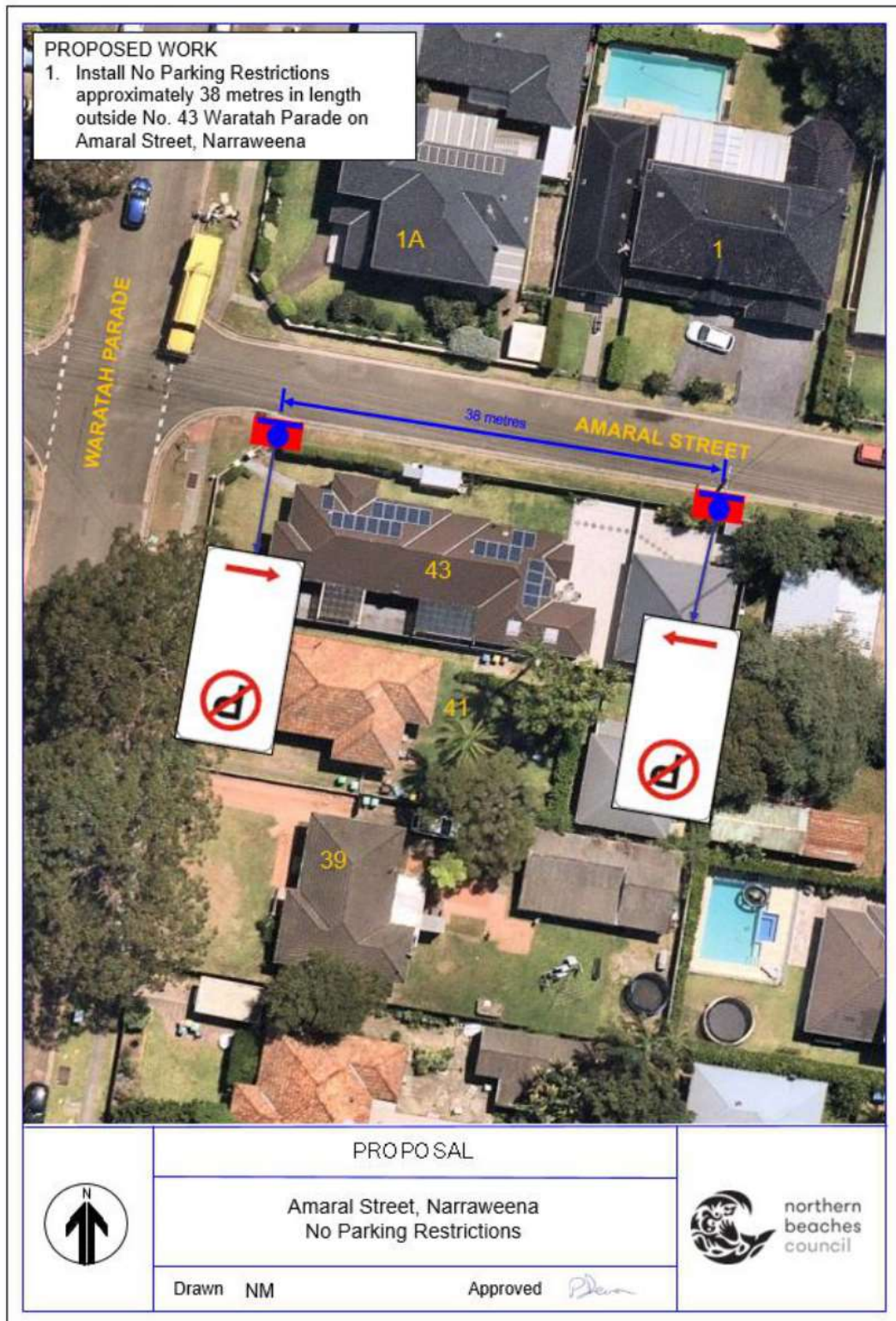
This proposal will have the following impact(s) on pedestrians and people cycling:

- 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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of No Parking Restrictions approximately 38 metres in length outside No.43 Waratah Parade on Amaral Street, Narrabeena.



ITEM 4.24	CASUARINA DRIVE - WARRIEWOOD - INSTALLATION OF NO STOPPING YELLOW LINE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/208794
ATTACHMENTS	1 ↓ Plan 2 ↓ Table of Consultation

GEOCODES: -33.683929, 151.287766

REPORT

BACKGROUND

Council has received concerns from local residents regarding lack of visibility and unsafe conditions for the exiting vehicles from the driveway at No.3 Casuarina Drive located on Songlark Way. Parked vehicles on the western side of the abovementioned driveway causes lack of visibility and sight view for the exiting vehicles from the abovementioned driveway into Songlark Way, due to the narrow condition of the road. Additionally, parked vehicles on both corners of the intersection of Songlark Way and Casuarina Drive create unsafe conditions for the turning vehicles from Songlark Way into Casuarina Drive and vice versa.

LOCATION

Songlark Way is a local road of 6m in width, carrying low volumes of two-way traffic at the proposed location. Songlark Way intersects Casuarina Drive its western side and it intersects Casuarina Drive at its south-eastern side. There is no bus route that services Songlark Way and no parking restrictions are allocated to Songlark Way.

ISSUES

- Parked vehicles at western side of the driveway at No.3 Casuarina Drive located on Songlark Way create lack of sight view for the exiting vehicles from the abovementioned driveway into Songlark Way due to narrow condition of the road.
- Parked vehicles on both corners of the intersection of Songlark Way and Casuarina Drive create unsafe conditions for the turning vehicles from Songlark Way into Casuarina Drive and vice versa.

PROPOSAL

Council has undertaken a review of the location and proposes the installation of 10m No Stopping yellow line between the existing parking bay located at frontage of No.3 Casuarina Drive and the existing threshold on Songlark Way in addition to the installation of a 15m No Stopping yellow line from the existing No Stopping (L) sign at No.235 Casuarina Drive to the existing threshold on Songlark Way.

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 will affect future planned facilities.
- The proposal does not affect the pedestrian facilities or impact on walking paths.

CONSULTATION

- Consultation letters have been distributed to 11 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- 1 submission was received - with no objections and 1 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 10m No Stopping yellow line between the existing parking bay located at frontage of number No.3 Casuarina Drive and the existing threshold on Songlark Way.
- B. Installation of a 15m No Stopping yellow line from the existing No Stopping (L) sign at No.235 Casuarina Drive to the existing threshold on Songlark Way.

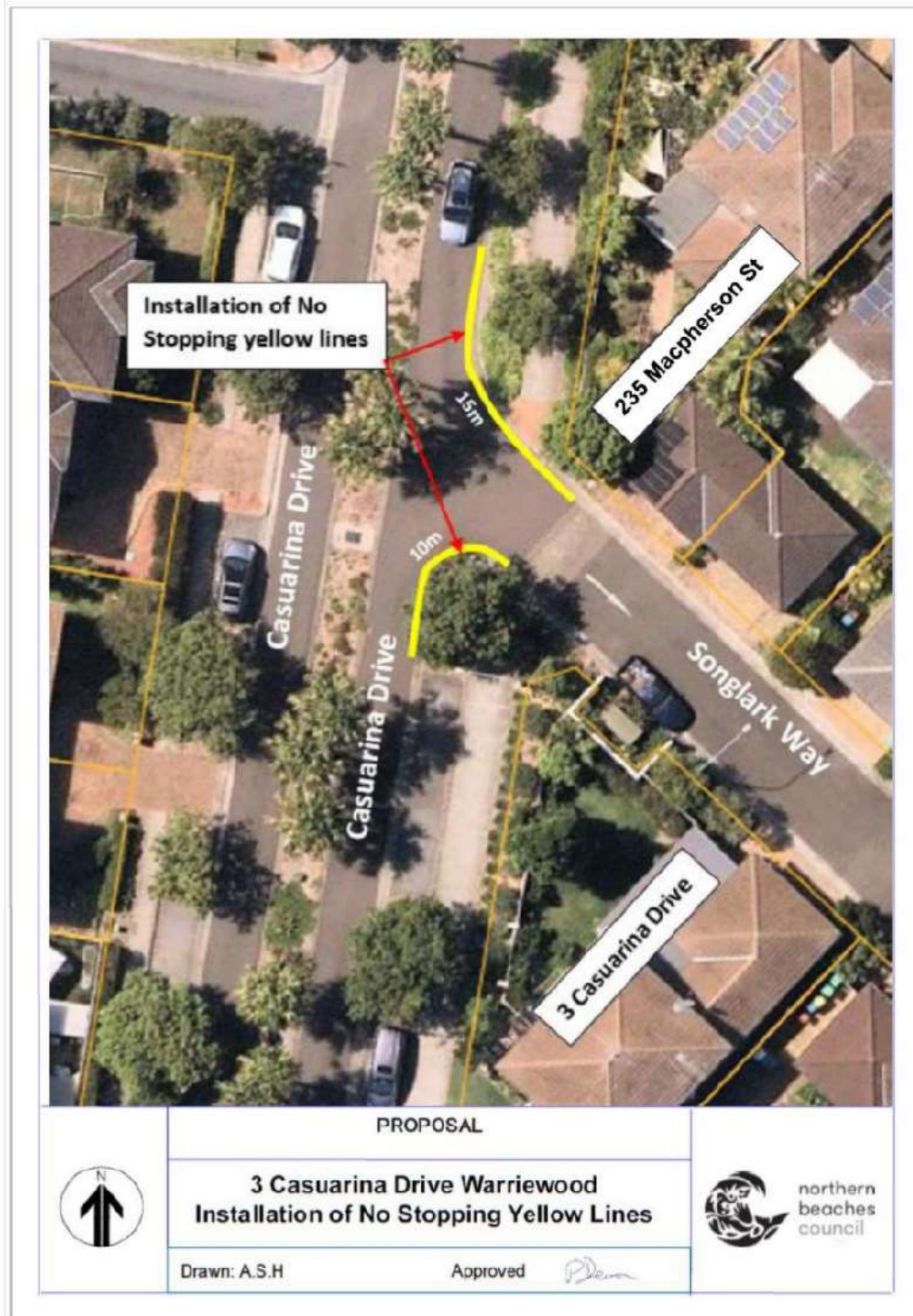


Table of Consultation

Address	<u>3 Casuarina Drive, Warriewood</u>
Proposal	<u>Installation of No Stopping Yellow Lines</u>

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

Issue	Resident Comment	Council Response
Lack of Visibility/Safety	Not able to see cars entering Songlark Way from Casuarina Drive until the very last minute.	Council proposes the installation of No Stopping yellow lines on both corners of the intersection of Casuarina Drive and Songlark Way to improve the amount of visibilities and sight views for the exiting vehicles from the affected driveways into Songlark Way.

ITEM 4.25 **WYATT AVENUE & COTENTIN ROAD, BELROSE -
INTERSECTION UPGRADE****REPORTING OFFICER** **ENGINEER - TRAFFIC****TRIM FILE REF** **2021/209347****ATTACHMENTS** 1 [↓ Wyatt Avenue & Cotentin Road, Belrose - Plan](#)
2 [↓ Table of Consultation](#)**GEOCODES: -33.723518, 151.213714****REPORT****BACKGROUND**

Council has approved a Development Application for the construction of a Child Care Centre at No.10-12 Wyatt Avenue, Belrose; which includes works in Council's Public Road Reserve and changes to the Wyatt Avenue/Cotentin Road intersection.

LOCATION

- Wyatt Avenue is a local road with a 50km/h speed limit. A designated School Zone with a reduced 40km/h speed limit (8am-9.30am and 2.30pm-4pm School Days), commences at the western boundary of John Colet Primary School for a length of 200m.
- The road width of Wyatt Avenue varies from 10m between kerbs (east of Cotentin Road) to approximately 7m (west of Cotentin Road), where there is existing kerb and gutter only on the southern side of the road. The western end of Wyatt Avenue is a no through road and provides access to 11 properties, including the Sydney East Substation.
- Cotentin Road is a local road with a 50km/h speed limit, and a road pavement width of 11m between kerbs. Cotentin Road intersects Wyatt Avenue as the stem of a 'T' intersection controlled by 'Give Way' signage and linemarking, with dividing barrier lines 15m in length installed on the approach to the intersection.
- John Colet School is located at No.6 Wyatt Avenue to the east of the Child Care Centre. Wyatt Reserve Playing Fields and Tennis Club is situated on the corner of Wyatt Avenue and Cotentin Road.
- A mid-block raised pedestrian crossing is located in Wyatt Avenue at the eastern end of the School, with 'NO PARKING 8AM-9.30AM 2.30PM-4PM SCHOOL DAYS' restrictions provided for the School drop-off and pick-up area 80m in length, on the western approach to the crossing.
- There is a 90° angle parking area (26 spaces) located on the southern side of Wyatt Avenue fronting the Reserve, with timed parking 'P5 MINUTE 8AM-9.30AM 2.30PM-4PM SCHOOL DAYS' restrictions applying to the six spaces closest to the raised pedestrian crossing dedicated for School drop-off and pick-up. Additional 90° angle parking (28 spaces) is located on the eastern side of Cotentin Road fronting the Tennis Club, providing unrestricted parking.
- The existing footpath is located only on one side of the road, and runs west along the northern side of Wyatt Avenue and south along the eastern side of Cotentin Road. Kerb ramps have been installed east of the intersection to enable pedestrians to access the footpaths on both sides of the road.
- The 141, 271, 274, 282 and 283 bus route operates along Wyatt Avenue and Cotentin Road.

