

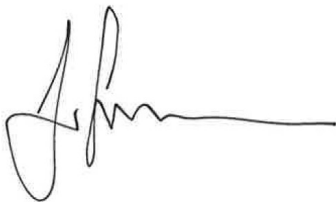
AGENDA

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 4 MAY 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
 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
 Mr Phillip Gray
 Mrs Karen Menzies
 Ms Robynann Dixon
 Ms Josephine Butler
 Mr Nicholas Murace
 Ms Caty Pilley
 Ms Sandra Calci

Visitors

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

to be via TEAMS held on Tuesday 4 May 2021

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 6 April 2021

2.2 Declaration of Pecuniary and Conflicts of Interest

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

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NEXT MEETING Tuesday 1 June 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 6 APRIL 2021

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 6 April 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	WYADRA AVENUE, NORTH MANLY – BUS STOP RELOCATION
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2020/358718
ATTACHMENTS	1 Wyadra Avenue, North Manly – Plan 2 Table of Consultation

GEOCODES: -33.771415, 151.275792

REPORT

BACKGROUND

Council has received a request from the Manly House Group, to assist in the provision of accessible public transport for their residents and connection to the bus services that run along Wyadra Avenue.

Council has reviewed the previous proposal and has identified a more appropriate location to ensure the new bus stop is more safe and accessible. Also, Council will consider consolidating bus stops on Wyadra Avenue in consultation with State Transit Authority.

LOCATION

- Wyadra Avenue is a long stretch of local road running between Corrie Road and Loch Street.
- It has an average width of 10m and a speed limit of 50km/h.
- It is a bus route.
- Community Housing is proposed at the corner of Wyadra Avenue and Quilpie Street.

ISSUES

- Manly House Group is a Community Services Housing provider, proposing Community Housing including accessible accommodation.
- The existing bus stop on the northern side of Wyadra Avenue is not accessible compliance.
- No footpath is available on the northern side of Wyadra Avenue.

PROPOSAL

Council has undertaken a review of the above location and proposes to relocate the Bus Stop on Wyadra Avenue, North Manly, to comply with accessibility requirements to facilitate residents in Community Housing. The proposal includes the following:

- Relocate the existing Bus Stop (Stop ID: 2100173) on the northern side of Wyadra Avenue by 85m towards the west in front of property 93 Wyadra Avenue, as shown.
- Construct concrete pad with tactile indicators to comply with Accessibility and State Transit Authority requirements.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

CONSULTATION

Consultation letters have been distributed to 84 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. Relocation of the existing Bus Stop (Stop ID: 2100173) on the northern side of Wyadra Avenue by 85m towards the west in front of property 93 Wyadra Avenue, as shown.
- B. Construct concrete pad with tactile indicators to comply with Accessibility and State Transit Authority requirements.



PROPOSAL

Wyadra Avenue, North Manly
Bus-stop relocation

Drawn: VS

Approved

P. Devan



northern
beaches
council

Table of Consultation		
Address	Wyadra Avenue, North Manly	
Proposal	Bus Stop Relocation	
Properties Consulted	84	
Responses Received	5	
Support	2	
Do Not Support	3	
Issue	Resident Comment	Council Response
Proposed Location	<p>Not suitable because:</p> <ul style="list-style-type: none"> - The proposed bus stop would require the Manly House residents to cross Quilpie Street to get to the bus stop when the existing bus stop does not require this. Leave the bus stop where it is and adjust the path. It is not sensible or logical to move it anywhere down this street. Keeping the Bus stop on the side of Manly House is safer and logical. -Wyadra Avenue is busy and positioning a bus stop closer to a T-intersection or roundabout is extremely dangerous. Many accidents take place at this location. - Proposed bus stop is closer to the next one further down. 	<ul style="list-style-type: none"> - Council realised that the existing bus stop is most appropriate. However, the existing bus stop location is not suitable for providing accessible facilities because of the topography of the nature strip. - The bus stop is not used frequently, hence traffic or safety impacts are negligible. <p>As motorists tend to slow down and watchful while approaching the roundabout, it is safer to provide the bus stop on the approach side rather than the departure side of a roundabout. It is not easy to position a bus stop avoiding the intersections on local roads.</p> <p>In the last five (5) year accident records reveal that there was only one minor accident that occurred at this location and Council continuously monitors and takes necessary action if needed.</p> <ul style="list-style-type: none"> - Council will consider consolidating bus stops on Wyadra Avenue in consultation with State Transit Authority
Pedestrian Safety	<p>Barriers are needed for safety along the Manly House footpath as cars speeding around the corner</p>	<p>The roundabout is effectively calms and regulates the traffic. Further, the proposed footpath and pram ramps facilitate pedestrian crossings and improves pedestrian safety. Council will continuously monitor safety issues and takes necessary action if needed.</p>

ITEM 4.2	DARLEY STREET EAST AND SURFVIEW ROAD, MONA VALE - INTERSECTION PRIORITY AMENDMENTS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/206015
ATTACHMENTS	1 Darley Street East and Surfview Road, Mona Vale - Plan 2 Table of Consultation 3 Traffic Count Summary Report

GEOCODES: -33.679366, 151.312474

REPORT

BACKGROUND

Council has received concerns from local residents regarding the intersection of Surfview Road and Darley Street East, Mona Vale.

Local residents were also concerned with the volume of traffic entering Surfview Road (residential end to the South), which is a 'Shared Zone' and a No Through Road.

LOCATION

- Darley Street East is a local road with a posted speed limit of 50km/h. Residential and a small number of commercial businesses are located on Darley Street East. Access is from Barrenjoey Road to the west and Surfview Road to the east.
- Surfview Road runs parallel to Mona Vale Beach. Residential is located to the South (Shared Zone) and Apex Park and Beach car parking is located to the North.
- Darley Street East and Surfview Road intersect at a 'T intersection'.

ISSUES

- Residents are concerned with the number of vehicles travelling along the 'No Through Road' section of Surfview Road.
- Council completed a speed and volume count in March 2020 (before the Shared Zone was implemented). The seven-day AADT is 586 vehicles. The Traffic Count Summary Report is located in Attachment 3.

PROPOSAL

Council has undertaken a review of the location and issues and proposes amend the current intersection priorities which includes installing signs and pavement markings.

Amending the intersection priorities will assist with diverting east bound traffic along Darley Street East into the Mona Vale Beach carpark and not down the No Through Road section of Surfview Road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

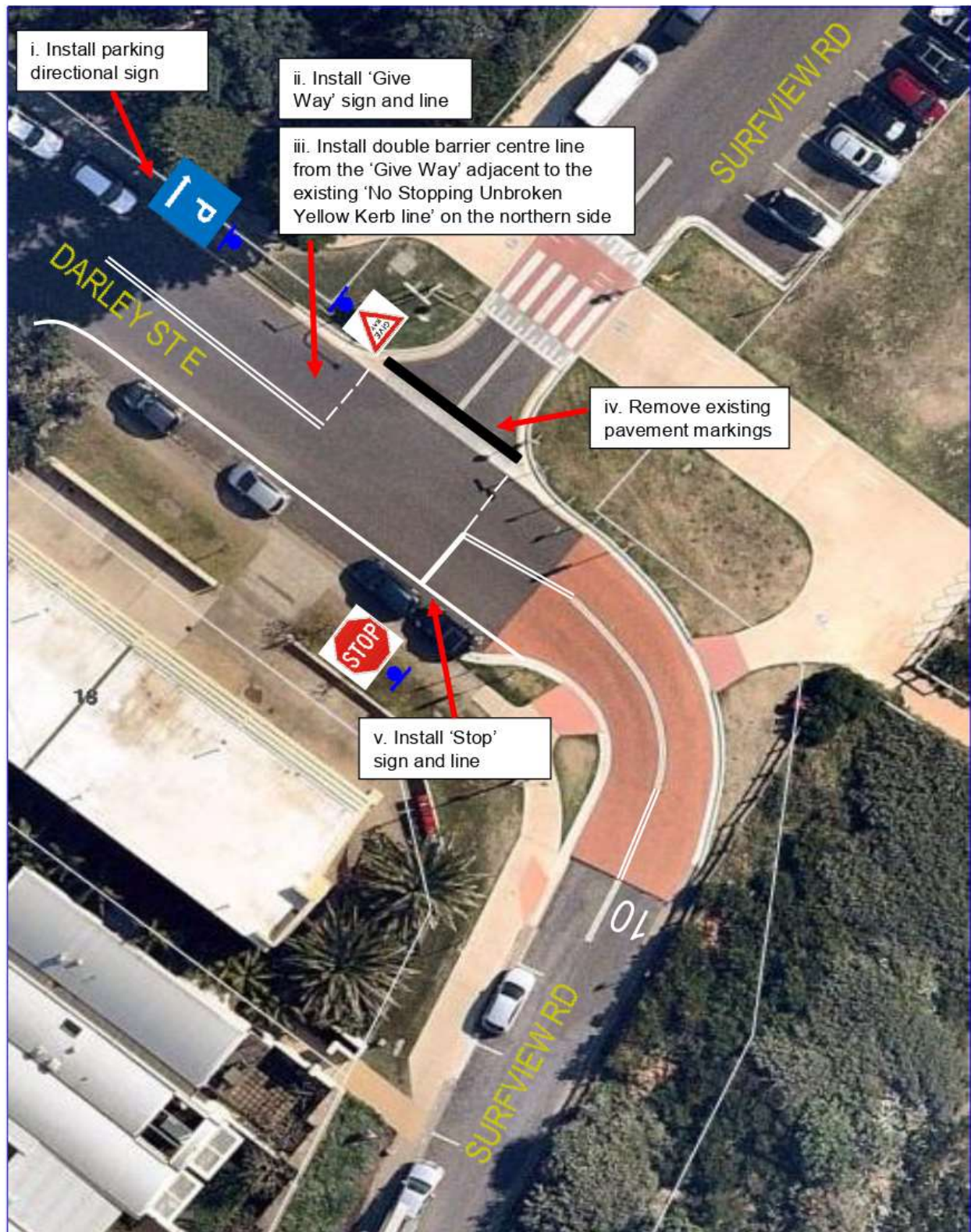
CONSULTATION

Consultation letters have been distributed to 180 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 parking directional sign on Darley Street East, at Apex Park.
- B. Installation of 'Give Way' sign and line on Darley Street East, at Apex Park.
- C. Installation of double barrier centre line from the 'Give Way' adjacent to the existing 'No Stopping Unbroken Yellow Kerb line' on the northern side of Darley Street East.
- D. Removal of existing pavement markings on Surfview Road at the northern side of the intersection.
- E. Installation of 'Stop' sign and line on Surfview Road at the eastern side of the intersection.