ISSUES

- The proposed driveway is located close to the junction of Wyatt Avenue and Cotentin Road; however, according to Australian Standards (AS2890.1-2004 Parking Facilities Part 1: Off-street car parking) the requirements for locations of access driveways from intersections does not apply for properties where it is physically impossible of meeting the minimum distance requirements. The Applicant has situated the driveway at the western end of the property, and the development cannot be refused due to the site constraints, however, additional measures can be undertaken to improve safety and access to and from the facility.
- The main traffic flows through the Wyatt Avenue/Cotentin Road intersection is for northbound traffic turning right into Wyatt Avenue, and southbound traffic turning left into Cotentin Road; as the western end of Wyatt Avenue is a no through road.
- Queuing across the Wyatt Avenue/Cotentin Road intersection during School drop-off and pick-up can obstruct access for through traffic.
- Council must seek advice of the Local Traffic Committee for changes to the traffic priorities and installation of traffic devices on the public road prior to Council adoption.

PROPOSAL

- The driveway to the new Child Care Centre is located close to the intersection of Wyatt Avenue and Cotentin Road and changes to the intersection are required to separate the site access movements from the influence of the adjoining intersection.
- Council consulted on a proposal to change the traffic priorities at the intersection by installing 'Give Way' controls (linemarking and signage) on the western and eastern side of Wyatt Avenue to facilitate the main traffic flows, which requires the removal of the 'Give Way' controls in Cotentin Road.
- 'No Stopping' restrictions (indicated by an unbroken yellow kerb line) are also proposed near the intersection to maintain traffic flow and prevent parked vehicles obstructing the intersection for through traffic. The proposed 'No Stopping' restrictions does not affect the existing signposted 'NO PARKING 8AM-9.30AM 2.30PM-4PM SCHOOL DAYS' restrictions provided for the School drop off and pickup area.
- Construction of a 500mm wide median island along the centre of Wyatt Avenue, from west of the intersection with Cotentin Road to the centre of the driveway access, maintains access in both directions from Wyatt Avenue to and from the Child Care Centre. The median will prevent vehicles exiting the facility from cutting across the intersection and travelling on the wrong side of the road when heading south along Cotentin Road. The change in traffic priorities will force drivers from the Child Care Centre to give way before turning right into Cotentin Road or proceeding east along Wyatt Avenue.
- The median is a standard kerb height and would not prevent the access of heavy vehicles used by Transgrid to their property at the end of Wyatt Avenue, or access to/from the site or to nearby properties.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Wyatt Avenue and Cotentin Road are part of the existing Road Cycling Network. The northern side of Wyatt Avenue between Cotentin Road and Forest Way is also part of the Safe Cycling Network. The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal will improve pedestrian facilities with the construction of 1.5m concrete footpath along the full frontage of the development.

CONSULTATION

- Consultation letters have been distributed to 19 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 5 submissions were received with 3 objections to the proposal. The main objections were in relation to concerns with impacts on parking, access restrictions from the median island, and potential speeding in Cotentin Road due to the removal of the 'Give Way'. The two other submissions raised concerns but no objections to the proposal.
- Two separate Traffic Impact Statements (TIS) have been prepared in response to the proposal, including a submission by McLaren Traffic Engineering, on behalf of John Colet School. The assessment understands and accepts the proposed changes to the current 'Give Way' priority control at the junction of Wyatt Avenue with Cotentin Road and the proposed median opposite the driveway of the approved Child Care Centre, however, objects to the extent of the proposed 'No Stopping' linemarking depicted on Council's concept plan. The submission requests that the extent of the restrictions be revised to minimise impacts to kerbside parking utilised by parents dropping-off or picking up children at John Colet School.
- A Supplementary Traffic and Parking Impact Statement was required by the Northern Beaches Local Planning Panel, to address the potential use of a Give Way sign on Wyatt Avenue and Cotentin Road, the median strip in Wyatt Avenue and particularly the impact of the median strip on heavy vehicles used by Transgrid to access their property at the end of Wyatt Avenue and any impacts on the access to nearby and adjoining properties to the site (in particular impacts on the access to No.14 Wyatt Avenue). The TIS undertaken by Thompson Stanbury Associates on behalf of the Applicant, supports the change in traffic priorities to provide more effective traffic control for the dominant traffic movements. The TIS also concluded that the central median does not impact the movement of the largest Transgrid vehicles travelling to/from their site does, nor does it affect accessibility to/from adjoining developments.
- Council has noted some of the responses and has made some changes to the proposal in response to concerns raised regarding removal of the 'Give Way' in Cotentin Road, and the extent of the 'No Stopping' restrictions. An amended plan of the proposal is shown in Attachment 1 - Wyatt Avenue & Cotentin Road, Belrose - Plan.
- It is proposed that the existing 'Give Way' controls in Cotentin Road be retained and the traffic priorities at the western arm of Wyatt Avenue be upgraded to 'STOP' controls (linemarking and signage). A painted island will also be installed at the south-western corner of the intersection, to help control traffic speeds on the approach to the intersection.
- The proposed 'No Stopping' restrictions (indicated by an unbroken yellow kerb line), between the driveway of No.10 and the western property boundary of the development, will be reduced to the eastern edge of the existing kerb ramp to minimise the loss of unrestricted parallel parking. The proposed dividing barrier lines, east of the intersection with Cotentin Road, will also be offset 5.5m from the northern kerb face to maintain a 3m wide traffic lane for through traffic and allow parallel parking east of the amended 'No Stopping' restrictions.
- Council will also request that TfNSW review the existing School Zone and consider extending the western end to the property boundary of No.14 Wyatt Avenue, and a location 30m south of the intersection in with Cotentin Road, to improve safety in the vicinity of the School.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following proposals in Wyatt Avenue and Cotentin Road, Belrose:

- A. Construction of a 500mm wide median island along the centre of Wyatt Avenue, from west of the intersection with Cotentin Road to the centre of the driveway access to the new Child Care Centre.
- B. Change the traffic priorities at the Wyatt Avenue/Cotentin Road intersection by installing 'STOP' signage and linemarking in Wyatt Avenue, on the western side of the intersection.
- C. Installation of dividing barrier lines in Wyatt Avenue, from east of the intersection with Cotentin Road, to the driveway of No.10, offset at 5.5m from the northern kerb face.
- D. Installation of a painted island at the south-western corner of the intersection.
- E. Installation of 'No Stopping' restrictions (indicated by an unbroken yellow kerb line), along the full frontage of the development (from the eastern edge of the existing kerb ramp to the western property boundary).
- F. Installation of 'No Stopping' restrictions (indicated by an unbroken yellow kerb line), from west of the 90° angle parking area in Wyatt Avenue to 3m south of the existing dividing barrier lines in Cotentin Road (eastern side).
- G. Installation of 'No Stopping' restrictions (indicated by an unbroken yellow kerb line), from 10m west of the intersection in Wyatt Avenue to 3m south of the existing dividing barrier lines in Cotentin Road (western side).
- H. All works required within Council's Public Road Reserve are to be completed by the Applicant, at no cost to Council and in accordance with Council's specifications.
- I. That Council request TfNSW review the existing School Zone and consider extending the western end to the property boundary of No.14 Wyatt Avenue, and a location 30m south of the intersection with Cotentin Road.



Table of Consultation

Address	Wyatt Avenue & Cotentin Road, Belrose
Proposal	Intersection Upgrade

Properties Consulted	19
Responses Received	5
Support/No objection	2*
Do Not Support	3

*No objection

Issue	Resident Comment	Council Response
Construction of Median Island	<p>- The approved Development Application for a Boarding house to be built on 14 Wyatt Ave, Belrose is affected by your plans to upgrade the intersection. The driveway at 12 Wyatt Avenue is affected by your plans to upgrade the intersection.</p> <p>- Transgrid undertake major changes and maintenance work at the substation, the vehicles require the full width of Wyatt Ave to accommodate the vehicles transporting the major equipment for the substation. This proposed change to the intersection will prevent access for these vehicles.</p>	<p>- The proposed median island will only extend from west of the intersection with Cotentin Road to the centre of the driveway access to the Child Care Centre. The median is a standard kerb height and would not prevent access to/from the site or to neighbouring properties.</p> <p>- Information provided by Transgrid, indicates that the largest heavy vehicle used has a width of 4.2m and that access to/from the Transgrid site is via Wyatt Avenue and Forest Way. The proposed central median therefore does not impact on the through movement of the largest Transgrid vehicles travelling to their property at the end of Wyatt Avenue.</p>
Change traffic priorities at the Wyatt Avenue/Cotentin Road intersection	<p>- We understand the motivations behind the proposed changes however we are concerned that the changes will result in unforeseen consequences. Cars currently approach the intersection from the south on Cotentin Rd fast, in removing the need to give way we are very concerned that the speed at which cars approach the interaction from the south will increase.</p>	<p>- Council has noted concerns raised regarding removal of the 'Give Way' controls in Cotentin Road, which will now be retained. However, the traffic priorities at the western arm of Wyatt Avenue will be upgraded to 'STOP' controls (linemarking and signage), and a painted island installed at the south-western corner of the intersection, to help control traffic speeds on the approach to the intersection.</p>
Installation of dividing barrier lines and 'No Stopping' restrictions (indicated by an unbroken yellow kerb line)	<p>- We recommend that Northern Beaches Council revise the concept plan, to minimise the extent of "No Stopping" line marking and double white centreline marking where kerbside parking will be effectively lost if vehicles cannot be parked outside of the 3m restriction.</p>	<p>- The proposed linemarking and restrictions will prevent the parking of vehicles obstructing traffic flow in the vicinity of the intersection. Council has noted some of the concerns and recommends that the proposal be amended to offset the dividing barrier lines in Wyatt Avenue, 5.5m from the northern kerb face; and reduce the length of the 'No Stopping' restrictions on the northern side of Wyatt Avenue to apply only on the frontage of the development, to minimise impacts to on-street parking.</p>

Issue	Resident Comment	Council Response
Suggestions	<p>- Many of the illegal 'U' turn movements at this intersection are due to motorists looking for on-street parking spaces and parents/carers picking up and dropping off students at John Colet School together with other motorists associated with sporting activities at Wyatt Reserve. The provision of a roundabout would accommodate these movements and would also provide a vehicle access to the Child Care Centre.</p>	<p>- The proposed treatment separates the driveway and site access movements from the influence of the adjoining intersection. The provision of a roundabout would situate the access driveway directly onto the roundabout, increasing conflicts at the intersection. A roundabout and associated traffic islands would also reduce the entry widths on the approaches to the intersection, and require extension of 'No Stopping' restrictions and removal of additional on-street parking. A roundabout could also result in parent/carers using the facility to turn to access and queue during School drop-offs and pickups, causing congestion at the intersection and blocking access for through traffic.</p> <p>- Council will request that TfNSW review the existing School Zone and consider extending the western end to the property boundary of No. 14 Wyatt Avenue, and a location 30m south of the intersection in with Cotentin Road, to improve safety for pedestrians and road users in the vicinity of the School.</p>

**ITEM 4.26 JUBILEE AVENUE WARRIWOOD - INSTALLATION OF 10P
TIME PARKING RESTRICTIONS****REPORTING OFFICER TRAFFIC OFFICER****TRIM FILE REF 2021/209459****ATTACHMENTS**
1 [↓ Table of Consultation](#)
2 [↓ Plan](#)**GEOCODES: -33.679001, 151.284454****REPORT****BACKGROUND**

Council has received a request from a local business owner requesting the installation of Time Parking restrictions in Jubilee Avenue, due to parking of trailers and boats for long durations. This has resulted in a shortage of parking spaces for the business holders of the area.

LOCATION

Jubilee Avenue is a local road of 12m in width, carrying low volumes of two-way traffic. Jubilee Avenue joins into the Ponderosa Parade at its eastern side and it joins to Boundary Street at its northern west side. No bus route services Jubilee Avenue and no parking restrictions are allocated for the proposed location.

ISSUES

- Parked trailers and long vehicles along Jubilee Avenue cause lack of parking spaces for the affected residents and the business holders of the area.
- Residents are concerned about the lack of visibility for the exiting vehicles from the existing driveways into Jubilee Avenue.

PROPOSAL

Council has undertaken a review of the above location and proposes the installation of 10P Time Parking restrictions, (7am to 7pm, EVERYDAY) along both sides of the Jubilee Avenue between the existing No Stopping restrictions at No.8 Jubilee Avenue to the end of the existing cul-de-sac.

The proposal will restrict on-street parking of trailers, boats and long vehicles for long durations on Jubilee Avenue.

- Install 10P time parking restrictions, (7am to 7pm, EVERYDAY) along both sides of Jubilee Avenue between the existing No Stopping restrictions at No.8 Jubilee Avenue to the end of the cul-de-sac.
- The proposal will help to create more visibility for the exiting vehicles from the existing driveways into Jubilee Avenue in addition to creating more available parking spaces for the residents and the business holders of the area.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will 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 356 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 with no objections and 8 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

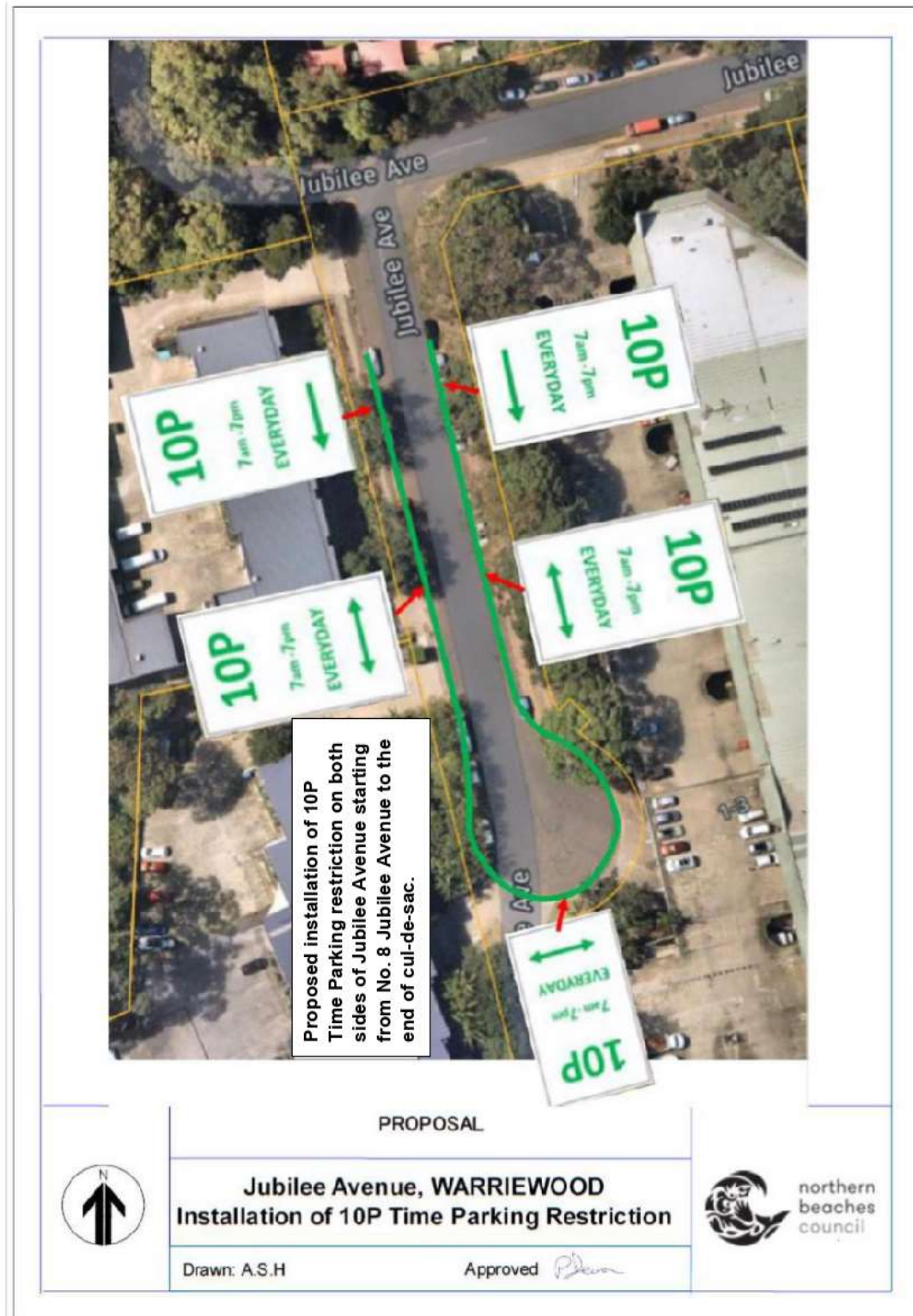
- A. Installation of 10P time parking restrictions, (7am to 7pm, EVERYDAY) along both sides of Jubilee Avenue between the existing No Stopping restrictions at No.8 Jubilee Avenue to the end of the cul-de-sac.

Table of Consultation

Address	<u>Jubilee Avenue, Warriewood</u>
Proposal	<u>Installation of 10P Time Parking Restriction</u>

Properties Consulted	356
Responses Received	8
Support	8
Do Not Support	NIL

Issue	Resident Comment	Council Response
Lack of Parking	The Boat and trailer long term parking situation is completely out of control on the Northern Beaches. Given that this street is a cul-de-sac, the boats / boat trailers / box trailers have made it very difficult for staff and customers to attend the places of business that are located in this street.	Council proposes the installation of 10P time parking restrictions, 7:00am to 7:00 pm in order to resolve this issue.
Lack of Parking	This affects my business, as employees and customers cannot find enough street parking.	Council proposes the installation of 10P time parking restrictions, 7:00am to 7:00 pm in order to resolve this issue.



ITEM 4.27	ANZAC AVENUE, COLLAROY – DELINEATION
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2021/209584
ATTACHMENTS	1 ↓ Anzac Avenue, Collaroy – Plan 2 ↓ Table of Consultation

GEOCODES: -33.737765, 151.296663

REPORT

BACKGROUND

Council has received concerns from local residents regarding safety due to speeding and parked vehicles in Anzac Avenue, Collaroy.

LOCATION

- The section of Anzac Avenue between Plateau Road and Jamieson Parade has been considered in this Proposal.
- This section of Anzac Avenue is a local road with a varying width between 7.2-10.4m and a speed limit of 50km/h.
- Its horizontal and vertical alignment varies rapidly.

ISSUES

- The considered section of Anzac Avenue is a narrow residential street and the horizontal & vertical alignment varies rapidly.
- The Council has carried out the traffic counts at 3 different locations and found that the 85 percentile speed is less than the default speed limit of 50km/h; and the AADT is more than 2500.
- A Separation Line (S1) is warranted.
- Although no injury crashes have been recorded in the last five (5) years, residents advise that there are many near misses.

PROPOSAL

Council has undertaken a review of the above location and proposes Delineation throughout the considered section and intersections to enhance safety. The proposal includes the following:

- Installing 'Separation line (S1)' as shown:
 - between the existing Dividing Barrier Lines' of the section of Anzac Avenue between Plateau Road and Hendy Avenue.
 - between the existing & proposed Dividing Barrier Lines' of the section of Anzac Avenue between Hendy Avenue and Worcester Street.
 - between the proposed Dividing Barrier Lines' of the section of Anzac Avenue between Worcester Street and Bedford Crescent.
 - between the proposed Dividing Barrier Lines' of the section of Anzac Avenue between Bedford Crescent and Jamieson Parade.

- Proposing 'No Stopping yellow kerb lines' as shown to reinforce the 10m No Stopping at the corners of:
 - Anzac Avenue & Melody Lane
 - Anzac Avenue & Kent Street
- Installing 10m double barrier lines as shown to improve and regulate 'T' intersections between:
 - Anzac Avenue and Worcester Street
 - Anzac Avenue and Bedford Crescent
 - Anzac Avenue and Jamieson Parade

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 has no negative impacts on pedestrian safety.

CONSULTATION

Consultation letters have been distributed to 117 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. Installing 'Separation line (S1) as shown:

- between the existing Dividing Barrier Lines' of the section of Anzac Avenue between Plateau Road and Hendy Avenue.
- between the existing & proposed Dividing Barrier Lines' of the section of Anzac Avenue between Hendy Avenue and Worcester Street.
- between the proposed Dividing Barrier Lines' of the section of Anzac Avenue between Worcester Street and Bedford Crescent.
- between the proposed Dividing Barrier Lines' of the section of Anzac Avenue between Bedford Crescent and Jamieson Parade.

B. Proposing 'No Stopping yellow kerb lines' as shown to reinforce the 10m no stopping at the corners of:

- Anzac Avenue & Melody Lane
- Anzac Avenue & Kent Street

C. Installing 10m double barrier lines as shown to improve and regulate 'T' intersections between:

- Anzac Avenue and Worcester Street
- Anzac Avenue and Bedford Crescent
- Anzac Avenue and Jamieson Parade



PROPOSAL

Anzac Avenue from Plateau Road to Jamieson Parade , Collaroy
Delineation

Drawn: VS

Approved

P. Devon



northern
beaches
council

Table of Consultation		
Address	Anzac Avenue, Collaroy	
Proposal	Delineation	
Properties Consulted	117	
Responses Received	19	
Support	14	
Do Not Support	5	
Issue	Resident Comment	Council Response
Speeding	Speeding is a major issue therefore need more traffic calming devices.	Council carried out traffic counts at three (3) different locations on Anzac Avenue and all locations show that 85 percentile speed is less than the posted speed limit of 50km/h. However, Council continuously monitors and takes necessary action if needed.
Two-way traffic	Not suitable for two-way traffic and requesting one-way street.	Anzac Avenue is similar to other local streets in Northern Beaches Council in terms of road width (minimum 7.2 m) and road alignment and suitable for two-way traffic flow. One-way traffic is creating major unnecessary impacts on the road network and no need on Anzac Avenue at this pointing time.
Footpath	The footpath needs to be provided for the safe access of pedestrians.	The Northern Beaches Council has developed the Walking Plan by considering community needs and carry out footpath works according to the priority and the resource availability.
Delineation	These lines are not effective. Physical devices needed.	Traffic studies did not suggest that speeding is an issue. Delineation regulates driver behaviour and perception. Hence, improves safety and reduction in speed. Council will continuously monitor and take necessary action.
Driveway Exit	Few properties (Eg: 118, 120, 122) facing risks when exit.	Proposed delineation does not impact the existing vehicular exiting condition rather it helps.
Trucks and heavy vehicles	Heavy vehicles use this narrow as a 'through road'.	'3T Load limit' signs have been installed on the intersections between Anzac Avenue & Plateau Road and Anzac Avenue and Pittwater Road to control heavy vehicles.
Parked vehicles	Parked Vehicles causing visibility issues.	'No Stopping' restrictions have been reinforced at the critical intersections by installing 'No Stopping Yellow line' and/or Double Barrier Lines (BB). Parking is premium and parked vehicles reduce the speed of the road environment and enhances safety.
Parking impacts	Loss of Parking (32, 34, 36).	Double Barrier Lines (BB) have been installed 5.5m away from the western edge of the kerb to enable vehicles to park legally. No loss of parking.
Pedestrian crossing facilities	There are no Pedestrian Crossing Facilities.	As a narrow street, installation of Pedestrian Refuge is not feasible.
Speed limit	Reduce the speed limit to 40km/h	As per the RMS Guidelines, the 40k zone is only applicable to 'School Zone' or 'High Pedestrian Activity Areas'.
Kerb & gutter	No Kerb and gutter and creating potential risks.	A small section of Anzac Avenue has no Kerb & Gutter. The Council will carry out infrastructure works according to the priority and the resource availability.

**ITEM 4.28 AQUATIC DRIVE & ALLAMBIE ROAD, ALLAMBIE HEIGHTS -
 ROUNDABOUT IMPROVEMENT****REPORTING OFFICER CONTRACTOR - TRAFFIC ENGINEER****TRIM FILE REF 2021/209633****ATTACHMENTS 1 [↓ Signage and Line Marking Plan](#)
 2 [↓ Detail Plan](#)****GEOCODES: -33.755893, 151.243034****REPORT****BACKGROUND**

Council has received NSW Government funding to provide an improved active transport connection along Allambie Road & Rodborough Road from Aquatic Drive to Warringah Road.