PROPOSAL

Darley Street East & Surfview Road, Mona Vale
Intersection Priority Amendments

Drawn KT

Approved *P. Devon*



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council

Table of Consultation

Address	Surfview Road, Mona Vale
Proposal	Intersection Priority Amendments

Properties Consulted	180
Responses Received	8
Support	2
Do Not Support	6

Issue	Resident Comment	Council Response
Intersection	Already have to wait for traffic to move off Surfview Road to get out of our driveways and now Council proposes we stop again whilst exiting and again entering our street to allow beach traffic the right of way at a T intersection	Amending the intersection priorities will assist with diverting east bound traffic along Darley Street East into the Mona Vale Beach carpark and not down the No Through Road section of Surfview Road. A parking space has been removed to assist with vision for vehicles exiting this driveway
Vehicles	Biggest threat to life in Surfview Road is risk of speeding vehicles, people walking down the road, people getting into/out of their parked vehicles being hit by passing vehicles. Lack of enforcement of speed limit. Confusion caused by current signage strategy and inadequate separation	Surfview Road has recently been converted into a 'Shared Zone' with a speed limit of 10km/h. Police can be contacted to assist with speeding vehicle concerns. Council is continually investigating ways to improve driver behaviour
Signage	Twenty-one street signs in approx 120m length of Surfview Road and you are proposing another 2- 3.	Signage has been reviewed and duplicate signage will be removed when contractor installs intersection amendments
Driver Vision	Does not address the problem of lack of vision from vehicles at the entry to the cul-de-sac. Two signs do not make the crossings safer for pedestrians. Inconsistent use of signs may cause confusion for drivers. Existing stop sign is logical. Widen the corners. Move the orange markings and pedestrian crossing further north on Surfview Rd	Vehicles will slow down as they are approaching the 'Shared Zone' due to the Give Way (if travelling from Darley Street East) or the left turn (if travelling from Surfview Road). Narrow road widths tend to slow vehicles down. The orange pavement markings are a requirement upon entry to a 'Shared Zone' and cannot be relocated
Vehicle queuing	There is a high probability that if vehicles are queuing to enter Surfview Rd cul-de-sac and there are cars stopped at the new stop sign on exit there will be a log-jam with no-one able to progress nor reverse	Council will monitor and could re-consult to remove on-street parking so there will be no vehicle queuing. There will be a vehicle storage capacity of approx 30m from the Stop sign
Movement of infrastructure	Consider the longer term advantages of a roundabout. Move the pedestrian crossing from the entry to Surfview Road (north)	Following installation, Council will continue to monitor. At this stage, it is likely a roundabout at this intersection will encourage more cars to travel the No Through Road section of Surfview Road. A pedestrian crossing is not required in a 'Shared Zone'

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

Traffic Count Summary Report

Count Number	8536	Ref :	NBCHS
Street	SURFVIEW ROAD, MONA VALE : Between CARPARK CUL-DE-SAC & DARLEY STREET EAST (bidirectional) :		
Location	Near Darley Street East, House No. 18 on No Stop Sign		Carriageway

TOTAL COUNT MATRIX	Start Date	28-MAR-20	Weekly 50th Percentile Speed	19
	Start Time	1200	Weekly 85th Percentile Speed	27
	Duration	7 DAYS	Five Day AADT	532
	Interval	1 HOUR	Seven Day AADT	586

	MON 30TH	TUE 31ST	WED 1ST	THU 2ND	FRI 3RD	SAT 28TH / 4TH	SUN 29TH	5 Day		7 Day	
								Total	Average	Total	Average
Midnight - 1am	0	2	1	0	0	0	0	3	1	3	0
1am - 2am	0	0	1	0	0	0	0	1	0	1	0
2am - 3am	0	0	0	0	0	0	0	0	0	0	0
3am - 4am	0	2	2	1	0	1	0	5	1	6	1
4am - 5am	4	0	0	2	0	0	0	6	1	6	1
5am - 6am	1	1	5	3	5	2	0	15	3	17	2
6am - 7am	21	12	10	24	22	10	16	89	18	115	16
7am - 8am	27	39	25	49	67	34	50	207	41	291	42
8am - 9am	25	21	31	35	53	52	61	165	33	278	40
9am - 10am	50	32	25	30	52	55	79	189	38	323	46
10am - 11am	50	40	27	42	39	55	64	198	40	317	45
11am - Midday	39	37	34	37	63	58	54	210	42	322	46
Midday - 1pm	52	49	38	54	41	69	77	234	47	380	54
1pm - 2pm	29	34	51	47	37	72	60	198	40	330	47
2pm - 3pm	41	52	29	44	34	68	68	200	40	336	48
3pm - 4pm	59	47	41	37	60	74	54	244	49	372	53
4pm - 5pm	59	58	53	47	66	51	73	283	57	407	58
5pm - 6pm	49	72	36	41	33	74	42	231	46	347	50
6pm - 7pm	34	23	31	13	19	6	20	120	24	146	21
7pm - 8pm	9	8	5	3	6	6	13	31	6	50	7
8pm - 9pm	3	8	3	0	6	2	7	20	4	29	4
9pm - 10pm	2	4	0	0	0	2	1	6	1	9	1
10pm - 11pm	0	0	2	0	0	12	0	2	0	14	2
11pm - Midnight	0	2	0	0	0	1	0	2	0	3	0
Total	554	543	450	509	603	704	739	2659	531	4102	586

ITEM 4.3	PITT ROAD, NORTH CURL CURL - NO PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/217971
ATTACHMENTS	1 Pitt Road, North Curl Curl - Plan 2 Table of Consultation

GEOCODES: -33.76272, 151.29596 and -33.76291, 151.29749

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles reducing available road width, visibility and traffic flow for vehicles travelling along Pitt Road.

LOCATION

- Pitt Road (between Griffin Road and Robertson Road) is a two-way collector road.
- Between Griffin Road and Huston Parade, parking is not restricted, except the section adjacent to Griffin Road intersection with double unbroken centrelines.
- From No.34 Pitt Road to No.28 Pitt Road, the total road width reduces from 10.5m to 7m.
- There is no parking restriction between Huston Parade and No.28 Pitt Road.
- There is a current No Parking restriction on the north side of the road between No.28 Pitt Road and Robertson Road.

ISSUES

- Parked vehicles on the south side of the road limit access for the intersection of Pitt Road and Griffin Road, as only one trafficable lane is available to queue. The available road width for traffic travelling in two directions, with parked vehicles on both sides, is only 5.3m.
- Parked vehicles outside No.30 and No.32 Pitt Road reduces the available road width further down to only 4m, which forces vehicles to pull over to give way to each other when approaching this section from opposite sides.

PROPOSAL

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

- Implement a No Parking restriction which applies 8 am to 6 pm adjacent to the intersection, and
- Implement a No Parking restriction in front of No.30 and No.32 Pitt Road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

- Consultation letters have been distributed to 42 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 9 submissions were received during the time of consultation with 4 submissions supporting and 5 objecting to the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Implementation of a No Parking restriction which applies 8am to 6pm adjacent to the intersection with a reduced length, and
- B. Implementation of a No Parking restriction in front of No.30 and No.32 Pitt Road.

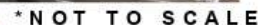


Table of Consultation

Address	Pitt Road, North Curl Curl
Proposal	No Parking

Properties Consulted	42
Responses Received	9
Support	4
Do Not Support	5

Issue	Resident Comment	Council Response
Lack of parking	Daytime parking is required to work from home and visitors/No parking on North side instead	Most homes have off-street parking. Safety issues outweigh the convenience. This proposal aims to provide ease for westbound traffic queuing at the intersection, and No Parking on the north side cannot facilitate this purpose.
Road safety	Dangerous for children/Speeding/Speed bump/Roundabout	Council encourages residents to report speeding offences to the police, and will monitor the conditions, then may take action accordingly.
Road width is enough	It is drivers who think they need to drive in the middle of the road	The available road width cannot reach 3.2 metres and this will make drivers unsure if they can pass safely.
12P parking restriction	12P restriction should apply to campers and trailers	Council will continue to monitor the conditions and may take action accordingly.
Direction of travel	It is dangerous for residents to reverse out from driveways	Council encourages residents to travel in a forward direction and practice caution.
No Parking for entire day	No Parking should apply 24 hours	Council will continue to monitor the conditions and may take action accordingly.

ITEM 4.4	NENAGH STREET, NORTH MANLY - NO PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/245059
ATTACHMENTS	1 Nenagh Street, North Manly - Plan 2 Table of Consultation

GEOCODES: -33.77564, 151.27404

REPORT

BACKGROUND

Council has received concerns from the Waste Services Team and local residents regarding access difficulty for waste collection vehicles, when vehicles park along the street at Nenagh Street, North Manly.

LOCATION

- Nenagh Street is a no through road that intersects Waiwera Avenue (which is a No Through Road as well).
- The north end of Nenagh Street is a cul-de-sac of 5m in width, carrying very low volumes of traffic for local residents only.
- Adjacent land uses consists of low to medium density housing.
- There is no bus route that services Nenagh Street.
- There is not footpath on Nenagh Street between Waiwera Avenue and the cul-de-sac.
- There is no 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 and other large vehicles to manoeuvre.
- Council's Waste 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 waste collection vehicles.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the installation of a part-time No Parking restriction on Nenagh 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 5 submissions were received during the time of consultation with 3 submissions supporting and 2 objecting to the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of “NO PARKING 8 AM – 5PM WEDNESDAY” restriction on Nenagh Street, North Manly



PROPOSAL

Nenagh Street, North Manly
No Parking


DRAWN	YR	APPROVED	
LAYOUT	1 OF 2	REVISION NO.	A
		DATE	4/Mar/2021

Table of Consultation

Address	Nenagh Street, North Manly
Proposal	No Parking

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

Issue	Resident Comment	Council Response
Suggestion of a different time	Suggested 5pm Tue - 5pm Wed, 4P other times.	8am - 5pm Wednesday has been requested by Waste Operations. Council has no intention to extend restrictions until the proposal has been installed and reviewed.
Suggestion of a full time No Parking restriction	Suggested full time No Parking restriction from street number 6 - 12 and 18 - 22.	Council will continue to monitor the conditions and may take action accordingly.
Suggestion of No Stopping		A No Stopping restriction would be unnecessary for garbage truck access, but Council will continue to monitor the enforcement of No Parking and may increase the restriction accordingly
Increased congestion	More cars will be parked at the bottom of the street.	Most homes have off-street parking on this street. This proposal will encourage residents to park on their own properties.
Visual pollution	Suggested less signs at different locations.	The number and locations of the signs were decided in a purpose to be visible and enforceable. Council will consider installing yellow lines instead if, in the near future, this No Parking restriction can be upgraded to full-time.

ITEM 4.5	VERONA STREET NORTH NARRABEEN - INSTALLATION OF 12P TIME PARKING RESTRICTION.
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/249905
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.708130, 151.294820

REPORT

BACKGROUND

Council has received a request from a local resident requesting to install time parking restrictions, due to parking of trailers and boats for long duration on Verona Street that has caused a shortage of parking spaces for the residents and the business holders of the area.

LOCATION

Verona Street is a local road of 7.5m in width, carrying medium volumes of two-way traffic. Verona Street intersects Rickard Road at its southern side and it intersects Gondola Street at its northern side. There are no parking restrictions on the western side of Verona Street, however, no parking restriction is allocated for the eastern side of this street. There is a bus route that services Verona Street.

ISSUES

Parked vehicles, trailers and boats along Verona Street create a shortage of parking spaces for the residents and the business holders of the area who are not able to park their vehicles along Verona Street.

PROPOSAL

Council has undertaken a review of the location and proposes the installation of 12P time parking restrictions (6am to 8pm, EVERYDAY) along the eastern side of Verona Street starting from the existing No Stopping (L) sign at the frontage of No.12 Verona Street and ending to the 90° angle parking spaces at the frontage of No.9 Verona Street.

- Installation of 12P time parking restrictions (6am to 8pm, EVERYDAY) along the eastern side of Verona Street starting from the existing No Stopping (L) sign at the frontage of No.12 Verona Street and ending to the 90° angle parking spaces at the frontage of No.9 Verona Street.
- The proposal will help to create more availability of 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 37 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 6 submissions were received with no objections and 6 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 12P time parking restrictions (6am to 8pm, EVERYDAY) along eastern side of Verona Street starting from the existing No Stopping (L) sign at the frontage of No.12 Verona Street to the 90° angle parking spaces at the frontage of No.9 Verona Street.




PROPOSAL



**Verona Street North Narrabeen
Installation of 12P Time Parking Restriction**

Drawn: A.S.H

Approved 



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<u>Table of Consultation</u>		
Address	<u>Verona Street, North Narrabeen</u>	
Proposal	<u>Installation of 12P time parking restriction</u>	
Properties Consulted	37	
Responses Received	6	
Support	6	
Do Not Support	Nil	
Issue	Resident Comment	Council Response
Lack of Visibility	Trailers are very difficult to see past when exiting the building car park, creating traffic sight hazards.	The proposal will prevent parking of trailers for longer periods of time and more visibility will be provided accordingly.
Lack of Parking	There are locals that are parking their trailers on that street and limiting the amount of street parking.	Installation of 12P time parking restriction will help to create more parking spaces available for other vehicles.