LOCATION

- Aquatic Drive is a local road with a posted speed limit of 50km/h and runs in an east-west direction between Fitzpatrick Avenue East & Allambie Road.
- This section of the road is two-lane road with a width of approximately 12.5m between the kerbs.
- Kerbside parking, with time restriction, is generally available on both sides of the street.
- Aquatic Drive forms a three-leg roundabout with Allambie Road.
- Allambie Road is a regional road with a posted speed limit of 60km/h runs in a north-south direction between Kentwell Road and Warringah Road.

ISSUES

- The volume of traffic exiting the roundabout at the western leg (Aquatic Drive) has increased gradually over the years. With the recent opening of Fitzpatrick Avenue East at Wakehurst Parkway, the usage of Aquatic Drive has increased considerably. The availability of one traffic lane at Aquatic Drive waiting to exit the roundabout increases waiting time. The level of service at the roundabout is decreased with long queues of vehicles at the western leg.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to create an additional lane on approach to the roundabout at the western leg at Aquatic Drive. One lane will be dedicated for left turn only and the other lane for right turn manoeuvre only. The proposed lanes will be 3.5m each. The additional space will be created by redesigning the existing splitter island at the western leg and realigning the northern kerb & gutter.

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

The proposal does not affect any properties directly, therefore consultation was not carried out. A notification letter will be distributed prior to installation of lines markings and signage.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:


- A. Creation of the additional lane at Aquatic Drive on the western approach leg of the roundabout with Allambie Road.
- B. Installation of associated pavement arrows, signs and lane markings.



PROPOSAL

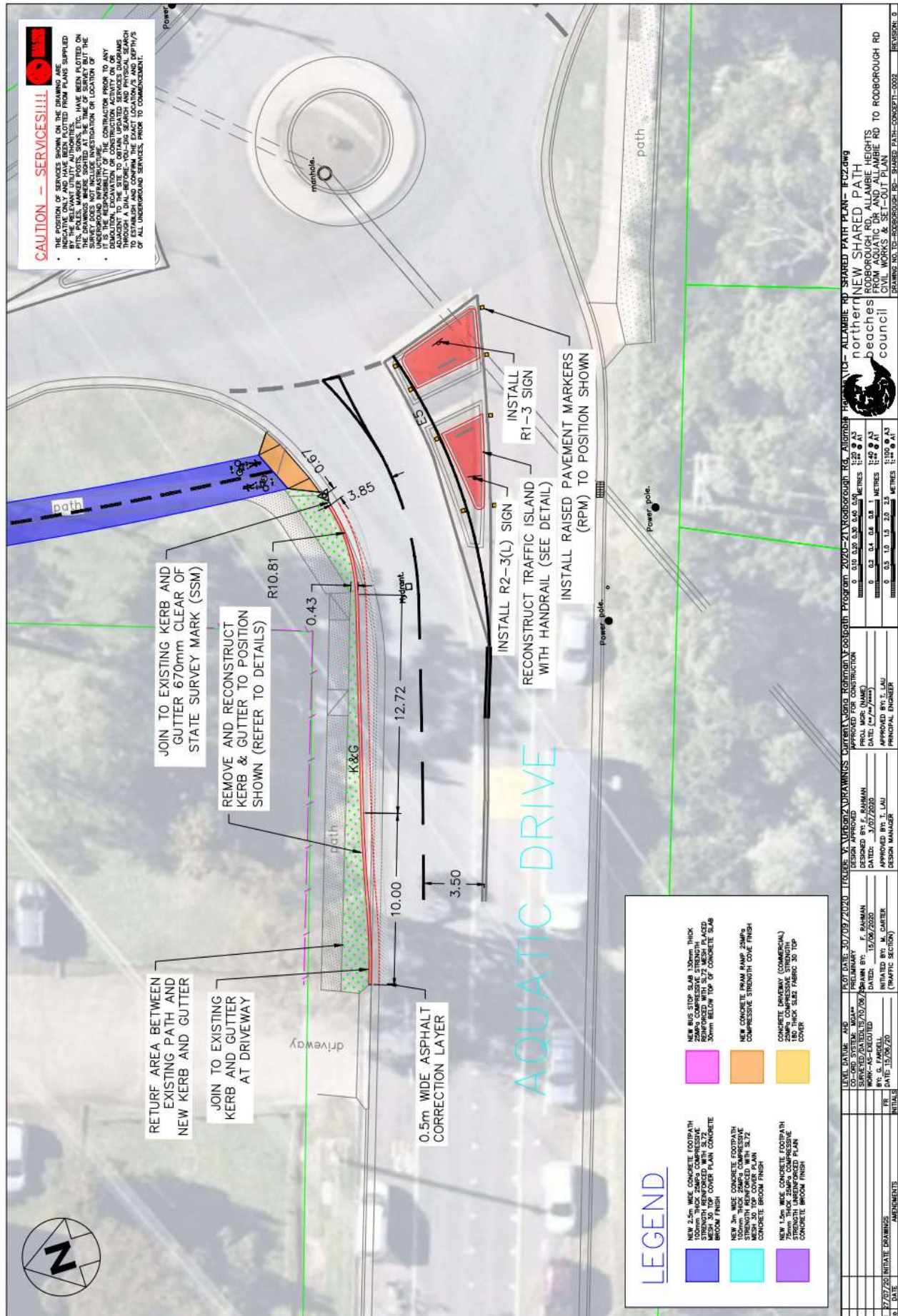
Aquatic Drive and Allambie Road, Allambie Heights
Roundabout Improvement

Drawn AS

Approved 



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ITEM 4.29	PINE LANE, MANLY - TIMED PARKING RESTRICTION
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/165199
ATTACHMENTS	1 Pine Lane, Manly - Plan 2 Table of Consultation

GEOCODES: -33.78970, 151.28641

REPORT

BACKGROUND

Council has received concerns from local residents regarding the confusion relating to permissible parking on Pine Lane, Manly.

LOCATION

- Pine Lane is a local street in Manly, running from Pine Street to Ceramic Lane, parallel to Malvern Avenue (West side) and North Steyne (East side).
- The proposed location has a road width of approximately 7.6m, which is approximately 2.2m wider than other sections on Pine Lane.
- This section of the road carries low volumes of local traffic.
- Adjacent land uses consists of medium to high density housing.
- There is no bus route that services Pine Lane.
- There is no footpath on Pine Lane.
- The parking restrictions on Pine Lane on the rear frontage of No.14-16 Malvern Avenue is currently No Parking, however, there is an indent approximately 2 metres wide within, where parking could safely occur.

ISSUES

- There is an existing No Parking restriction on the entire length of Pine Lane.
- Residents have been parking vehicles at this proposed location between the power pole and the property boundary as it is indented.
- There has been a confusion between residents and Council Rangers regarding the legality of parking in this location.
- Residents have requested a clear parking restriction at the proposed location.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the installation of 2-hour Timed Parking Restriction (8am-10pm, area ocean beach, permit holders excepted).

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 2-hour Timed Parking Restriction (8am-10pm, area ocean beach, permit holders excepted) and an edge line on the western side of Pine Lane, between the two driveways serving No.14-16 Malvern Avenue.



PROPOSAL

Pine Lane, Manly
2P Parking Restrictions at 14-16 Malvern Avenue

DRAWN	YR	APPROVED	<i>P. Deva</i>
LAYOUT	1 OF 1	REVISION NO.	A
		DATE	19/Jan/2021



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Table of Consultation

Address	Pine Lane, Manly
Proposal	2P Timed Parking Restriction

Properties Consulted	108
Responses Received	4
Support	3
Do Not Support	1

Issue	Resident Comment	Council Response
Campers parking	Resident(s) suggested restrictions for campers to prevent long term parking	This parking space will only allow vehicles with Manly Resident Parking Permits to park without restriction. All other vehicles may not park for more than two hours. Rangers will also patrol this area and will infringe any vehicles exceeding 7.5m in length and 4.5 ton GVM.

ITEM 4.30	ALFRED STREET, NARRAWEENA - NO PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/165920
ATTACHMENTS	1 ↓ Alfred Street, Narraweena - Plan

GEOCODES: -33.75460, 151.27380

REPORT

BACKGROUND

Council has received concerns from local residents regarding congestion at Alfred Street (southbound towards Warringah Road) due to the lack of space for queuing.

LOCATION

- Alfred Street is a local road with a speed limit of 50km/h and runs in north-south direction between Warringah Road and McIntosh Road.
- This section of the road has pavement width of approximately 12.5m and can accommodate four delineated trafficable lanes.
- Alfred Street forms a 3-way signalised intersection with Warringah Road.
- The surrounding land of the proposal consists low density housing.

ISSUES

- School buses 600N, 649N, 661N and 751N stop here, 1 time at 8:20, 5 times from 15:00 to 16:45, on school days, delayed by parked vehicles/trailers
- NearMap imaging indicates a trailer has been regularly parking here.
- Buses departing from the bus stop have to perform a lane merge if vehicles are parked in this interval.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a No Parking restriction between the bus stop and no stopping zone at the intersection.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 14 properties within the immediate vicinity of the location providing notification of the proposed changes. No responses were received.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Parking (7am–7pm) restriction between the bus stop and no stopping zone at the intersection.



ALFRED STREET

WARRINGAH ROAD

House numbers: 57, 55, 53, 51, 72, 74, 108, 106, 104, 102, 76, 78, 80.

EXISTING (Left side of road):

- BUS ZONE
- NO PARKING 7 AM - 7 PM MON - FRI

NEW (Right side of road):

- NO PARKING 7 AM - 7 PM MON - FRI
- NO STOPPING

NEW (Left side of road):

- NO PARKING 7 AM - 7 PM MON - FRI

EXISTING (Right side of road):

- NO STOPPING

Install NO PARKING signs (7am-7pm, Monday to Friday) on existing poles, after the bus zone, on the East side of the road.

PROPOSAL					
Alfred Street, Narraweena No Parking					
DRAWN	YR	APPROVED			
LAYOUT	1 OF 1	REVISION NO.	A	DATE	27/Jan/2021

**ITEM 4.31 GEDDES STREET AND BEATTY STREET, BALGOWLAH
HEIGHTS - NO STOPPING AND NO PARKING MOTOR
VEHICLES EXCEPTED****REPORTING OFFICER TRAFFIC OFFICER****TRIM FILE REF 2021/165405****ATTACHMENTS 1 [↓](#) Geddes Street, Balgowlah Heights - Plan
 2 [↓](#) Table of Consultation****GEOCODES: -33.80496,151.26900 and -33.80438, 151.26800****REPORT****BACKGROUND**

Council has received concerns from local residents regarding safety at the intersections of Geddes Street with Fisher Street/Beatty Street and trailer parking issues in Geddes Street, Balgowlah Heights.

LOCATION

- Geddes Street is a short street connecting Tutus/Fisher Street and Beatty Street, carrying low volumes of traffic.
- Beatty Street is a cul-de-sac serving approximately 60 houses, connected to Geddes Street, carrying low volumes of traffic.
- Adjacent land uses consist of low density housing.
- There is no bus route that services this area.
- There is no paved footpath on Geddes Street between Beatty Street and Tutus/Fisher Street.
- Existing No Parking restriction applies for the majority of Geddes Street, leaving a small section unrestricted.
- At the Y-intersection of Geddes Street and Beatty Street, No Stopping restriction was applied on one side only.
- At the Y-intersection of Geddes Street and Tutus/Fisher Street, No Stopping restriction is signposted on the west side of Geddes Street.

ISSUES

- Residents are parking trailers on a long term basis in the outside section of Geddes Street.
- Vehicles are parking too close to the intersections.
- Rangers are advising that there are insufficient No Parking signs on the south side of Geddes Street.

PROPOSAL

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

- Installation of No Stopping restrictions at the intersections with Fisher Street and Beatty Street to improve visibility for safe access, and
- Installation of parking restriction “No Parking Motor Vehicle Excepted” on the west side of Geddes Street.
- Installation of additional No Parking signs to reinforce existing restriction on the south side of Geddes Street.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of No Stopping restrictions at the intersections with Fisher Street and Beatty Street to improve visibility for safe access, and
- B. Installation of parking restriction “No Parking Motor Vehicle Excepted” on the west side of Geddes Street, opposite No.2.