ITEM 4.6	PARK STREET- NARRABEEN - INSTALLATION OF NO PARKING, MOTOR VEHICLES EXCEPTED- INSTALLATION OF NO STOPPING YELLOW LINES
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/254945
ATTACHMENTS	1 Plan 2 Table of Content

GEOCODES: -33.720039, 151.296417

REPORT

BACKGROUND

Council has received concerns from local residents regarding parking of boats and trailers on Park Street for long periods of time, resulting in the lack of parking spaces for local residents of the area, in addition to lack of visibility for the exiting vehicles from driveway at No's 68-72 Park Street into Park Street.

LOCATION

Park Street is a local road of 9.5m in width, carrying medium volumes of two-way traffic. Park Street intersects Goodwin Street at its southern side and it intersects Devitt Street at its northern side. There are existing No Stopping zones between Goodwin Street and No.74 Park Street on both sides of this road. There is a bus route that services Park Street.

ISSUES

Parked vehicles, trailers and boats along Park Street causes lack of parking spaces for the residents of the area and creates unsafe conditions for the passage of long vehicles and buses, in addition to lack of visibility for the exiting vehicles from driveway at No's 68-72 Park Street into Park Street.

PROPOSAL

Council has undertaken a review of the location and proposes the installation of 25m of "No Parking, Motor Vehicles Excepted" restrictions on either side of Park Street, between the existing No Stopping restriction on the pedestrian crossing up to No.74 Park Street, in addition to the installation of a 3m No Stopping yellow line on the northern side of the driveway No.74 Park Street and the installation of statutory No Stopping yellow lines of 20m each at the intersection of Devitt Street and Park Street.

- Installation of "No Parking, Motor Vehicles Excepted" along both sides of Park Street between the existing No Stopping restriction on the pedestrian crossing up to No.74 Park Street.
- Installation of a 3m No Stopping yellow line on northern side of the driveway No.74 Park Street.
- Installation of statutory No Stopping yellow lines of 20m each at the intersection of Devitt Street and Park 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 58 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 11 submissions were received with 5 objections and 6 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 25m of NO PARKING, MOTOR VEHICLES EXCEPTED” along both sides of Park Street between the existing No Stopping restriction on the pedestrian crossing up to No.74 Park Street.
- B. Installation of a 3m No Stopping yellow line on northern side of the driveway No.74 Park Street.
- C. Installation of statutory No Stopping yellow lines of 20m each at the intersection of Devitt Street and Park Street.



PROPOSAL



**Park Street NARRABEEN
Installation of "No Parking
Motor Vehicles Excepted" Signs.**

Drawn: A.S.H

Approved





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Table of Consultation

Address	<u>Park Street, NARRABEEN</u>
Proposal	<u>Installation of No Parking Motor Vehicles Excepted</u>

Properties Consulted	58
Responses Received	11
Support	6
Do Not Support	5

Issue	Resident Comment	Council Response
Lack of Parking	The parking in Park Street only became an issue when water vehicles (boat and Jet Ski) together with another trailer were parked on a permanent basis in front of 68-72 Park Street.	Council proposes the installation of NO PARKING, MOTOR VEHICLES EXCEPTED restriction that it will provide more parking spaces available for motor vehicles.
Lack of Safety	There is also a safety issue here concerning school children from Narrabeen Lakes Primary School and therefore the Council needs to address this matter urgently.	The proposal will resolve the issue by removing boats and trailers and providing more safety for passage of vehicles accordingly.

ITEM 4.7	VILLAGE PARK CARPARK, PARK STREET, MONA VALE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/264278
ATTACHMENTS	1 Village Park Carpark, Park Street, Mona Vale - Plan 2 Village Park Carpark, Park Street, Mona Vale - Community Engagement Report

GEOCODES: -33.675836, 151.304200

REPORT

BACKGROUND

Mona Vale is a Strategic Centre and car parking is in high demand every day of the week. The Village Park carpark, on the corner of Park Street and Pittwater Road, has 38 car parking spaces, 14 of which are currently reserved on weekdays for vehicles displaying a special Council issued parking permit. The remaining spaces for the public are 3P 7AM-6PM (MON-FRI)/ 2P 7AM-6PM (SAT-SUN & PUBLIC HOLIDAYS).

With the move of staff to Dee Why, Council permit holder spaces can be reduced. Four dedicated parking permit spaces will remain for Council vehicles for business operation purposes.

LOCATION

- This section of Park Street is a High Pedestrian Area with a speed limit of 40km/h
- This section of Pittwater Road has a speed limit of 60km/h
- The area mainly consists of businesses and civic facilities, with one mixed residential and business building opposite the carpark.
- Mona Vale Library and Memorial Hall are located adjacent to the carpark, as well as Village Park
- This section of Park Street has the 155, 156, 196, 197 and special 1B Bus Routes

ISSUES

- The community has raised concerns regarding time restrictions as the area has mixed facilities that require varying times. Initially, Council proposed 2P parking for all spaces, but now there will be a mixed 2P and 3P following the comments received.
- The community has raised concerns regarding future EV parking spaces. A separate community engagement and report will be made in regard to this.

PROPOSAL

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

- To convert 10 Council permit parking spaces to parking for the public.
- Have the parking spaces along the perimeter of the carpark to be 3P parking (7am-7pm Everyday)
- Have the centre parking spaces to be 2P parking (7am-7pm Everyday).
- New Motor Bike Parking bays in the current No Parking hatched zone.
- Retain 4 Council permit parking spaces.

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

Community engagement was conducted with the surrounding businesses in Park Street and Bungan Street. A total of 1,340 people were engaged with 92 submissions. An engagement report is attached.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. To convert 10 Council permit parking spaces to parking for the public.
- B. Have the parking spaces along the perimeter of the carpark to be 3P parking (7am-7pm Everyday) .
- C. Have the centre parking spaces to be 2P parking (7am-7pm Everyday).
- D. New Motor Bike Parking bays in the current No Parking hatched zone.
- E. Retain 4 Council permit parking spaces.



CRM SIGN2021/0795	TASK T399871	C/479/ 6122
INITIAL CRM/TRIM NA	Sent Date 06/04/2021	

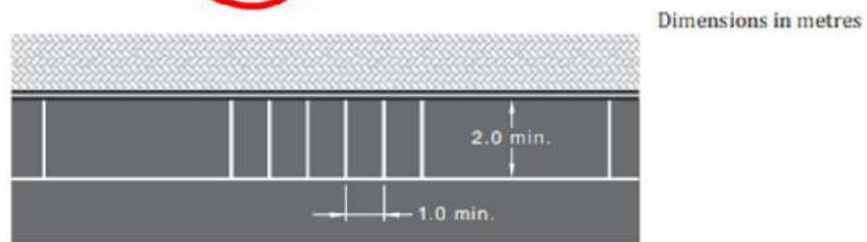
PROPOSAL

Village Park Carpark
Park Street, Mona Vale

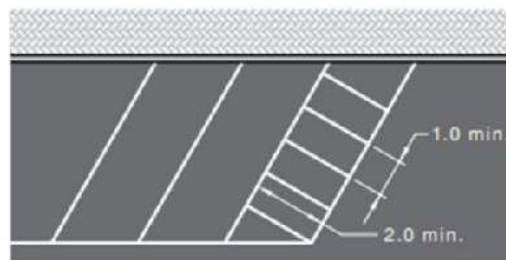
Drawn: JO

Approved *P. Levan*

CRM SIGN2021/0795	TASK T399871	C/479/ 6122
INITIAL CRM/TRIM NA	Sent Date 06/04/2021	






(a) Parallel parking zone



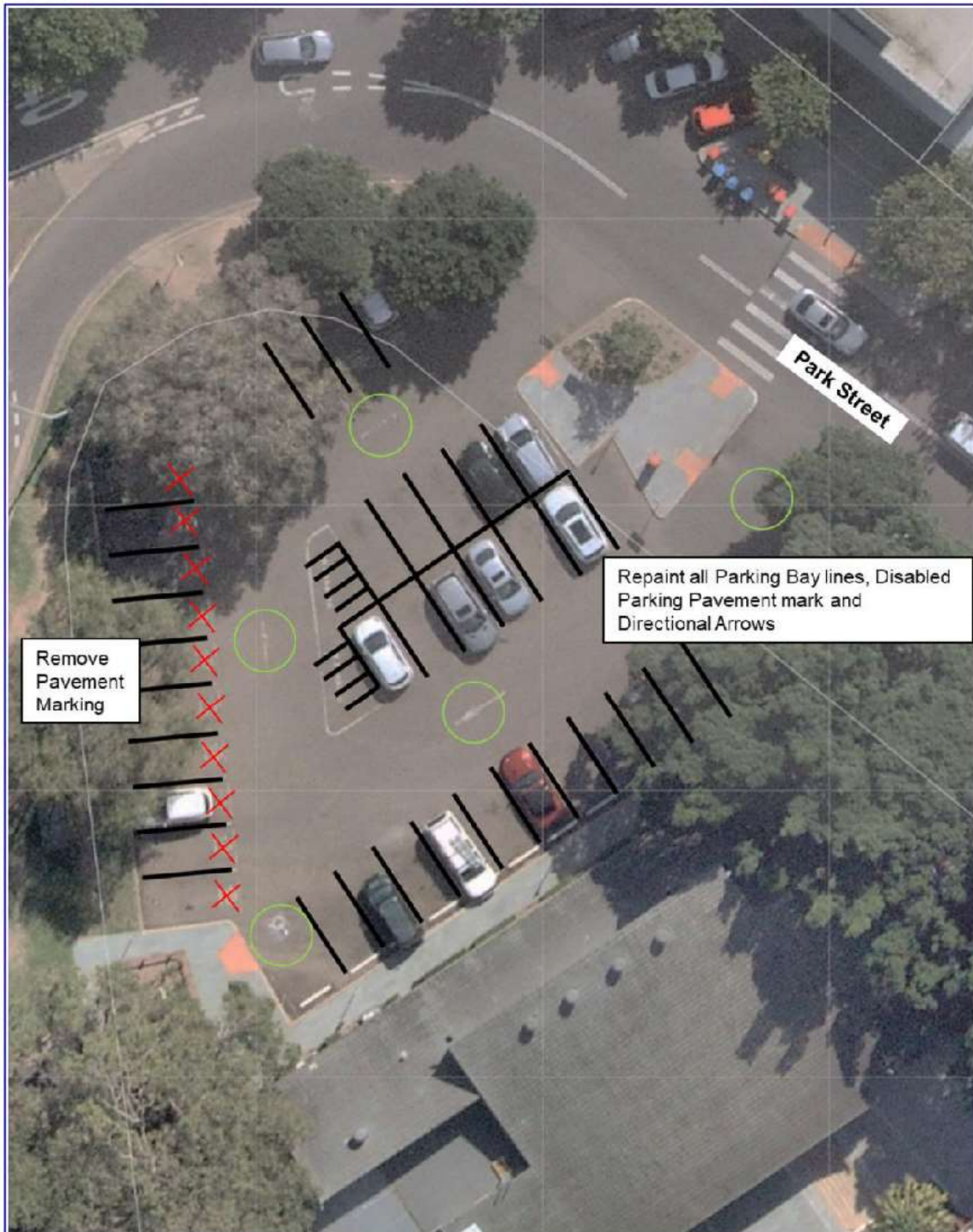
(b) Angle parking zone (see Note)

NOTE In angle parking zones, only car spaces at the ends can be converted, and then only if roadway crossfall is not too steep.

	PROPOSAL		 northern beaches council
	Village Park Carpark Park Street, Mona Vale		
	Drawn: JO	Approved 	



CRM SIGN2021/0795	TASK T399871	C/479/ 6122
INITIAL CRM/TRIM NA		Sent Date 06/04/2021



PROPOSAL

Village Park Carpark
Park Street, Mona Vale

Drawn: JO

Approved



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Community and Stakeholder Engagement Report

Mona Vale Village Park Carpark Changes (Stage 1 of 1)

Impact level: Four

Report date: 23 December 2020

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1. Summary¹

Project Title	Mona Vale Village Park Carpark Changes
Impact Level	4
Stage(s)	1 of 1 stage
Report Period	6 November 2020 to 3 December 2020
Version	2.0
Status	Final

This report outlines the community and stakeholder engagement conducted as part of the Mona Vale Village Park Carpark Changes project. The consultation period was from 6 November 2020 to 3 December 2020.

The key themes that emerged from the community engagement included the change in time restrictions, future electric vehicle parking/charging spaces and motorbike versus accessible spaces.

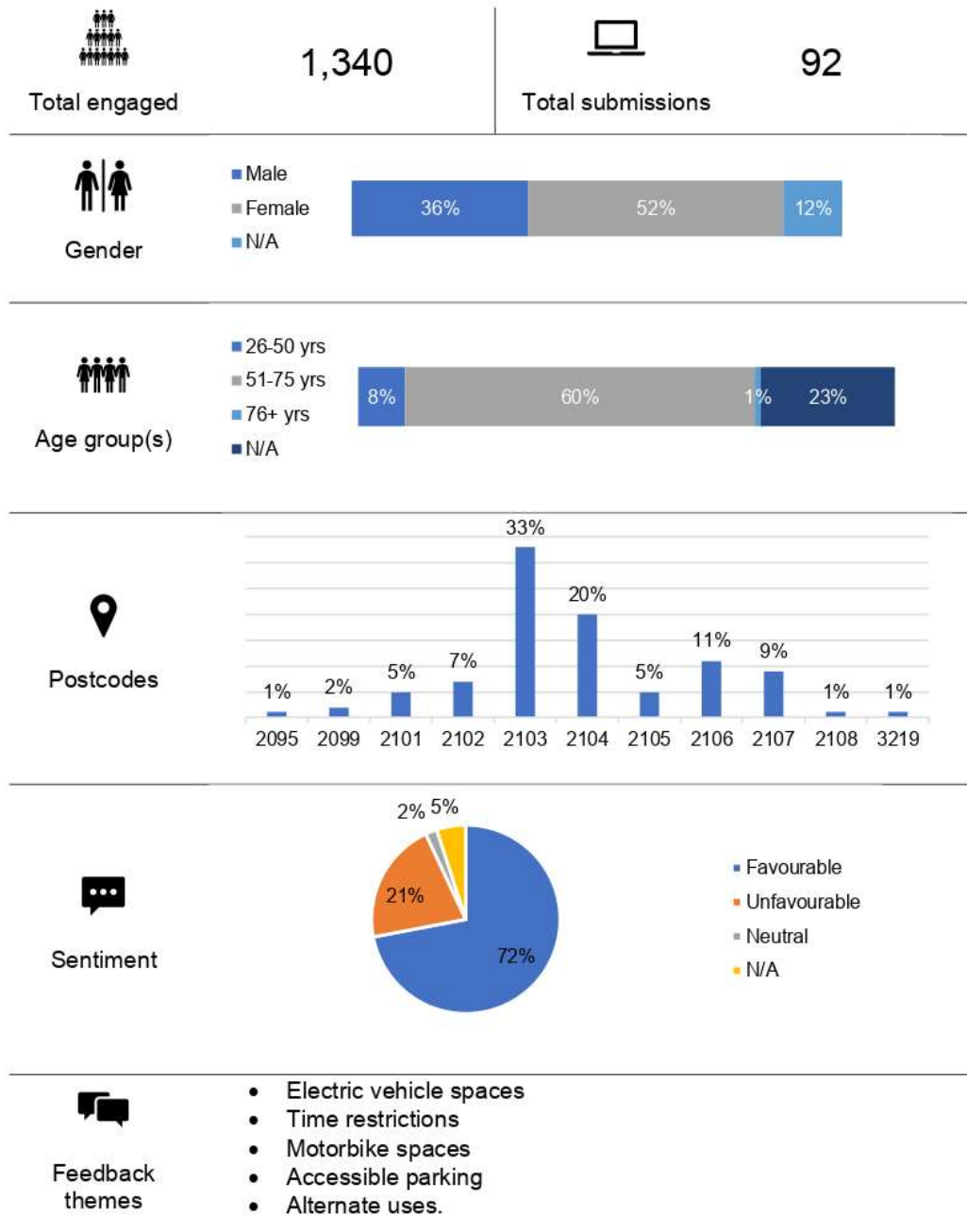
There were many positive comments which acknowledged that Mona Vale is a busy commercial precinct and parking spots can be difficult to find. The removal of the Council staff parking and increasing the number of general use spaces was considered in the comments as a positive change.

In addition, there were respondents who felt that there should be more accessible car spaces provided. Other comments said there were too many motorbike spaces and some of these could be converted to accessible spaces.

There were many comments and mixed feelings about the potential future electric vehicle (EV) parking/charging stations. Many responders didn't think there was a need for dedicated EV parking spaces, believing that all spots should be for general use, while a few comments were supportive of being environmentally conscious and believing it would encourage EV purchases in the future.

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

1.1. Who we engaged



1.2. How we engaged

 Have Your Say	Visitors: 1,340	Visits: 1,555	Average time onsite: 1m10s
	<hr/>		
 Collateral	Site signs: Yes		Number: 6
	Flyers distributed to businesses:1		Number:100
<hr/>			
 Electronic direct mail (EDM)	Council eNews: 1		Distribution: Approx. 150 000
	Community Engagement newsletter: 2		Distribution: Approx. 20,000
<hr/>			

2. Background

Mona Vale is a Strategic Centre and car parking is in high demand every day of the week. The Village Park carpark, on the corner of Park Street and Pittwater Road, has 38 car parking spaces, 14 of which are currently reserved on weekdays for vehicles displaying a special Council issued parking permit.

With the move of staff to Dee Why, there is no requirement for Council to continue to provide that number of permit holder parking spaces. Four dedicated parking permit spaces will remain for Council vehicles that require parking in this carpark for business operation purposes.

3. Engagement objectives

- Provide accessible information so community and stakeholders can participate in a meaningful way (inform)
- Identify community and stakeholder concerns, local knowledge and values (consult)
- Communicate to community and stakeholders how their input was incorporated into the final design (inform).

4. Engagement approach

Community and stakeholder engagement for the Mona Vale Village Park Carpark Changes project was conducted over a four-week period, from 6 November 2020 to 3 December 2020. The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017). A documented engagement approach is outlined in the Mona Vale Village Park Carpark Changes Community and Stakeholder Engagement Plan (September 2020).

Project details, concept plan of the proposed changes and a submission form were included on the Council's [Have Your Say page](#). It provided a portal for users to visit, find information to support their engagement and offer feedback.

The project was included in the Community Engagement and Council's e-newsletters to reach a wide cross-section of the community. With a distribution list of over 20,000 and 150,000 respectively, these channels provided maximum awareness of the project.

Mona Vale businesses were identified as key stakeholders and flyers were distributed to adjacent businesses to maximise awareness and provide accessible opportunity to comment.

Corflute signs were installed in and around the project site to reach visitors to the site, local residents and users of the Mona Vale Memorial hall and Library.

5. Findings

Theme	What we heard	Response
Electric vehicle (EV) spaces	<p>The comments regarding electric vehicles was mixed.</p> <p>Many responders didn't think there was a need for dedicated EV parking spaces, believing that all spots should be for general use.</p> <p>There were some supportive comments on EVs, believing it would encourage EV purchases in the future.</p>	<p>For the immediate future the proposed EV spaces will remain as public car spaces. A separate community engagement will be undertaken in the future to consider these spaces. The proposed spaces would include charging points.</p>
Changed time restrictions	<p>Numerous comments thought the parking restrictions should remain at 3 hours to allow time for people to attend activities in the Memorial Hall, shop, go to restaurants or socialise.</p> <p>Some respondents supported the proposed change to 2hour parking, agreeing that parking is difficult to find in Mona Vale and this would increase turnover of spaces.</p>	<p>Council will amend the current plan to have 2P parking in the centre spaces and 3P along the edges of the carpark.</p>
Motor bike spaces	<p>While there were many comments supporting the motorbike parking spaces, several responses queried the need for seven spaces for motorbikes and requested a reduction in that number.</p>	<p>The proposed motor bike spaces are to utilise the current No Parking Hatching within the carpark. This means that no car spaces would be lost. Council also previously received requests for additional motor bike spaces so that motorbikes wouldn't need to occupy car spaces.</p>
Accessible car spaces	<p>Several comments thought there should be more accessible parking spaces or some of the motorbike spaces converted to accessible spaces.</p>	<p>The number of accessible car spaces is considered adequate. There is additional accessible spaces available on Park Street as well as the underground parking at Pittwater Place.</p>
Alternate use - open space	<p>Some responders wanted to remove the carpark entirely and convert it into open space for the community.</p>	<p>The purpose of the proposal was to make use of the existing restrictions to better suit the community and businesses. Almost all of the responders commented that parking is in high demand. Removing the carpark entirely would adversely affect the community and local businesses.</p>

6. Appendix 1: Verbatim community and stakeholder responses*

	Submissions received
1	Great ideas...I think it is a huge improvement. Good to have more parking for community and good to limit to 2 hours per day. Motorbike parking a great idea, as is the proposed electric vehicle spaces.
2	Great to expand the number of available car spaces I still think to have three hour spots is very valid. Gives time to shop, have a hair or beauty or specialist appointment. Two hours sometimes is not enough and I truly think it benefits the whole mona cake community to have longer parking to allow for some intra community activity. I feel very passionately about the ability to engage within the community by having time to participate in the village when necessary. Thank you.
3	I think it should be 3 hours.
4	This makes sense given the special council parking spots seem to be mostly empty all of the time.
5	Excellent idea
6	It is pleasing to see that 10 of the parking spaces reserved for Council which are presently rarely used, will be released for general community parking. However, there are many groups who rent the Memorial Hall and the small meeting room for two hour sessions, and many of these are older, with limited mobility. The present 3 hour parking in this carpark from experience appears to provide regular turnover. While this turnover rate would not change significantly if reduced to 2 hours, it would greatly impact on these regular users who would have no alternative for a three hour parking timeslot except Cole's or Woolworth's parking lots, requiring considerable walking distance to and from the Memorial Hall. It would be appreciated if their needs could be considered, and the 3 hour parking allowance with 10 more spaces retained.
7	Electric Vehicles should get no special consideration here. They are already heavily subsidised and pay no petrol tax that goes to road maintenance and the weight of the batteries in them makes them disproportionally heavy in relation to their size. There are some arguments that would consider the petroleum/electric hybrid vehicles not to be electric vehicles and there will be a very large manufacturer uptake of this hybrid form until the short travel range of pure electric vehicles is solved. Many major european car manufactures are now starting to turn their attention to hybrids as they offer a product that cannot be stranded with a flat battery placing their passengers and potentially other road users in potential danger. Properly designed hybrids offer vastly improved fuel mileages, since the generator is run by an engine optimised to run at maximum efficiency because it runs at a constant usually invariant speed. Some ultra high speed hydrocarbon powered turbine driven generators have been postulated by some makers in Japan. I'd suggest electric vehicles have a long way to go before they reach the infancy of their technology. We will have many scrapyards full of them over the next 10 years as the technology matures. Even spending large sums on charging stations based on present technology will be backing a sure loser.