Install signs as illustrated, while maintaining
and removing signs marked accordingly



PROPOSAL

Geddes St and Beatty St, Balgowlah Heights
Extension of No Stopping zones at intersections and
No Parking Motor Vehicles Excepted restriction

DRAWN	YR	APPROVED	<i>P. Deon</i>
LAYOUT	1 OF 1	REVISION NO.	A DATE 18/Mar/2021



Table of Consultation

Address	Geddes Street, Balgowlah Heights
Proposal	No Stopping at Intersections and No Parking Motor Vehicles Excepted

Properties Consulted	33
Responses Received	9
Support	7
Do Not Support	2

Issue	Resident Comment	Council Response
Speeding	People will drive faster and the solution is to have police present to enforce.	Council encourages residents to report speeding issues to the police to patrol and investigate.
Lack of parking spaces	There are already huge parking issues.	Considering supportive feedback from the majority, the parking issue would not be outstanding. Most homes have off street parking for multiple vehicles.
No Stopping	Some residents request extension of No Stopping further	Council will continue to monitor the conditions of the road after installation and may introduce this restriction if necessary.

ITEM 4.32	SHERIDAN PLACE, MANLY - NO STOPPING RESTRICTION
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/194790
ATTACHMENTS	1 ↓ Sheridan Place, Manly - Plan 2 ↓ Table of Consultation

GEOCODES: -33.79262, 151.28325

REPORT

BACKGROUND

Council has received concerns from local residents regarding difficulties accessing their driveways/parking spaces due to cars parked on this street which, prevents ease of access and sometimes leaves insufficient road width for larger vehicles to pass safely.

LOCATION

- The studied section of Sheridan Place is a bendy narrow lane connecting Bundoon Lane and Augusta Road, carrying low volumes of traffic.
- The available road width is less than 5 metres.
- Adjacent land uses consist of medium density housing.
- There is no bus route that services this area.
- There is no paved footpath in this area
- There is only a small section of no stopping restriction applying in Sheridan Place, leaving the majority unrestricted.

ISSUES

- The available road width will be less than 3 metres with cars parked aside the road.
- Cars parked in front of No.2a and No.2b Sheridan Place can partially block the access of the carpark of No.10 Augusta Road.

PROPOSAL

Council has undertaken a review of the location and issues and proposes No Stopping restrictions between Bundoon Lane and existing No Stopping Zone at the right angle bend. This will increase the available road width and the accessibility for residents.

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

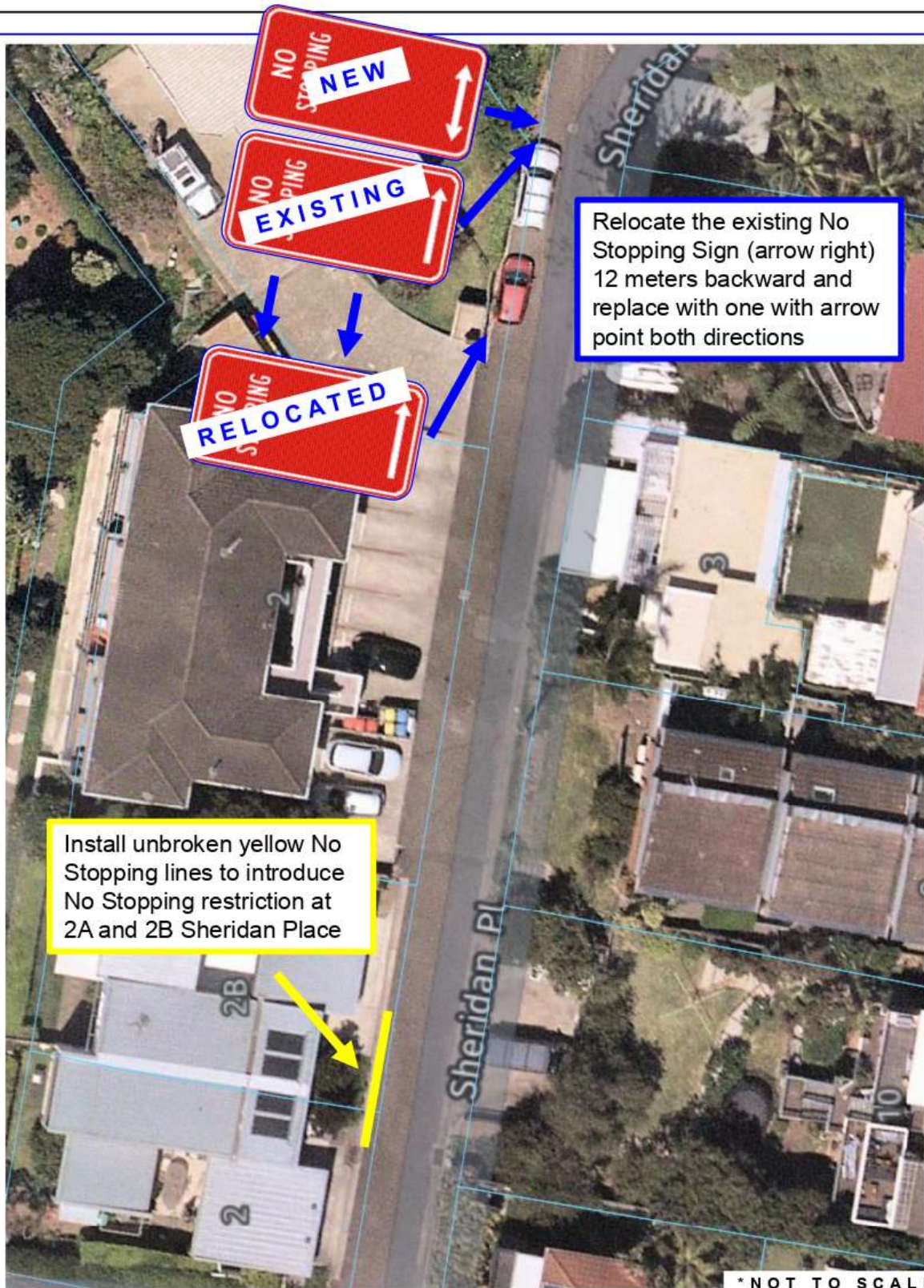
CONSULTATION

Consultation letters have been distributed to 53 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation. The anonymous response was received, but could not be considered.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of No Stopping yellow line in front of No.2a and No.2b Sheridan Place, and
- B. Extension of existing no stopping zone to the west for approximately 12 metres, up to the letterboxes of No.43 Kangaroo Street.



PROPOSAL

Sheridan Place, Manly
No Stopping

DRAWN	YR	APPROVED	<i>P. Deane</i>
LAYOUT	1 OF 1	REVISION NO.	A
		DATE	16/Mar/2021



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Table of Consultation

Address	Sheridan Place, Manly
Proposal	No Stopping

Properties Consulted	53
Responses Received	9
Support	3
Do Not Support	6

Issue	Resident Comment	Council Response
Lack of parking spaces	There is limited parking and some residents need to park on street	Most homes have offstreet parking. The need for safe access is more important.
Speeding	Removal of parking spaces encourages speeding	Speeding issues can be reported to the Police to request patrols, and the council will continue to monitor.
Traffic calming	Previous request for traffic calming measures were refused	No traffic calming measures will be introduced due to low volume and speed of traffic but the council will continue to monitor.
Access not blocked	There has been no previous complaints regarding access being blocked	There is a history of complaints about access, requesting a minimum of 3.2m of clearance for emergency services.
Yellow line	A yellow No Stopping line is less invasive	Yellow No Stopping line is proposed for the part of the road.

ITEM 4.33	WILLYAMA AVENUE, FAIRLIGHT - NO STOPPING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/195756
ATTACHMENTS	1 ↓ Willyama Avenue, Fairlight - Plan 2 ↓ Table of Consultation

GEOCODES: -33.79655, 151.26830

REPORT

BACKGROUND

Council has received concerns from local residents regarding hazardous conditions for vehicles travelling along Willyama Avenue. Parked vehicles on both sides of the road obstruct carriageway width.

LOCATION

- Willyama Avenue is a short and narrow street connecting Rosedale Avenue and Lauderdale Avenue, carrying low volumes of traffic.
- Adjacent land use consists of low density housing.
- There is no bus route that services this street.
- There is no paved footpath on this road.
- An existing No Stopping restriction applies to the east side of the road near its intersection with Lauderdale Avenue for only 40 metres. There is no current parking restriction between this zone and the rear entrance of No.94 Lauderdale Avenue.

ISSUES

- The first section with a length of approximately 30 metres (5 parking spaces) have been regularly used by residents, which narrows this road further and significantly reduces the sight distance.
- Residents hardly park their cars too far from the rear entrance of No.94 Lauderdale Avenue, but occasional parking or stopping can make the bend of the road dangerous.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install approximately 80 metres of unbroken yellow line from the intersection of Lauderdale Avenue, uphill towards Rosedale Avenue, to introduce a No Stopping parking restriction. This will increase the available road width and reduce the risk of accidents due to low visibility.

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 63 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

- A. That the Traffic Committee supports the: Installation of approximately 80 metres of unbroken yellow line from the intersection of Lauderdale Avenue, uphill towards Rosedale Avenue.



PROPOSAL

Willyama Ave, Fairlight
No Stopping


DRAWN	YR	APPROVED	
LAYOUT	1 OF 1	REVISION NO.	A DATE 16/Mar/2021

Table of Consultation

Address	Willyama Avenue, Fairlight
Proposal	No Stopping

Properties Consulted	63
Responses Received	17
Support	13
Do Not Support	3
Neither Support or Non-support	1

Issue	Resident Comment	Council Response
Lack of parking spaces		Due to high demand of parking, 4-5 parking spaces will be maintained
No Parking instead of No Stopping	No Parking would have sufficed.	Parking and stopping on the bend section of the road are both dangerous and should be restricted.

ITEM 4.34 CRESCENT ROAD, NEWPORT - TRAFFIC CALMING**REPORTING OFFICER ENGINEER - TRAFFIC****TRIM FILE REF 2021/213508**

ATTACHMENTS

- 1 [↓ Crescent Road, Newport - Plan](#)
- 2 [↓ Table of Consultation](#)
- 3 [↓ Table of Speed Counts](#)

GEOCODES: -33.668701, 151.312142; -33.668291, 151.313593; -33.667977, 151.314848;
-33.667029, 151.314248; -33.665970, 151.312229; -33.665043, 151.311321;
-33.663633, 151.311581; -33.662308, 151.313188

REPORT**BACKGROUND**

Council has received concerns from local residents regarding the inappropriate speed of vehicles travelling along Crescent Road in Newport.

LOCATION

- Crescent Road is a collector road with a 40km/h Local Traffic Area speed limit. The road is approximately 1.6km in length and connects Waterview Street in Mona Vale to Beaconsfield Street in Newport.
- Crescent Road is an undulating and winding road, containing a number crests and sharp curves, with dividing barrier lines installed along the full length of the road. The road width is generally 7.8m wide between kerbs but varies between 7.5-10m.
- The previously approved 40km/h Local Traffic Area scheme includes raised thresholds at each end of Crescent Road and a small number of traffic islands along the road.
- There are no signposted parking controls in the area, however, the existing pavement width does not permit parking within 3m of the dividing barrier lines.
- The existing footpath is located on the western side of the road from Beaconsfield Street to Crescent Reserve.

ISSUES

- Local residents have raised concerns regarding the inappropriate speed of vehicles travelling along Crescent Road.
- There are only a small number of traffic calming devices installed as part of the existing 40km/h Local Traffic Area scheme. The existing traffic islands help separate the opposing traffic flows and provide limited traffic calming effects by narrowing the road.
- The latest traffic counts undertaken in Crescent Road indicate traffic speeds are in excess of 40km/h, and are more reflective of a road with a 50km/h speed limit. A summary of the speed counts is noted in Attachment 3 - Table of Speed Counts.
- There is limited on-street parking along Crescent Road as parking is generally prevented within 3m of the lines due to the road width.
- Crescent Road is used by local residents to walk to Newport Public School and businesses located in the west Newport Commercial area.
- The existing footpath is constructed on the western side of the road north of Crescent Reserve. A footpath along the full length of Crescent Road is to be completed in stages due to the overall cost, and can only be completed in order of the priorities listed on the Future Footpath Program.

- Crescent Road is a challenging location for traffic calming, due to the topography and existing road geometry, which makes it difficult to control traffic speeds along the full length of the road.

PROPOSAL

- Council has undertaken a review of Crescent Road and consulted on a proposal to install speed cushions (1.8m wide and 75mm high) to reduce traffic speeds along the road. A traffic island (1m wide and 3m in length) is to be installed between speed cushions to separate the opposing traffic flows. It is not possible to install a traffic island for the location outside No's 79 and 92, as there is insufficient space between driveways, however a new street light would be required on the powerpole outside No.79 as part of the installation. An edge line (offset 2m from the kerb face) is proposed between the driveways of No's 91 and 97 to maintain parking outside these properties. A plan of the proposal is shown in Attachment 1 - Crescent Road, Newport - Plan.
- The proposal attempts to treat locations where there is a history of crashes, and on the approaches to sharp curves where there is a high risk of vehicles losing control on the bend. The devices are situated where there is adequate traffic sight distances, existing traffic facilities and/or street lighting, or where any required street lighting can be easily installed.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Crescent Road is part of the Road Cycling Network. The proposed treatments will improve safety for road users including people cycling on the road, by reducing traffic speeds. A minimum 1m wide gap will be provided between the speed cushion and the kerb or parking edge line to enable people cycling on the road to travel through the area without travelling over the devices.
- The proposal will improve safety for pedestrians who are required to walk on the side of road where there are no constructed paths, by reducing traffic speeds in the area. A 1.5m footpath is listed on the Future Footpath Program on the western side along the full length of Crescent Road.

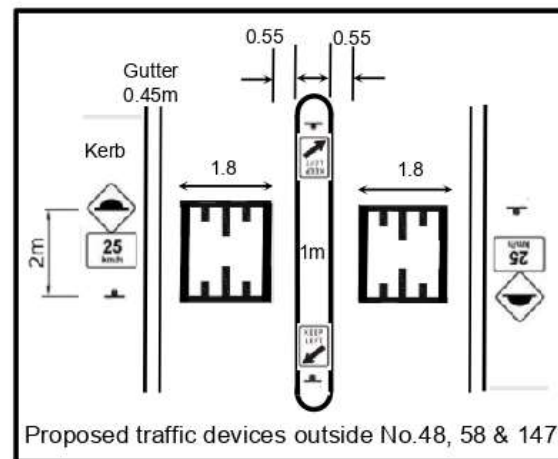
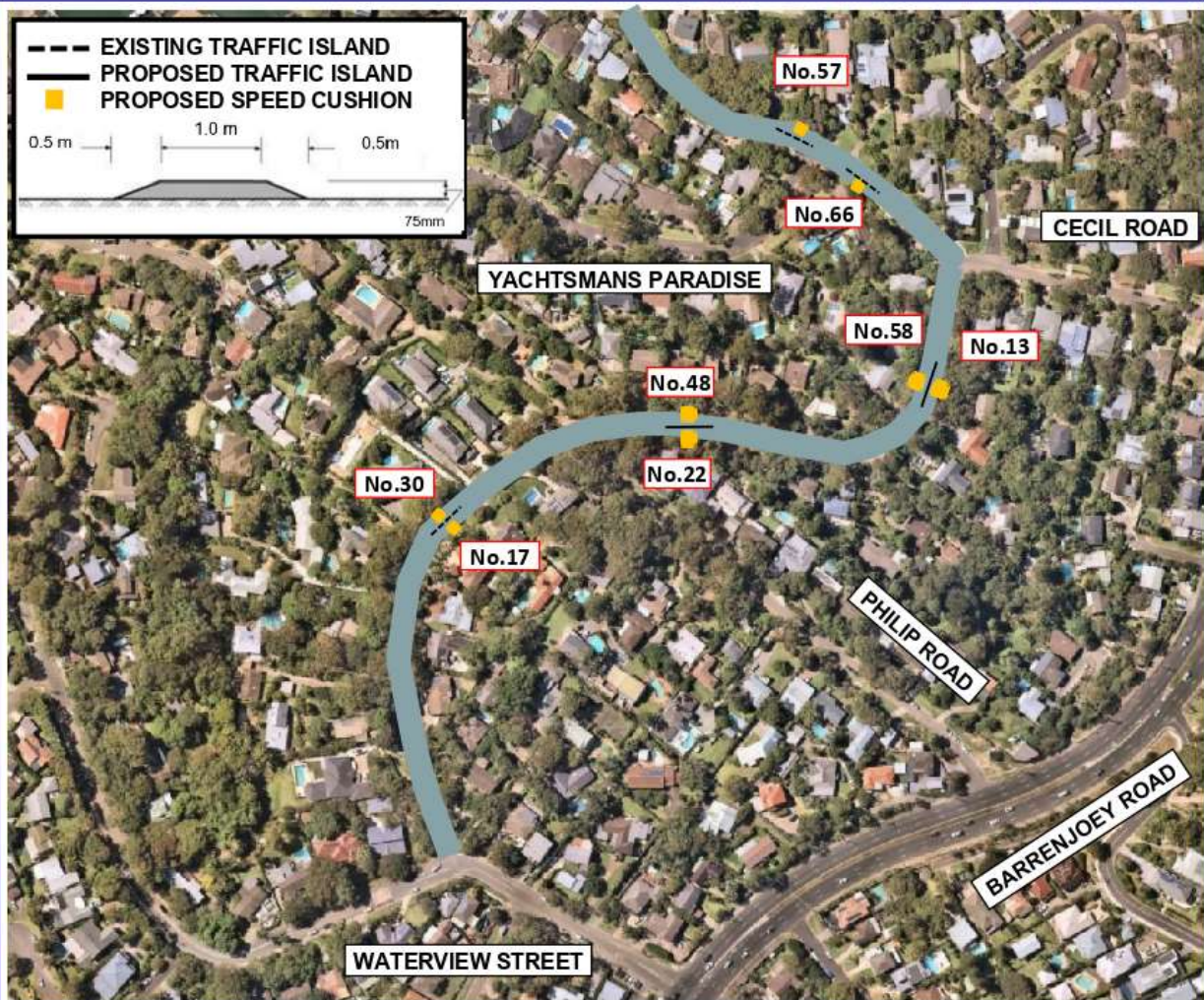
CONSULTATION

- Consultation letters have been distributed to 224 properties within the immediate vicinity of the location providing notification of the proposal. The area includes the full length of Crescent Road, as well as Yachtsmans Paradise, Panima Place, and Wiruna Crescent. A summary of the responses is noted in Attachment 2 - Table of Consultation
- A total of 42 submissions were received from the consultation area with 22 indicating support and 20 objections to the proposal. The main objections were in relation to increased noise and pollution and damage to vehicles. A number of residents have indicated that traffic calming in the street is required, but do not want devices located outside their property.
- Four of the objections did not support the type of traffic calming devices located outside No.95 and instead would support the raised thresholds used in Waterview Street if they did not affect parking. The devices used in Waterview Street are less effective being a lower profile device for the School bus services which operate along Waterview Street. These devices cannot be located in this area as they are longer and wider, which affects access to driveways and impacts existing on-street parking.
- Suggestions received to improve safety for road users include the construction of footpaths, Police enforcement, installation of fixed speed cameras and making the road local traffic only.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of traffic calming devices at the following locations in Crescent Road, Newport:

- A. Installation of speed cushions outside No.30 (northbound) and No.17 (southbound).
- B. Installation of speed cushions outside No.48 (northbound) and No.22 Philip Road (southbound) with traffic island.
- C. Installation of speed cushions outside No.58 (northbound) and No.13 Cecil Road (southbound) with traffic island.
- D. Installation of speed cushions outside No.66 (northbound) and No.57 (southbound).
- E. Installation of speed cushions outside No.92 (northbound) and No.79 (southbound).
- F. Installation of speed cushions outside No.118 (northbound) and No.95 (southbound) with traffic island, and edge line (offset 2m from the kerb face) between the driveways of No's 91 and 97.
- G. Installation of speed cushions outside No.8 Panima Place (northbound) and No.113 (southbound).
- H. Installation of speed cushions outside Crescent Reserve (northbound) and No.147 (southbound) with traffic island.
- I. Trial period of a minimum six months whereby Council will assess the effectiveness of the treatment and determine whether any modifications or further measures are required.



PROPOSAL

CRESCENT ROAD, NEWPORT
TRAFFIC CALMING
SHEET 1 OF 2

Drawn RK

Approved *P. Devon*



PROPOSAL

CRESCENT ROAD, NEWPORT
TRAFFIC CALMING
SHEET 2 OF 2

Drawn RK

Approved *P. Devon*



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Table of Consultation

Address	Crescent Road, Newport
Proposal	Traffic Calming

Properties Consulted	224
Responses Received	42
Support	22
Do Not Support	20

Issue	Resident Comment	Council Response
Speed Cushions	<p>- SUPPORT. Thank you, looking forward to it hopefully being implemented as cars often don't stick to 40. Windy road with no footpath that is used quite a lot by pedestrians, this will definitely make it safer.</p> <p>- I do not support the addition of extra calming devices on Crescent Road. I feel that the current calming devices and 40km/h speed limits are adequate.</p> <p>- Excessive noise will result, in my case where a speed cushion is proposed next to my driveway, across from no. 91. If this plan, which I oppose, goes ahead, a more appropriate site would be 1/2 way along the boundary of Sirsi Marina's car park, where noise would not be such an issue. In addition this is where there's a 'dip' in the road where vehicles tend to speed up.</p> <p>- Might a version of the speed humps along Waterview Street be a better solution for all of Crescent Road? If it is not possible to build a Waterview style version outside 95 due to impacting on parking, perhaps moving it back to its original proposed position would facilitate this.</p> <p>- These cushions will just cause cars to slow to drive over them and then accelerate loudly to continue on their way.</p>	<p>- There are limited traffic calming devices installed as part of the original 40km/h Local Traffic Area scheme. The proposed traffic calming devices will act to utilise existing facilities to provide more effective traffic calming along Crescent Road.</p> <p>- Recent traffic counts undertaken along the road indicate that traffic speeds are in excess of 40km/h and similar to that of a 50km/h road.</p> <p>- Council has noted some of the comments regarding the proposed traffic calming outside No.91 Crescent Road and proposes to relocate the device from No.91 to No.95. The new location will be slightly closer to the existing streetlight and on a wider section of road which enables the installation of a traffic island to help separate opposing traffic flows. Parking in the area will still be permitted with the installation of an edge line.</p> <p>- The devices used in Waterview Street are less effective being a lower profile device for the School bus services which operate along Waterview Street. These devices cannot be located in this area as they are longer (10m) and wider (8m), which affects driveway access and/or removal of existing parking in the area.</p> <p>- The location of the devices on the approaches to the curves reduces the likelihood of vehicles accelerating immediately afterwards, as they enter the bend at a lower speed more appropriate for the road conditions.</p>
Slow points or chicanes	<p>- There are feasible alternatives to using speed cushions. Well constructed slow points will prevent vehicles passing at "inappropriate speeds" without speed humps (sudden vertical deflection of vehicles).</p> <p>- We realise that speed cushions are cheap and quick to place by why can't we have the Chicanes used on Avalon Parade and in Manly and Mosman to slow traffic and keep the area aesthetically pleasing for all.</p>	<p>- Slow points or chicanes are more suitable for long straight sections and not winding roads. The few locations in Crescent Road where chicanes may be considered will affect access to driveways, impact on-street parking, or are located far away from the bends where vehicles may slow down and accelerate after travelling over the devices. The proposed devices attempts to treat locations where there is a history of crashes, and high risk of vehicles losing control on the bend.</p>

Issue	Resident Comment	Council Response
Footpath	<ul style="list-style-type: none"> - The traffic calming devices should be designed concurrently with the future proposed and delayed footpath upgrade to ensure the safety of all users. 	<ul style="list-style-type: none"> - A footpath for the full length of Crescent Road (western side) is listed on the Future footpath Program, which can only be completed in stages and in order of the priorities listed on the Program.
Enforcement	<ul style="list-style-type: none"> - Law enforcement should be involved to enforce the road rules. - A speed camera would probably catch offenders and limit risk factors. In the past police monitored traffic in the road with very successful outcomes, but a permanent speed camera would improve the speed undertaken by careless and reckless drivers on this road. 	<ul style="list-style-type: none"> - The purpose of traffic calming devices is to create a self-enforcing road environment to discourage speeding in the area, however instances of speeding, hooning and anti-social behaviour should be reported to the Northern Beaches Police Area Command at Dee Why for investigation. - TfNSW is the responsible authority for setting speed limits on all roads in NSW, including the management of speed camera programs.

Table of Speed Counts - Crescent Road, Newport

Location (Property Number)	85th Percentile Speed (km/h) Northbound	85th Percentile Speed (km/h) Southbound
No.30	49	50
No.60	44	45
No.79	57	58
No.147	53	53
No.154	48	49



**ITEM 4.35 38 AUBREEN STREET, COLLAROY PLATEAU- INSTALLATION
OF NO PARKING RESTRICTION****REPORTING OFFICER TRAFFIC OFFICER****TRIM FILE REF 2021/213551****ATTACHMENTS 1 [↓](#) Plan
 2 [↓](#) Table of Consultation****GEOCODES: -33.729465, 151.292797****REPORT****BACKGROUND**

Council has received a request from a local resident requesting installation of No Parking restrictions on Aubreen Street, Collaroy Plateau, due to the blocking of Plateau Park's driveway, so that access into properties at No.37 Blandford Street via the abovementioned driveway is not accessible.