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

	Submissions received
8	I support the proposal
9	Why are the council designated parking spaces required everyday. Should they not be applicable at the weekend
10	Hi, the changes look good. Great that you've included motorcycle parking and space for charging electric cars. We've stopped even looking for a park in there as was never anything available, but maybe with 10 more carparks and 2hr car parking it will become an option again.
11	Unless there are proposed re-charging outlets I do not see any need for special places for electric vehicles. If you are proposing to install re-charge outlets, who pays for them? It certainly should not be the rate payers unless you are installing petrol and diesel bowsers as well.
12	A reasonable compromise. I have always considered the amount of council exclusive car parking spaces at that location excessive.
13	I support the changes as proposed. It will free up under utilised spaces for the benefit of the wider community. It will also provide increased activity for those businesses located nearby.
14	Good Proposal
15	Brilliant. Anything that increases parking spaces in Mona Vale is much appreciated! I presume a charging station for the electric vehicles will be introduced too? Well thought out with space for motor vehicles too.
16	While the idea of promoting and rewarding residents for driving electric powered vehicles is an idea it is unfair to the people that can not afford or do not have a choice in the type of vehicle they operate. One designated electric car spot is sufficient in promotion. No electric car spots is fair to the general public.
17	Great idea
18	Good idea. The council's reserved parking spaces are never fully occupied when I drive through there.
19	Good on ya. Those council car parks are annoying
20	good idea
21	I support the provision of parking for electric vehicles.
22	Great idea
23	Welcome changes to increase the number of general car parking spots in this location. However, Council car parks should NOT have dedicated spaces for electric vehicles only. Everybody in the community should be able to use the council carparks. Who would be paying for the set up of these anyway, and the electricity cost to operate?

	Submissions received
24	Agree entirely with this proposal. Park Street is a very busy area for traffic and parking during business hours, and this will only increase after business hours as well with the new restaurant/cafe strip at Pittwater Plaza, already finished and waiting for a end of Covid opening. Being in and around that area, nearly on a daily basis, it is not uncommon to see the majority of these Council dedicated parking spaces vacant, and this for most of the day. To overcome this waste of valuable parking, the plan to increase public parking, and with a two hour limit, has my full agreement.
25	Assuming the proposed electric vehicle parking spots will be equipped with charging facilities I think the 2 spots should be expanded to at least 4. I do not have an electric nor hybrid car. What puts me off is the lack of charging spots and restricted range. If electric vehicles become more popular there will be increased demand for facilities. I expect it would be cheaper to install 4 now rather than 2 now and another 2 later.
26	Yes - I am supportive of the proposal and having more spaces for the community, and capping the council vehicles to only 4 spots.
27	Great idea!!
28	A great idea!! We have been asking for this since the before your amalgamation.
29	This looks a much better idea than the empty permit held car spaces [especially since Covid]
30	can you please provide some 3 hr parking spaces (same as currently) which would enable us to spend more time in restaurants/cafes
31	Agree with motorbike parking but only needs to be 3 positions. The section for 4 motorbikes to be set aside for another ""Disability Parking"" position. This is badly needed. The future electric vehicle parking is totally unnecessary and should be for any vehicle.
32	Agree with this
33	I do not support this proposal as the council should be encouraging cycling and building more green spaces rather the more spaces for cars. What about putting on a space for car sharing services such as go get. The only part of this proposal that has merit is the electric vehicle spaces with only two spaces completely in adequate.
34	This is a great idea. Every single day most of those spots are empty and they are always in demand. Please do this as soon as possible
35	You have got my full support of the suggested changes. Please reduce the number of reserved Council parking and increase community parking. We'll done for pushing this one!
36	The four parking bays for council use should be publicly accessible on weekends (same as the normal 2P parking)
37	Great Idea. Thank you.
38	Good changed, however keep it to 3 hours parking

	Submissions received
39	I think this is a good idea and a positive move. Parking spots in Mona Vale is scarce. So often those car spaces near the library and reserved for council workers are empty during the day.
40	Great idea. Thank you
41	Excellent idea
42	Remove all car spaces and replace with a nature park. This would make up the area of village green park lost to the bus stop on Barrenjoey road. Then people can catch the bus to enjoy the new park.
43	Good to see more parking available for the community.
44	Good to see more parking available for the community.
45	I agree with all of the suggestions but feel the proposed electric vehicles would be better served for general parking
46	Sounds like a very good idea to me.
47	Totally supported on all counts. Demand is always strong and getting stronger. The EV initiative is an excellent idea
48	Sound good ... hope this idea supported ... thankyou
49	Two hours is insufficient if I wish to study in the library so I would appreciate the current times to remain. More parking for the community would be great as many of the restricted spots empty when I am there.
50	I hope this will allow enough parking for Council. I volunteer with the Library every 2nd Wednesday to deliver books to people at home not able to come to the Library. This involves bringing 2 trolleys with bags of books to load into my car and the same at the other end of the trip when I trolley back the returned bags of books. I use a Council Car space for approximately 20minutes each time. I have a sign that I put on my Dash from the Library to say what is happening. I couldn't do it if I didn't have accessible Car Parking.
51	I agree with most of the changes. I strongly disagree with provisions for electric vehicles. Firstly they do not pay a fuel excess. Secondly the cost of these vehicles is usually the domain of higher income owners...ie why would a Tesla vehicle costing approx \$200,000 which is well above the average Northern Beaches residents ability to own and and get preferential parking. I would also suggest there is a need for more disabled/senior parking than electric vehicle parking. It sounds like a very green idea but it actually is almost offensive. I don't mean to be offensive...parking around MV is very tight...specialised parking should be kept to those residents who need assistance with distance.
52	Yes a great idea as parking in Mona Vale is very limited.
53	Good idea. Parking space is at a premium specially when some have been reserved for taxis on Pittwater Rd
54	Excellent initiative!
55	A very sensible solution

	Submissions received
56	What a great idea... about time!
57	Those spaces are frequently empty, it's a great idea to open them up to the public.
58	It's 8 hour parking that's needed in Mona Vale. Not 2 hour in that spot
59	good thinking
60	a welcome change - it is quite frustrating to enter the park, only to find that the empty spaces are reserved for Council vehicles.
61	Hi, I think the changes are great & 2 hours good compromise. I would be inclined to have 2 mobility spaces although I'm aware there are several more in Park St. Well done
62	I don't think an extra 10 spaces either way really matter. A better result might be to enforce street parking time limits more rigorously via a Ranger who issues tickets to people who selfishly overstay their welcome.
63	I would love to see more disabled parking spots. I work as a carer and my clients like to go for coffee in Mona Vale they're not able to walk long walks.
64	With all the additional units onto of the shops. Residents are parking in normal parking bays through the night and into the mornings. The extra parking here would be good but I feel that more parking is needed.
65	I think that's a great idea!
66	I think whatever you do, more parking needs to be provided, especially as you are building more dwellings. The area is becoming very crowded as more people are moving into the area. Please consider ways to increasing car parking facilities. Also, the field on Pittwater Road for those who are catching the bus to the city or elsewhere is becoming increasingly filled by very early in the morning. If you need to park any later than very early all the spaces have been filled. This also needs to be addressed.
67	A pleasing proposal
68	Great plan! This is a very convenient car park for quick trips to library, pick ups from bus and shopping on the street strip, but often the only available spaces are those currently restricted for council vehicles.

Submissions received	
69	<p>Yet another seemingly piecemeal 'fix' for Mona Vale. Having participated in 'Placemaking' workshops for Mona Vale with the previous Council I simply find this frustrating.</p> <p>Where's the 'big picture' plan that encompasses the entirety of Mona Vale CBD? It must surely exist? Seeing these details in isolation makes no real sense.</p> <p>This part of Park Street should be closed to vehicle traffic. The carpark could then be made back into open space and the community hall could have nice connectivity with an immediately adjacent 'green space' for public events (handy in a COVID world).</p> <p>There is so much more we should be doing to rid ourselves of unnecessary reliance upon cars and their 'uglification' of all our community spaces.</p> <p>Let's not play catch-ups with the rest of the world. Let's set an example for them to follow?</p>
70	Excellent idea!
71	About time after reduction of staff at old council chambers
72	I support the changes - it will facilitate and support businesses in the immediate vicinity.
73	Perfect proposing
74	<p>I love the electric vehicle parking ... will it be possible to recharge there?</p> <p>I think two hours is too short for the pink zone. Three is good. You can do some shopping, have lunch with friends, go to the library and not be panicking all the time about when the parking runs out.</p> <p>Four is a bit excessive for council workers, given the high demand for spaces. Maybe three?</p> <p>Motorbike parking is a great idea.</p>
75	It is great that there will be car spaces freed up from former staffed parks, but the reducing the time to 2 hours will definitely impact on the attendees at the adjacent community centre, especially seniors who attend meetings and activities there every day. This hall is one of our busiest community centres. Could the times please stay at 3 hours?
76	I believe this is a good solution to release the 10 Council Officers special permit parking. However I believe there needs to be an extra Accessible parking spot as the community hall is used extensively and one is not enough.
77	I agree with the increase in public spaces for car parking and the 2 hour limit.
78	why do you need 7 motor cycle spaces?
79	That looks a good option.

Submissions received	
80	Get rid of the Car park entirely and make it open space. Really 38 parking spaces is neither here nor there in the scheme of viable parking places in Mona Vale. Move the children's playground from beside the old library building and make that area the council vehicle car park plus room for the 2 electrical vehicle stations. Or move the dedicated council parking, motor cycle parking and electric vehicle stations opposite the village car park, to the corner of Pittwater Road & Park St and make all 38 parking places in the village car park 1 hour only. Short time parking is essential in a busy shopping precinct like Mona Vale.
81	What is the purpose of the two Electric Vehicle dedicated parking spaces? Is it proposed to incorporate two vehicle charging stations in these spaces? If so, what measures do council propose to prevent normal (petrol) vehicles parking in these bays? Is parking in these bays only for 100% electric vehicles or are any "hybrid" vehicles (any vehicles showing a blue EV triangle on the number plate) permitted to park there? Even if they do not use electric charging e.g. hydrogen powered vehicles?
82	Great plan, with the council offices being in Cromer and parking spots are hard to come by with ever increasing traffic, this is a great option. Motorcycle parking doesn't seem to take away parking spots for cars, which is good as well.
83	I agree with the change in the number of car spots for the car park and the time changes as parking is difficult to find a lot of the time.
84	Parking is in high demand because we lost the parking on the other side of Barrenjoey Road when Council handed it over to Transport NSW for bus travellers only whereas previously it was open to local shoppers. Other parking was also restricted with spots permanently reserved (although rarely occupied) for the Mayor and other council staff. Now you plan to make it even more difficult for local shoppers and shop keepers by limiting the time to 2 hours. Two hours is not long enough and will not encourage people to shop and browse in Mona Vale. They will go to Warriewood Square instead and the shopkeepers in Mona Vale will lose customers.
85	I agree with these changes and congratulate council on allocating more parking spaces without impinging on our much needed open space.
86	Looks good.
87	Scrape the electric car spots. Charging locations should not be in prime locations.
88	I'm pleased to see 2 spaces for electric cars will be included. I assume that means charging stations will be included with these. I'd also like to ask: are there plans to make Bungan Street between the two roundabouts pedestrian access only? It would be marvellous for the village feel of Mona Vale. Currently it's more like a car park.
89	Absolutely agree with this change...commend the inclusion of 2 spaces for electric vehicles and spaces for motorcycles....as we are all aware...parking is always an issue and any extra spaces are a bonus.

Submissions received	
90	<p>I use these car spaces frequently attending events for and with my children at the Memorial hall, the Library, the art studio across the road, Sacred Heart Church, the school (drop off and pick up) and when shopping at many of the local stores. Sometimes I will park in these spots to have lunch, pick up a child and attend one of the above places, so to have 3P parking close to amenities or within a reasonable walk is crucial. I agree with less council spaces if that is what council see its needs are, although I wonder at the reduction of the Disable space (I do not use these, but have experienced how difficult it can be to park if you are not fully able). The addition of so many bike spaces seems like overkill. Could a few be shared to another place in the area? I agree with the electric vehicle parking but I am not aware of how much these would be utilised. In summary, for me, to retain the 3P parking in that area is crucial</p>
91	<p>Agree with Council proposal.</p>
92	<p>It's a shame council didn't have the foresight to create parking under council buildings throughout Pittwater.</p> <p>Parking is becoming more difficult as motor vehicles proliferate and populations increase.</p> <p>I think it's a great idea to free these reserved spaces but think having 2 dedicated for electric vehicles is unfair.</p> <p>Why discriminate, was this idea put forward by an electric car owner?</p> <p>All vehicles should be treated the same regardless of ideology.</p>

ITEM 4.8	KURARA CLOSE TERREY HILLS- INSTALLATION OF NO STOPPING YELLOW LINE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/266813
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.680721, 151.223068

REPORT

BACKGROUND

Council has received a request from local residents requesting the installation of No Stopping restrictions in the cul-de-sac of Kurara Close. This is due to parked vehicles that create lack of visibility and unsafe conditions for the exiting and entering of vehicles from driveways into Kurara Close and vice versa. Additionally, parked vehicles at the abovementioned location creates unsafe conditions for moving and turning garbage trucks.