LOCATION

Aubreen Street is a local road 9.5m in width, carrying medium volumes of two-way traffic. Aubreen Street intersects Telopea Avenue at its southern side and it intersects Grevillea Street at its north-easterly side. There are no bus routes that service Aubreen Street. No Parking restrictions are allocated to Aubreen Street.

ISSUES

- Parked vehicles at Plateau Park's driveway blocks access to property at No.37 Blandford Street which has right of way from through the abovementioned driveway.

PROPOSAL

Council has undertaken a review of the above location and proposes the installation of a 9m No Parking restriction from eastern side of the driveway at 38 Aubreen Street to the eastern side of Plateau Park's driveway. The proposal will restrict on-street parking of vehicles between two the abovementioned driveways.

- Install a 9m No Parking restrictions from the eastern side of the driveway at No.38 Aubreen Street to the eastern side of Plateau Park's driveway.
- The proposal will help to create a clear access to the property at No.37 Blandford Street via the public Plateau Park's driveway.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will 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 11 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 2 submissions were received with 2 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

- A. That the Traffic Committee supports the: Installation of a 9m No Parking restrictions between the eastern side of the driveway at No.48 Aubreen Street to the eastern side of Plateau Park's driveway.



PROPOSAL

38 Aubreen Street, COLLAROY PLATEAU
Installation of No Parking Restriction

Drawn: A.S.H

Approved

P. Devereux



northern
beaches
council

Table of Consultation

Address	<u>38 Aubreen St, Collaroy Plateau</u>
Proposal	<u>Installation of No Parking Restriction</u>

Properties Consulted	11
Responses Received	2
Support	2
Do Not Support	NIL

Issue	Resident Comment	Council Response
Lack of Safety	So many times cars have parked across blocking entry and exit for residents, council workers and phone tower maintenance staff. This will also stop residents from number 38 parking right on top of the plateau Park driveway making turning into and out of driveway hard and dangerous.	Council proposes the installation of No Parking restriction in order to create a better side view and more visibility in order to resolve this issue.
Blocking of Access into Driveway	On sports days over the weekend Plateau Park's driveway regularly gets blocked by parked cars.	Council propose No Parking restriction between Plateau Park's driveway and driveway No. 38 Aubreen street in order to resolve this issue.

5.0 MATTERS FOR NOTATION

ITEM 5.1	TABLE OF APPROVALS UNDER DELEGATION
REPORTING OFFICER	SPECIALIST ADMINISTRATION OFFICER - BUSINESS SUPPORT
TRIM FILE REF	2021/213678
ATTACHMENTS	1 Table of Approvals Under Delegation - 6 April 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:

- A. Notes the delegated approval of actions detailed in Attachment 1 – Table of Approvals Under Delegation

Table of Approvals Under Delegation - 6 April 2021

Location	Action	Consultation	Referral Sent Date	Approval Date
Rosebery Street, Balgowlah	Install a No Stopping sign at the North-west corner of the intersection	Properties consulted: No consultation undertaken however notification to residents will be carried out prior to implementation. Support: n/a Object: n/a Reason for approval: Provide more room for STA buses to pass without obstructions	4 March 2021	4 March 2021
Corner of Kendal Crescent and Carlisle Street, Wheeler Heights	Reinforce the 'Statutory No Stopping' on 7.2m wide narrow street.	Properties consulted: No consultation undertaken however notification to residents will be carried out prior to implementation. Support: n/a Object: n/a Reason for approval: Reinforce the 'Statutory No Stopping' to improve the visibility and enhance safety.		
Pineview Avenue, Manly Vale	Extend existing No Stopping yellow line for 6 metres	Properties consulted: No consultation undertaken however notification to residents will be carried out prior to implementation. Support: n/a Object: n/a Reason for approval: This extension will increase available road width and sight distance for vehicles to pass through the intersection more safely.	25 March 2021	25 March 2021

ITEM 5.2	TRAFFIC CALMING ON MCCARRS CREEK ROAD
REPORTING OFFICER	ACTING EXECUTIVE MANAGER TRANSPORT AND CIVIL INFRASTRUCTURE
TRIM FILE REF	2021/230940
ATTACHMENTS	1 QuestionPro-Survey-Results - McCarrs Crk Rd Traffic Calming

GEOCODES: -33.651295, 151.279893

REPORT

BACKGROUND

Council received ongoing concerns from local residents regarding traffic speeds and associated anti-social vehicle activity along McCarrs Creek Road, Church Point.

Council had previously installed painted traffic islands delineated with lane divider flaps to assist in reducing traffic speeds and prevent overtaking of vehicles at critical locations on McCarrs Creek Road, between Cicada Glen Creek and Cargo Wharf. Council has decided not to replace these traffic devices due to ongoing damage to the pavement flaps within the enhanced median.

To address the ongoing concerns with inappropriate speed and driver behavior, Council installed raised threshold speed humps in August 2020 with a minimum trial period of 6 months prior to a review being undertaken. A residents group came together formed from several local residents and representatives of the Bayview Church Point Residents Association.

LOCATION

The traffic calming was installed on McCarrs Creek Road, between Pittwater Road, Church Point and the Ku-ring-gai Chase National Park boundary near Church Point (Cicada Glen Creek), was reclassified from a State Road to a Regional Road on the 1st July 2012, with the transfer of care and control to Council. McCarrs Creek Road provides a link between Barrenjoey Road in Mona Vale (via Pittwater Road), to Mona Vale Road in Terrey Hills. The section of McCarrs Creek Road between Church Point and McCarrs Creek Reserve has a 50km/h speed limit.

The sealed pavement width is generally 6.5m wide, and the road contains several sharp, alternating curves in succession, with Dividing Barrier Lines installed along the centre of the road. There are no formal footpaths, and generally no kerb and gutter, except for irregular sections of dish drains. Parking is intermittent along the section of road where the road is wide enough to enable parking on the road shoulder. Numerous property access driveways are steep, skewed and concealed run off McCarrs Creek Road, providing access to single and multiple properties.

McCarrs Creek Road is part of the existing Road Cycling Network and attracts a high number of cyclists and motorcycle riders who share the road. The 156 McCarrs Creek to Mona Vale bus service operates along McCarrs Creek Road from Cicada Glen Creek and travels in both directions.



PROPOSAL

Council has undertaken a review of the location and issues and proposes to make the trial permanent based on the data comparison before and after implementation.

- Speed reduction of between 7-16 km/h following installation of traffic calming devices.
- Traffic speeds generally higher in the southbound direction towards McCarrs Creek Reserve.
- AADT 2237 – 16/11/20
- AADT 2255 – 5/3/20

Overall traffic volumes are almost identical over the last 8 months between counts.

Looking at the data in the southbound direction near No.80 on the approach to the bends in Browns Bay below,

The 85th percentile speed has reduced from 57 to 45 km/h.

There has also been a large reduction in excessive speeding.

Before - Number of vehicle travelling in excess of 50km/h = 2750 (36%) including 1 vehicle maximum 90-100 km/h, and 279 vehicles 60-80 km/h

After - Number of vehicles travelling in excess of 50km/h = 174 (2%) including 21 vehicles maximum 60-70 km/h.

A second meeting of the reference group was held on the

The group also requested the following issues be investigated for future consideration to enhance the project outcomes:

- Re-inspect site around Browns Bay for possible additional calming device (speed hump, line marking etc).
- Discuss 40km/hr speed limit from Pittwater High to McCarrs Creek Reserve with TfNSW.
- Assess if lighting can be extended to allow for an extra speed hump at the entrance of McCarrs Creek Reserve.
- Re-visit discussion with TfNSW regarding use of speed cameras (including point to point) along McCarrs Creek 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 as the works are already in place.
- The proposal does not affect the pedestrian facilities or impacts on walking paths, however, the group did raise the need for safe pedestrian options in the area as an ongoing issue that requires addressing.

CONSULTATION

Consultation was undertaken through a question pro survey as well as a traditional mailout. The survey result is attachment 1.

Results Summary:

The survey was available online between Monday 22 February and Sunday 21 March 2021 as well as 279 letters were sent out to property owners/residents in McCarrs Creek Road providing a link to the online survey.

A member of the public with interest on the proposal requested the opportunity to comment on the proposal and was emailed the survey link on Monday 5 March 2021

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee notes the:

- A. Results of the trial and supports the ongoing use of Traffic Calming along this section of McCarrs Creek Road.
- B. Receives a further report into the additional actions raised by the community where they fall under the jurisdiction of the Northern Beaches Council Local Traffic Committee for comment.

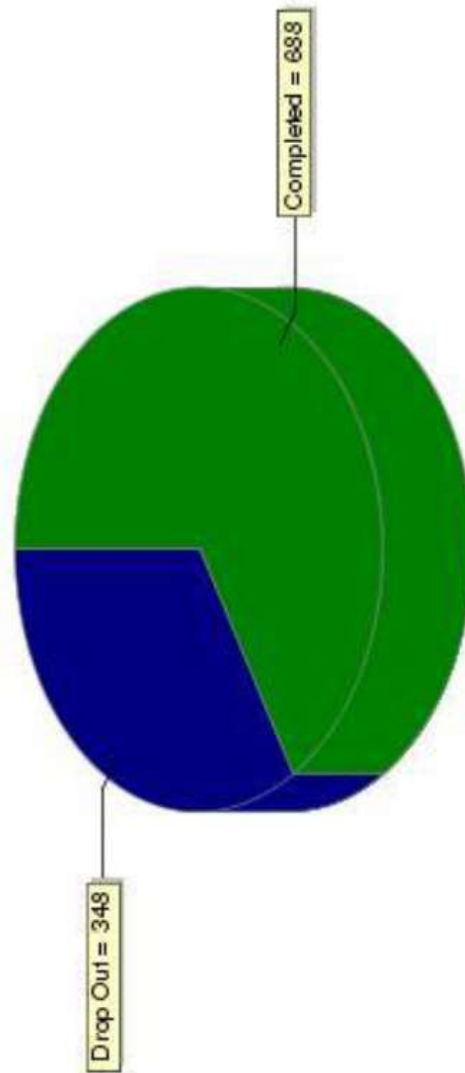
McCarrs Creek Road - Traffic calming feedback