LOCATION

Kurara Close is a local road of 6.5m in width, carrying low volumes of two-way traffic. This road intersects Jinchilla Road at its eastern side and it ends in a cul-de-sac with a radius of 14.5m at its western side. There is no bus route that services Kurara Close and no parking restrictions have been allocated at the abovementioned location.

ISSUES

- Parked vehicles at frontage of driveway No.3 Kurara Close which is located in the cul-de-sac creates lack of visibility and unsafe conditions for the exiting and entering vehicles from the abovementioned driveway into Kurara Close. Additionally, parked vehicles at the abovementioned cul-de-sac creates unsafe conditions for moving and turning garbage trucks.
- Resident is concerned about the obstruction of vision for the exiting and entering vehicles from driveway No.3 Kurara Close into this road.
- Garbage trucks have difficulties in order to move and turn in the abovementioned cul-de-sac.

PROPOSAL

Council has undertaken a review of the location and issues, and proposes the installation of 30m No Stopping yellow line starting from 5m away of the eastern side of the driveway No.3 Kurara Close and ending to 5m away from the eastern side of driveway No.4 Kurara Close.

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

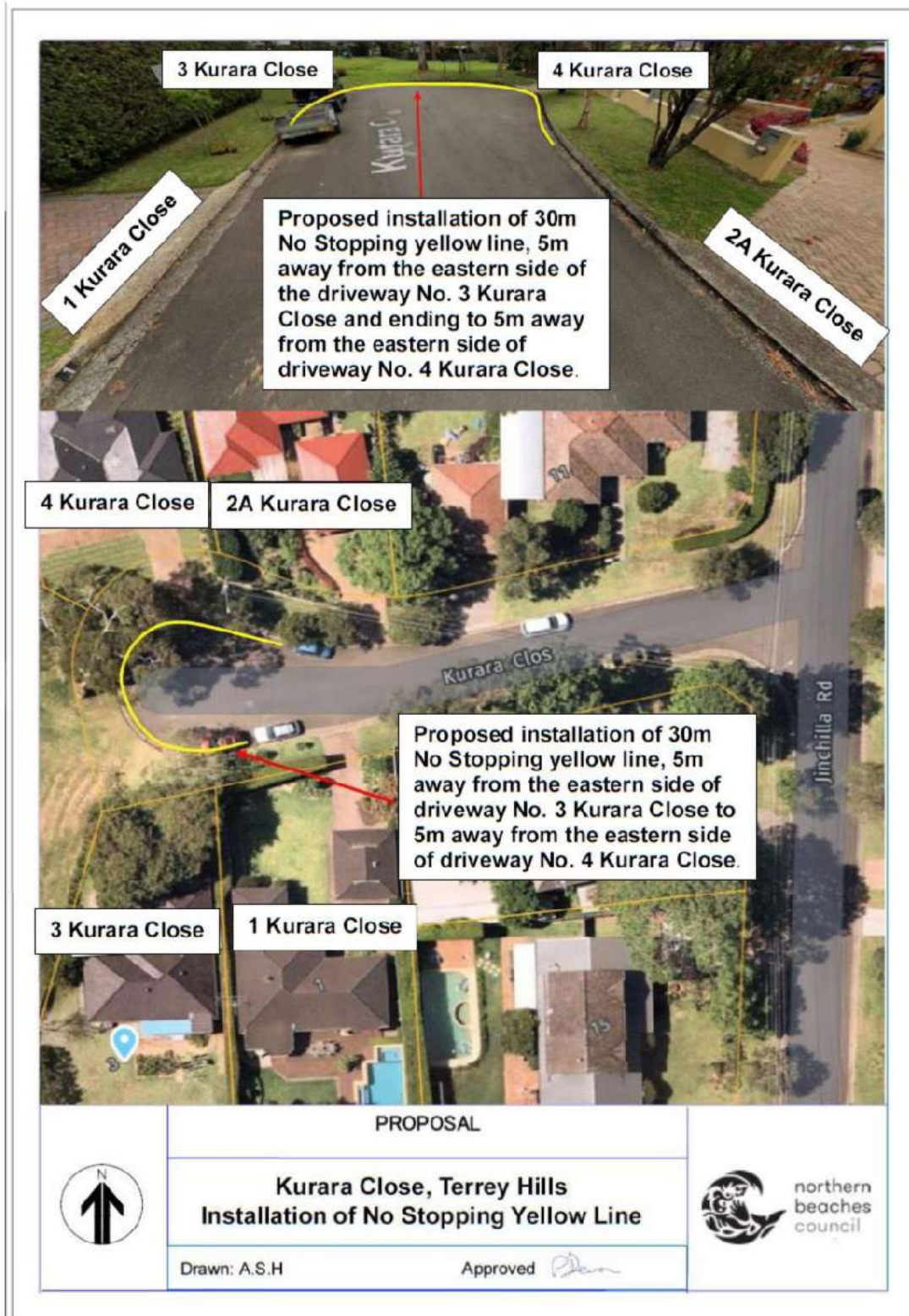
CONSULTATION

- Consultation letters have been distributed to 5 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 3 submissions were received with 2 objections and 1 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 30m No Stopping yellow line starting from 5m away of the eastern side of the driveway No.3 Kurara Close and ending to 5m away from the eastern side of driveway No.4 Kurara Close.



<u>Table of Consultation</u>		
Address	<u>Kurara Close, TERREY HILLS</u>	
Proposal	<u>Installation of No Stopping Yellow Line</u>	
Properties Consulted	5	
Responses Received	3	
Support	1	
Do Not Support	2	
Issue	Resident Comment	Council Response
Lack of Parking	We have families compositions that necessitate multiple vehicles associate with one home, and only two for some.	Long term parking of private vehicles must be on private properties as the residents are responsible to utilise garages and existing driveways for off street parking in case of the increased parking demands.
Lack of Visibility	Cars parking there create difficulty in getting cars in and out of the driveway especially if cars are parked right on the u of the bend. This also creates poor visibility for us as we also have cars parked on the right hand side of our driveway too which adds to difficulty manoeuvring in and out if they are on both sides of the driveway.	Council proposes the installation of No Stopping yellow line in order to provide clear sight views for the existing vehicles from the driveway at the end of cul-de-sac.
Lack of Safety	Garbage trucks doing 10 point turns to try and avoid the car parked on the u of the bend and it is difficult for them to do their runs in our street.	The proposal will create more room and safe movement for garbage trucks in order to turn in the cul-de-sac safely.

ITEM 4.9	THERRY STREET, AVALON BEACH - NO STOPPING RESTRICTIONS
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2021/271981
ATTACHMENTS	1 Therry Street Avalon Beach - Plan 2 Table of Consultation

GEOCODES: -33.624630, 151.323162

REPORT

BACKGROUND

Council has received further concerns from local residents regarding the narrow road width and sight distances when vehicles park on both sides of Therry Street, Avalon Beach.

LOCATION

- Therry Street is a no through road with a 50km/h speed limit, and a road pavement width of approximately 7m between kerbs.
- The section of Therry Street under consideration is unrestricted on both sides of the road.
- Kerb and gutter exists on both sides of Therry Street, however, there are no constructed footpaths.

ISSUES

- Vehicles parked on both sides of the road, narrows the overall road width for through traffic.
- Sight distances are further reduced when vehicles park on the curved sections of the road.
- Council has received reports of missed garbage collections and access difficulties for delivery vehicles due to parked vehicles in the area.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install 'No Stopping' restrictions (indicated by an unbroken yellow kerb line) between the driveways of No's 36 and 38 Therry Street, to prevent parking on the inside of the curve. A plan of the proposal is shown in Attachment 1 - Therry Street, Avalon Beach.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

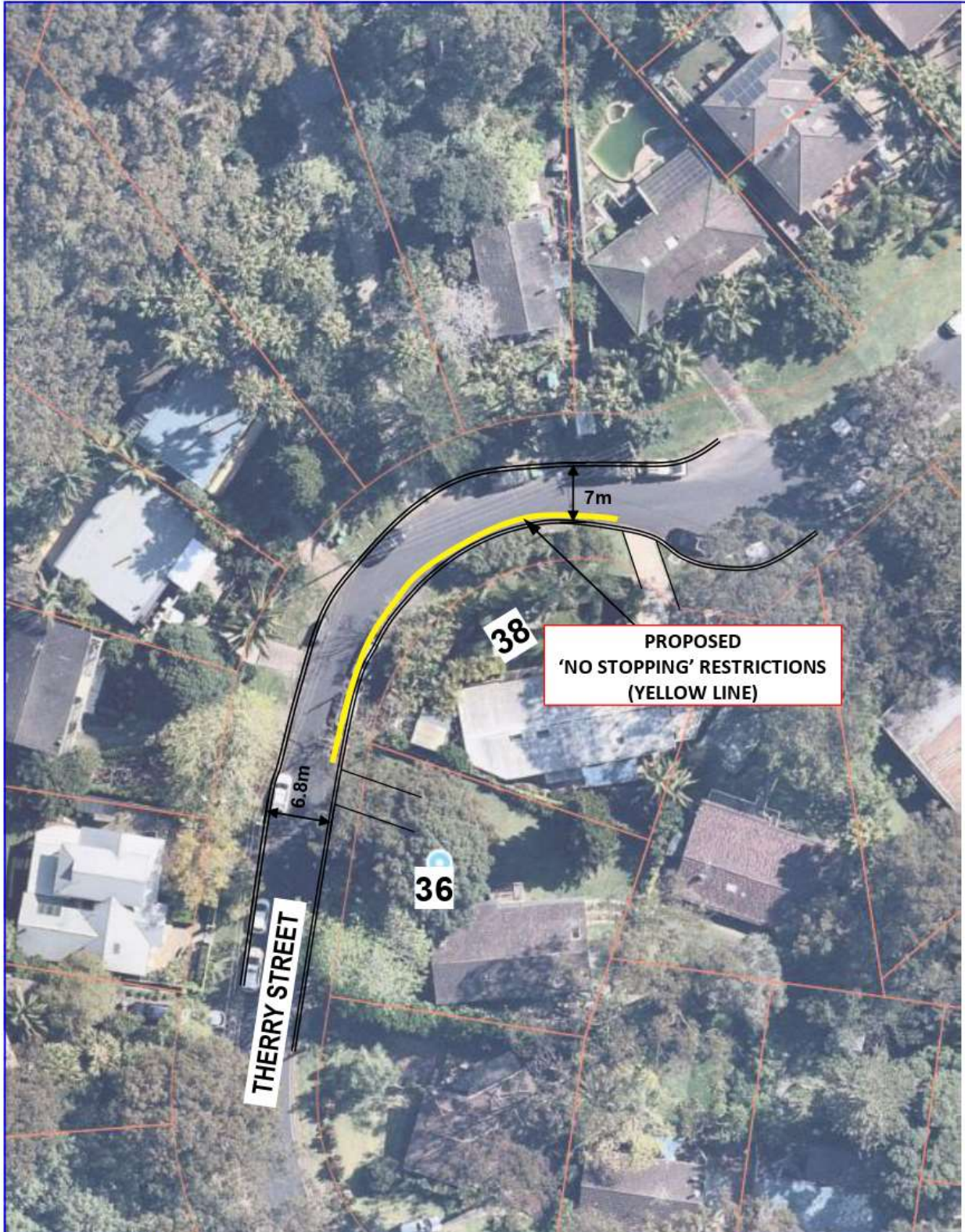
- Improves safety for all road users, including people cycling along Therry Street, by providing a wider road and improved sightlines along the bend for through traffic.
- The proposal will increase the available road width for pedestrians who choose to walk on the side of the road where there are no constructed footpaths.

CONSULTATION

Consultation letters have been distributed to 36 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 'No Stopping' restrictions (indicated by an unbroken yellow kerb line), between the driveways of No's 36 and 38 Therry Street, Avalon Beach.



PROPOSAL

Therry Street, Avalon Beach
'No Stopping' restrictions

DRAWN

RK

APPROVED

P. Dea



northern
beaches
council

Table of Consultation

Address	Therry Street, Avalon Beach
Proposal	No Stopping restrictions

Properties Consulted	36
Responses Received	9
Support	7
Do Not Support	2

Issue	Resident Comment	Council Response
'No Stopping' restrictions	- For a very long time, many residents have lodged requests, letters and photos evidencing this unsafe section of road. It would be of great benefit to all by installing 'No Stopping' unbroken yellow kerb line restrictions.	- The proposed 'No Stopping' restrictions will improve safety by providing adequate road width for vehicles to travel and restricting parking on the curve to improve sightlines.
Suggestions	<p>- Partially support, don't support entirely. Making this area no stopping is really only moving the problem from one part of the street to another. Nonetheless, there is a need for some restrictions on the corner to avoid choking situations. There is no reason they can't leave at least 1 parking space (preferably 2) at the western end of our property to allow us to park.</p> <p>- We suggest that the no stopping restrictions also extend and include number 38 to 40 (our side of the road). Thus leaving room in the turning circle. Also leaving room for residents to access and leave their property safely.</p> <p>- I would request you extend the No Stopping strip already in place at 34 Therry to join your proposal right the way across 36 Therry through to 38 Therry St.</p> <p>- Council should instead put utmost effort into solving the ongoing issue with derelict cars and trailers haven't been moved in years and the street is turned into a junkyard.</p>	<p>- A modified proposal with reduced 'No Stopping' line on the inside of the curve, offset by a section of 'No Stopping' restrictions between the driveways of No.55 and 59 Therry Street (to provide necessary passing area), was sent to directly affected properties for comment. However, all additional responses received did not support the modified proposal.</p> <p>- Although it may be desirable to park outside your own property, on-street parking is public parking which can be used by any registered vehicle. Parking for private vehicles remains the responsibility of the property owners. Residents with multiple vehicle should consider utilisation of garages and existing driveways for off-street parking.</p> <p>- Council needs to consider providing a balance of parking restrictions to improve access and traffic safety, and to maintain some on-street parking for the local community. Parking restrictions are therefore only proposed in the most critical areas where existing parking restricts both the road width and sight distances due to the road geometry.</p> <p>- Abandoned or unregistered vehicles are an Environmental Compliance matter to be investigated by Council's Rangers.</p>

ITEM 4.10	WYNDORA AVENUE, FRESHWATER - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/272654
ATTACHMENTS	1 Wyndora Avenue, Freshwater - Plan 2 Wyndora Avenue, Freshwater - Table Of Consultation

GEOCODES: -33.77548251652106, 151.2889405882427

BACKGROUND

Council has received concerns from local residents regarding vehicles parking within ten metres of the intersection of Wyndora Avenue and Carlton Street, Freshwater. Given the narrow width of the road and the limited sight distance, the presence of parked vehicles affects traffic flow and road safety.

LOCATION

- Wyndora Avenue is a local road with a posted speed limit of 50km/h.
- This section of Wyndora Avenue is located in between Carlton Street and Wyadra Avenue, Freshwater.
- There is an existing Give Way holding line and sign at the intersection of Carlton Street and Wyndora Avenue.
- The predominant traffic flow in Wyndora Avenue is eastbound between Carlton Street and Oliver Street.
- This section of Wyndora Avenue consists of low to medium density housing and is located adjacent to Carlton Street.

ISSUES

- Existing unrestricted parking conditions restricts visibility and vehicles often drive into oncoming traffic.
- Due to the topography of the street, parked cars and other vehicles are reducing road width and affecting traffic flow.

PROPOSAL

Council has undertaken a review of the location and proposes to install lengths of No Stopping Unbroken Yellow Kerb Lines, approximately 130 metres in total on the northern and southern sections of the intersection at Carlton Street and Wyndora Avenue, Freshwater.

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 Unbroken Yellow Kerb Lines between No.15a and No.20 Carlton Street, to outside and opposite No.43 Wyndora Avenue, Freshwater.
- B. Installation of No Stopping Unbroken Yellow Kerb Lines between and opposite No.13 Carlton Street and No.28 Wyndora Avenue, Freshwater.



Table of Consultation

Address	<u>Wyndora Avenue, Freshwater</u>
Proposal	<u>No Stopping Restrictions</u>

Properties Consulted	33
Responses Received	7
Support	6
Do Not Support	1

Issue	Resident Comment	Council Response
Affects Residents	This plan only truly affects the properties of Number 45 and 47 Wyndora Avenue, as we will no longer have any street parking in front of our houses.	The proposal is intended to enhance road safety by providing improved visibility and limits the potential of vehicles driving into oncoming traffic.
Current Building Site Parking	The current issue with the parking in the proposed zones is solely because of the extensive building work currently being undertaken at 22 Carlton Street and 26 Wyndora Ave	Requests have been raised for Council Rangers to investigate any illegal parking issues and residents are encouraged to contact Council Rangers when illegal parking is witnessed.
Illegal Parking	There are large vehicles frequently 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	Restricted resident parking permits is another option which will stop the issue. I do not support these changes but would be a better option than the loss of street parking in an area that does not have a lot of street parking to begin with.	The introduction of a resident parking scheme relies on the inability of available off street parking for residents. All properties located in this section of road have substantial off street parking availability.

ITEM 4.11	TAIYUL ROAD, NORTH NARRABEEN - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/273393
ATTACHMENTS	1 Taiyul Road, North Narrabeen - Plan

GEOCODES: -33.698489, 151.290707

REPORT

BACKGROUND

Council has received concerns from local residents regarding limited on-street parking on Taiyul Road, North Narrabeen. Council's Executive Manager - Transport & Civil Infrastructure, has committed to modifying the linemarking to reinstate additional parking.

LOCATION

- Taiyul Road is a local road with a speed limit of 50km/h.
- The highlighted section of road lies between the intersections of Taiyul Road with Kuru Street and Warruga Place.
- No footpaths exist on this section of Taiyul Road.
- No bus routes service Taiyul Road.
- The topography of Taiyul Road consists of a series of closely spaced bends between Kuru Street and Warruga Place.
- Taiyul Road has an existing road width of approximately 7 metres.

ISSUES

- Since the installation of the dividing barrier lines between property No.56 and No.76, speed and volume counts indicate vehicle speed has increased
- The installation of dividing barrier lines has reduced available on-street parking on Taiyul Road, North Narrabeen

PROPOSAL

Council has undertaken a review of the location and issues and proposes to remove the dividing barrier lines between property No.56 and No.76.

In addition, Council proposes to install No Stopping Lines in five locations along Taiyul Road:

- On the north side opposite No.76 Taiyul Road extending to a point approximately 6 metres west of No.47 Taiyul Road.
- On the north side extending along the frontages of No.45 to No.45a Taiyul Road.
- On the south side along the frontages of No.52 to No.62 Taiyul Road.
- On the south side of the Taiyul Road and Kuru Street intersection.
- On the north side of the Taiyul Road and Kuru Street intersection extending to No.43 Taiyul Road.

The proposal is intended to provide additional on-street parking to the street, whilst encouraging adherence to the speed limit.

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

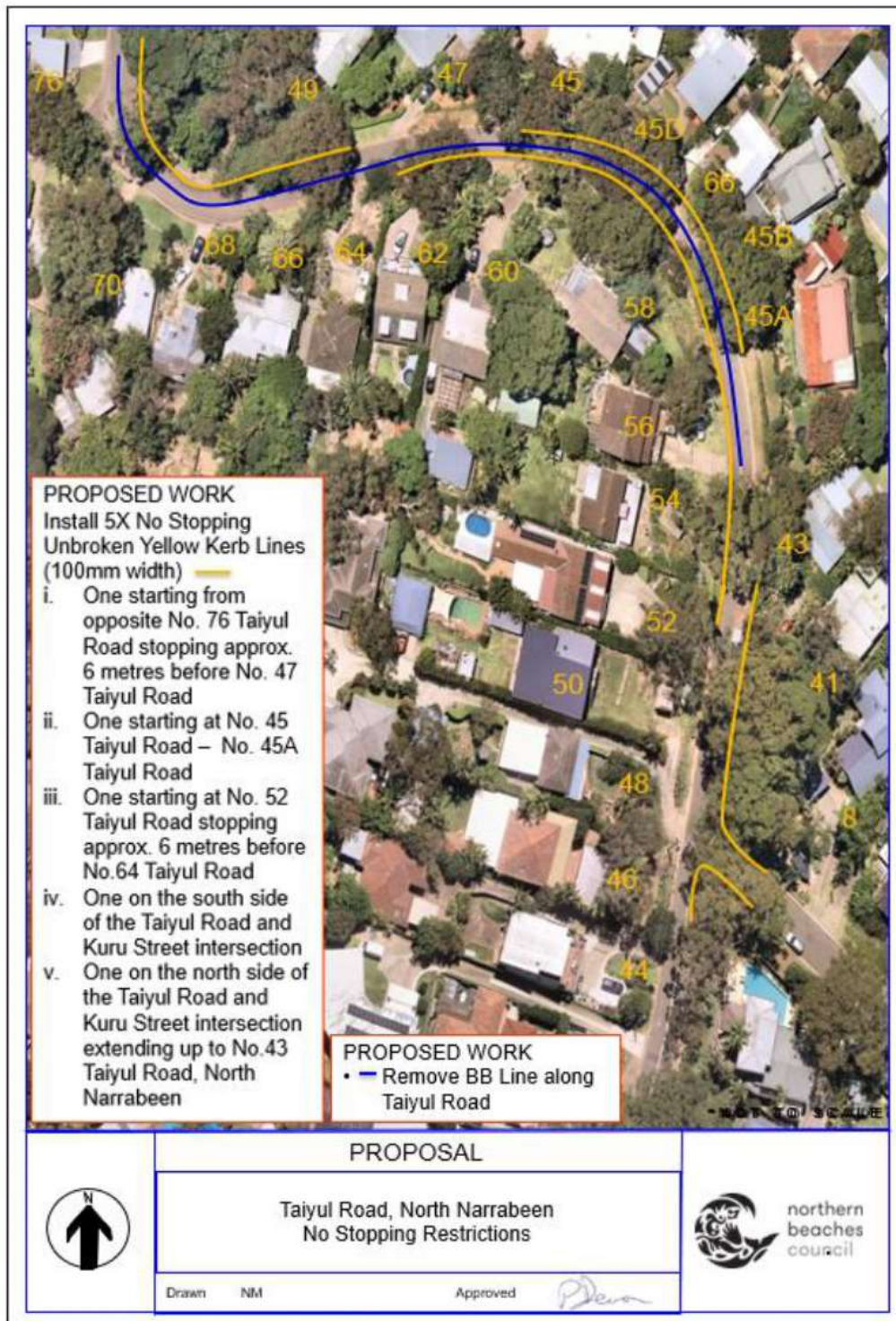
CONSULTATION

Consultation letters have been distributed to 41 properties within the immediate vicinity of the location providing notification of the proposed changes. An on-site meeting with the residents to discuss the proposed changes further. Council had received no objections to this proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Removal of the existing dividing barrier lines between property No.56 and No.76 Taiyul Road, North Narrabeen.
- B. Installation of No Stopping Lines along five sections of Taiyul Road, North Narrabeen:
 - On the north side opposite No. 76 Taiyul Road extending to a point approximately 6 metres west of No. 47 Taiyul Road.
 - On the north side extending along the frontages of No.45 to No.45a Taiyul Road.
 - On the south side along the frontages of No.52 to No.62 Taiyul Road.
 - On the south side of the Taiyul Road and Kuru Street intersection.
 - On the north side of the Taiyul Road and Kuru Street intersection extending to No.43 Taiyul Road.
- C. Council to monitor speed and volume and review the location in 3 months to determine if road safety has improved.