surveys@northernbeaches.nsw.gov.au

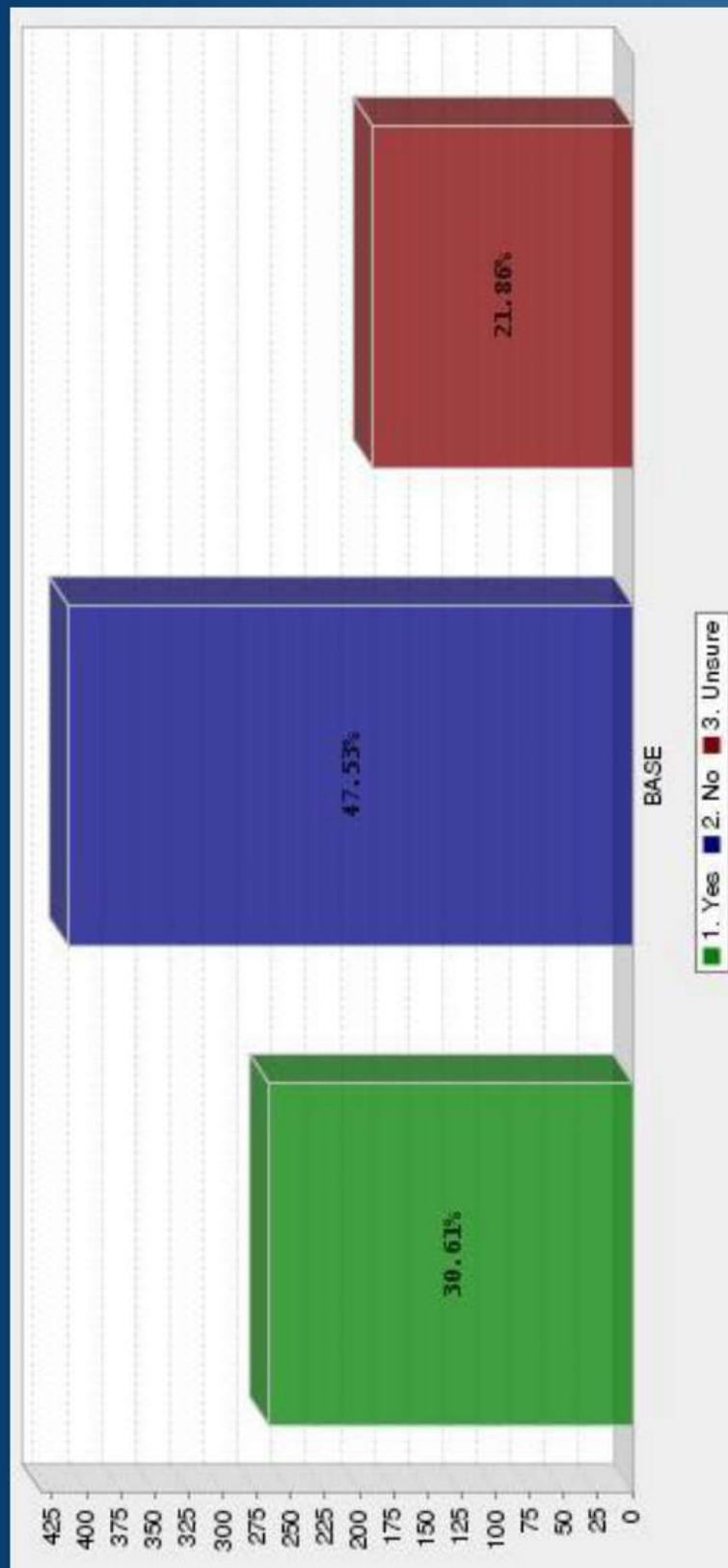


Survey Overview

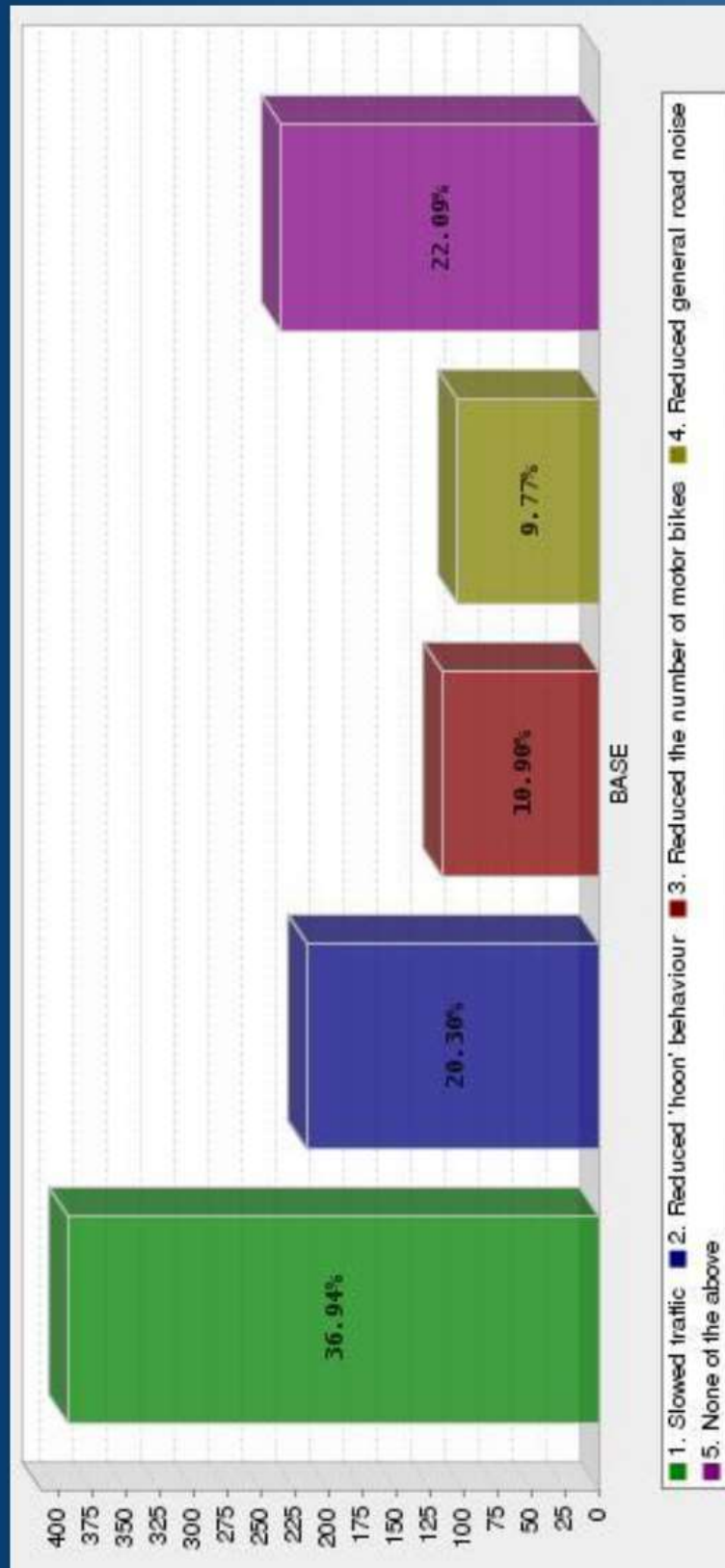
Completion / Dropout



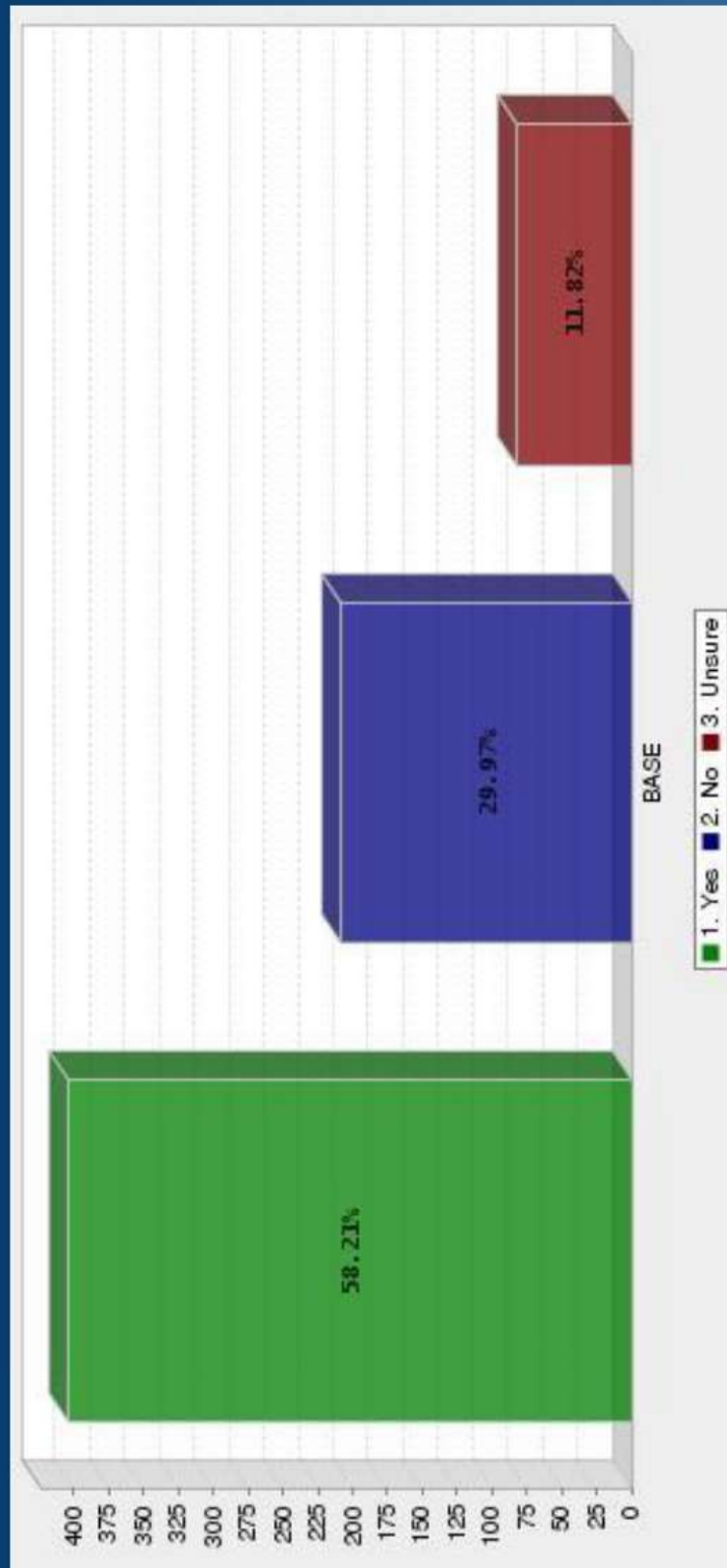
In your view do you feel the traffic calming has been effective?



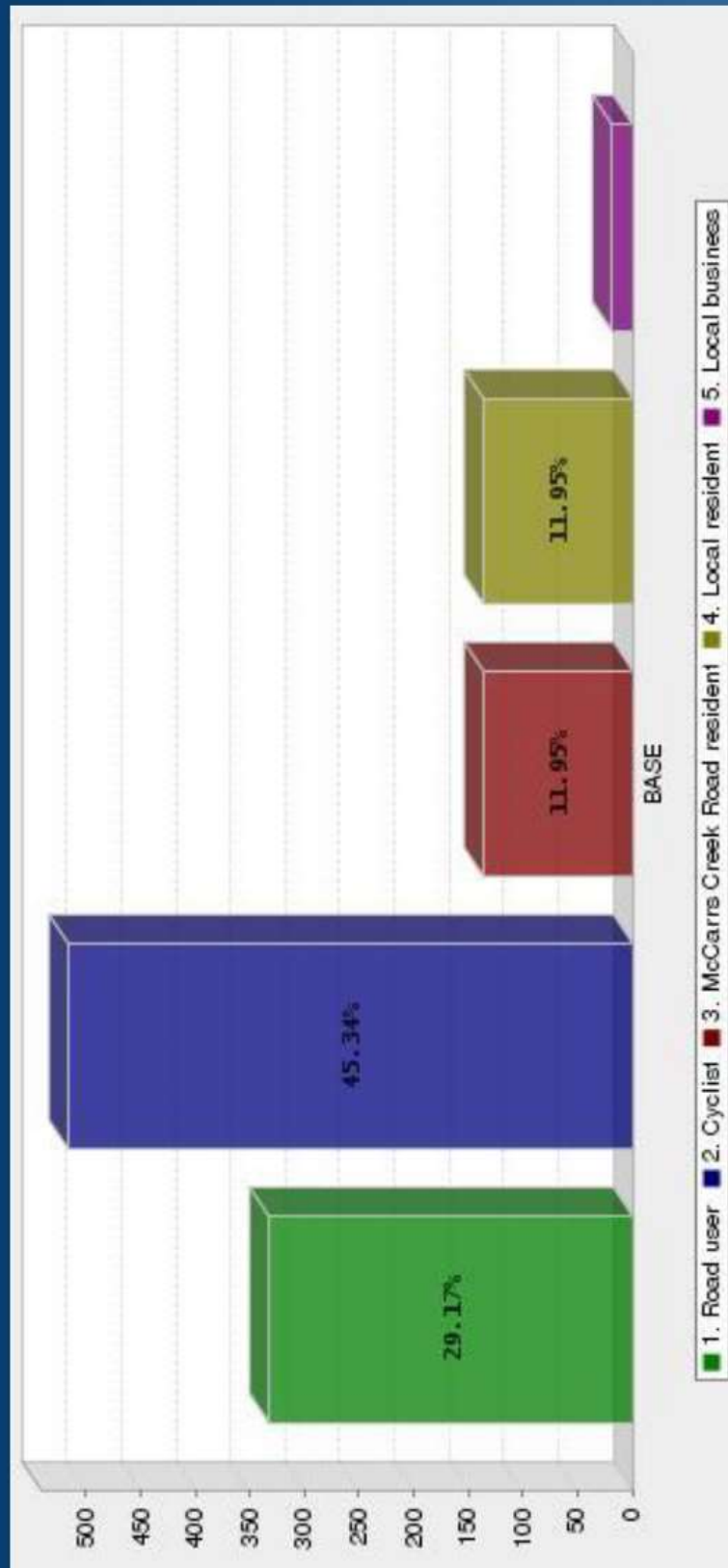
Of the options below, please indicate which, if any, you feel have resulted from the traffic calming solution implemented



Based on your road use over the past six months do you feel a 40 km/h would be a more appropriate speed limit ?



What best reflects you:



Would you like to receive an update with the Traffic Committee agenda.