ITEM 4.12	ABINGDON STREET, NORTH BALGOWLAH - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/273927
ATTACHMENTS	1 Abingdon Street, North Balgowlah - Plan 2 Abingdon Street, North Balgowlah - Table of Consultation

GEOCODES: -33.788520, 151.256184

REPORT

BACKGROUND

Council has received concerns from local residents regarding the parking of vehicles on the inside radius of the bend in Abingdon Road at the northern end of No.12 Myrtle Street Road. Vehicles parked in this location narrow the road, impacting the safety of the two-way traffic flow and limits visibility around the corner.

LOCATION

- Abingdon Street is a local road with a speed limit of 50km/h.
- The highlighted section of road lies between Myrtle Street and Marlee Street.
- No footpaths exist on this section of Abingdon Street.
- No bus routes service Abingdon Street.
- The topography of highlighted section of Abingdon Street consists of an uphill blind bend.
- Abingdon Street has an existing road width of approximately 8 metres.

ISSUES

- Vehicles parked on the inside radius of the bend in Abingdon Street at the northern end of No.12 Myrtle Street impacts safe two-way traffic flow.
- Vehicles parked on the bend in Abingdon Street narrow the road and limits visibility around the corner.

PROPOSAL

Council has undertaken a review of the above location and proposes to install a 'No Stopping' Unbroken Yellow Kerb Line from the northern side of the driveway of No.12 Myrtle Street approximately 25 metres north to opposite No.8 Abingdon Street, North Balgowlah.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will help improve safety for 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. Installation of No Stopping Unbroken Yellow Kerb Line (C3) 100mm width from the northern side of the driveway of No.12 Myrtle Street approximately 25m north to opposite No.8 Abingdon Street, North Balgowlah



Table of Consultation

Address	<u>Abingdon Street, North Balgowlah</u>
Proposal	<u>No Stopping Restrictions</u>

Properties Consulted	19
Responses Received	1
Support	
Do Not Support	1

Issue	Resident Comment	Council Response
Loss of parking	I don't support 35m of No Stopping. I think there is any justification for No Stopping to the north of 14 Myrtle Street. This is beyond the curve or bend of the street. There is an approved group home for people with disabilities at the northern end of the property at 14 Myrtle Street with pedestrian access to Abingdon Street. The approval was based on people with disabilities being able to park along that 10m street to the west of 1 Abingdon Street immediately adjacent to and to the north of 14 Myrtle Street. Making this 10m section No Stopping would significantly impact on the disabled residents living at the northern end of 14 Myrtle Street. There is no need to impose No Stopping beyond the TANGENT POINT of the corner, which is roughly at the boundary between 14 Myrtle Street and 12 Myrtle Street. I think NO Stopping for the curved part of the road is fine, but no beyond the TANGENT POINT.	A safety investigation of the area has been undertaken by Council. The investigation has found that shortening the No Stopping Restrictions will diminish the safety benefits of the proposal. Further, the road reserve does not currently have the facilities to allow access to people with disabilities, hence the reduced No Stopping Restriction would not benefit vehicular access. The outcome of the investigation has prompted Council to proceed with the proposal to ensure the safety of all road users.

ITEM 4.13	TUAM PLACE, KILLARNEY HEIGHTS - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/274366
ATTACHMENTS	1 Tuam Place, Killarney Heights - Plan 2 Tuam Place, Killarney Heights - Table Of Consultation

GEOCODES: -33.76373580214469, 151.2079115290583

REPORT

BACKGROUND

Council has received concerns from local residents regarding the parking of vehicles narrowing the road and affecting waste collection services in Tuam Place, Killarney Heights.

LOCATION

- Tuam Place is a local road with a posted speed limit of 50km/h.
- Tuam Place is a cul-de-sac intersecting Cashel Crescent, Killarney Heights.
- There is an existing road width measuring 6.3 metres prior to entering the cul-de-sac.
- This section of Tuam Place consists of low to medium density housing and is located adjacent to Cashel Crescent, Killarney Heights.

ISSUES

- Existing unrestricted parking conditions restricts visibility and vehicles often drive into oncoming traffic.
- Due to the topography of the street, parked cars and other vehicles are reducing road width and affecting traffic flow.
- Limited road width due to on-street parking restricts the access to Waste Operation vehicles.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install "No Parking Thursday 6:00am to 3:00pm" signs from the southern side of the driveway of No.2 Tuam Place to the existing street light poles located outside No.45 Cashel Crescent in Tuam Place, Killarney Heights.

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 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. As part of the consultation, Council will install statutory No Stopping Unbroken Yellow Kerb Lines at the intersection of Tuam Place and Cashel Crescent, Killarney Heights.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of “No Parking Thursday 6:00am to 3:00pm” signs from the southern side of the driveway of No.2 Tuam Place to the existing street light poles located outside No.45 Cashel Crescent in Tuam Place, Killarney Heights.

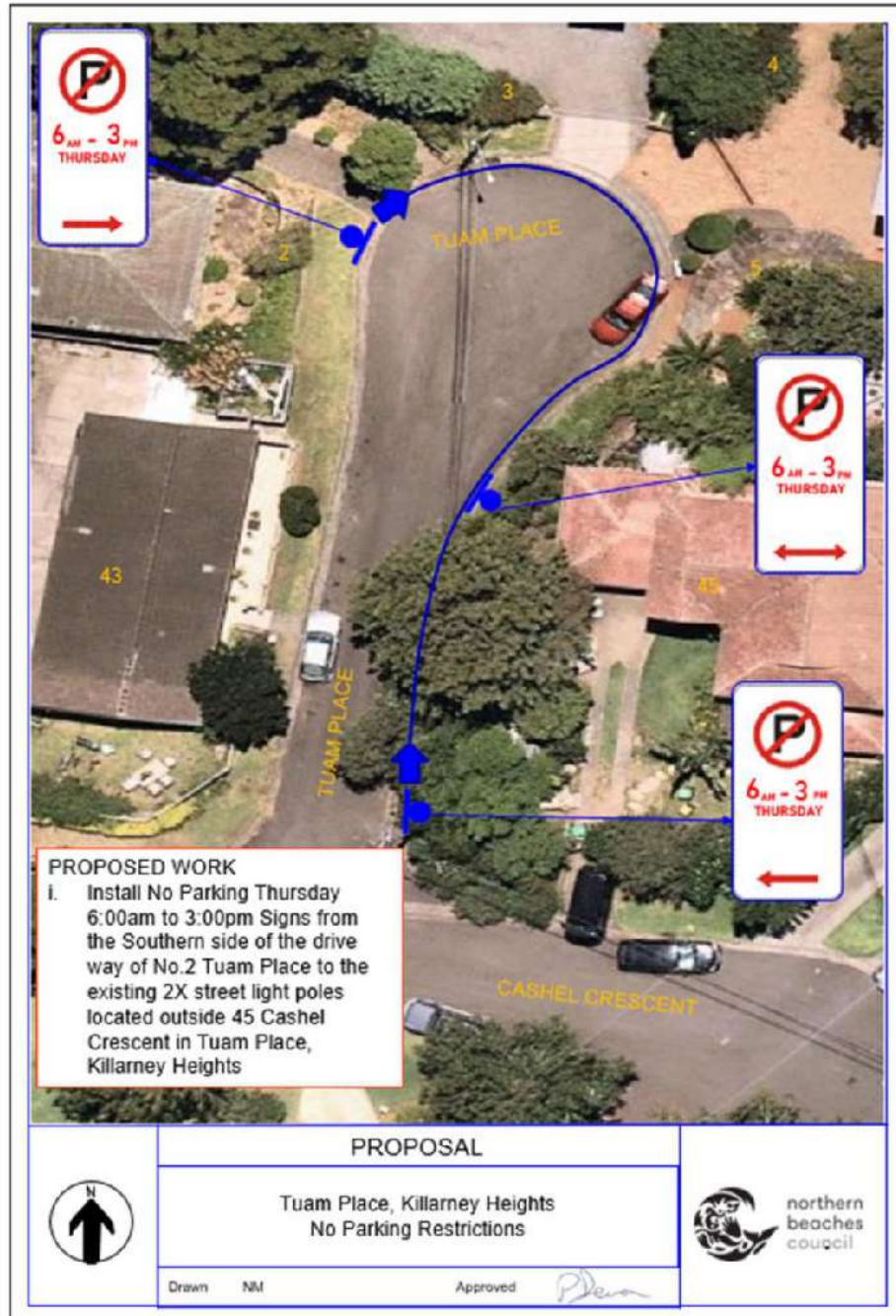


Table of Consultation

Address	<u>Tuam Place, Killarney Heights</u>
Proposal	<u>No Parking Restrictions</u>

Properties Consulted	10
Responses Received	4
Support	3
Do Not Support	1

1 With amendments to full time restrictions

Issue	Resident Comment	Council Response
Affects Private Property owners	The waste collection trucks drive down the street, pick up the bins from the central location and then reverse out of the street. They do not turn at all	The proposals intention is to increase road width therefore the Waste Operators can safely enter and exit Tuam Place without the requirement of reversing out.
Loss of Parking	I am not convinced that it will assist them in conducting their service. If the purpose is to improve the waste collection service, perhaps the waste collection services should be consulted before establishing a "No Parking" zone on the opposite side of the street to where the bins are currently collected from? If the proposed "No Parking" area is established, I am concerned it may make the current situation even worse. As there will be less parking available on the street and more cars and bins in the same stretch of road outside 2 Tuam Place. □	The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking. Tuam Place is a public road and parking should be available for residents and visitors alike. The residential area appears to provide sufficient off street parking for residents.

ITEM 4.14	ORARA ROAD, PERONNE PARADE & SMITH AVENUE, ALLAMBIE HEIGHTS - GIVE WAY RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/274742
ATTACHMENTS	1 Orara Road, Peronne Parade & Smith Avenue, Allambie Heights - Plan 2 Orara Road, Peronne Parade & Smith Avenue, Allambie Heights - Table Of Consultation

GEOCODES: -33.775042831174126, 151.26361960261838

REPORT

BACKGROUND

Council has received concerns from local residents regarding near misses, vehicle speed and lack of restrictions at the intersections of Orara Road, Peronne Parade and the intersection of Smith Avenue.

LOCATION

- Orara Road, Peronne Parade and Smith Avenue are all local roads with posted speed limits of 50km/h.
- This section extends from Kentwell Road is located in between Kentwell Road and Fishbourne Road, Allambie Heights.
- The predominant traffic flow northbound on Smith Avenue servicing vehicles travelling to Warringah Mall, Brookvale and southbound to Allambie Road, Allambie Heights, respectively.
- Orara Road, Peronne Parade and Smith Avenue all have dividing barrier lines at the intersections.
- Orara Road is a No Through Road which has a one hour parking restrictions at the southern end near the intersection of Kentwell Road, a raised speed hump and Local Traffic Only/ Drive Slowly warning signs prior to the intersection of Peronne Parade, Allambie Heights.
- Peronne Parade is a No Through Road.
- Smith Avenue has Two Hour (2P) timed parking and No Stopping restrictions at the northern end of the road and connects from Peronne Parade, Allambie Heights to Old Pittwater Road, Brookvale.
- Orara Road, Peronne Parade and Smith Avenue all consist of low to medium density housing.

ISSUES

- Motorists are confused and misunderstood driver priority at the intersections.
- Residents have raised concerns of dangerous driving including, inappropriate speeding and veering into the opposing traffic lane.

PROPOSAL

Council has undertaken a review of the location and proposes to install two Give Way controls, one at the intersection of Orara Road and Peronne Parade, and an additional one at the intersection of Smith Avenue and Peronne 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 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. Installation of two Give Way controls, one at the intersection of Orara Road and Peronne Parade, and an additional one at the intersection of Smith Avenue and Peronne Parade.

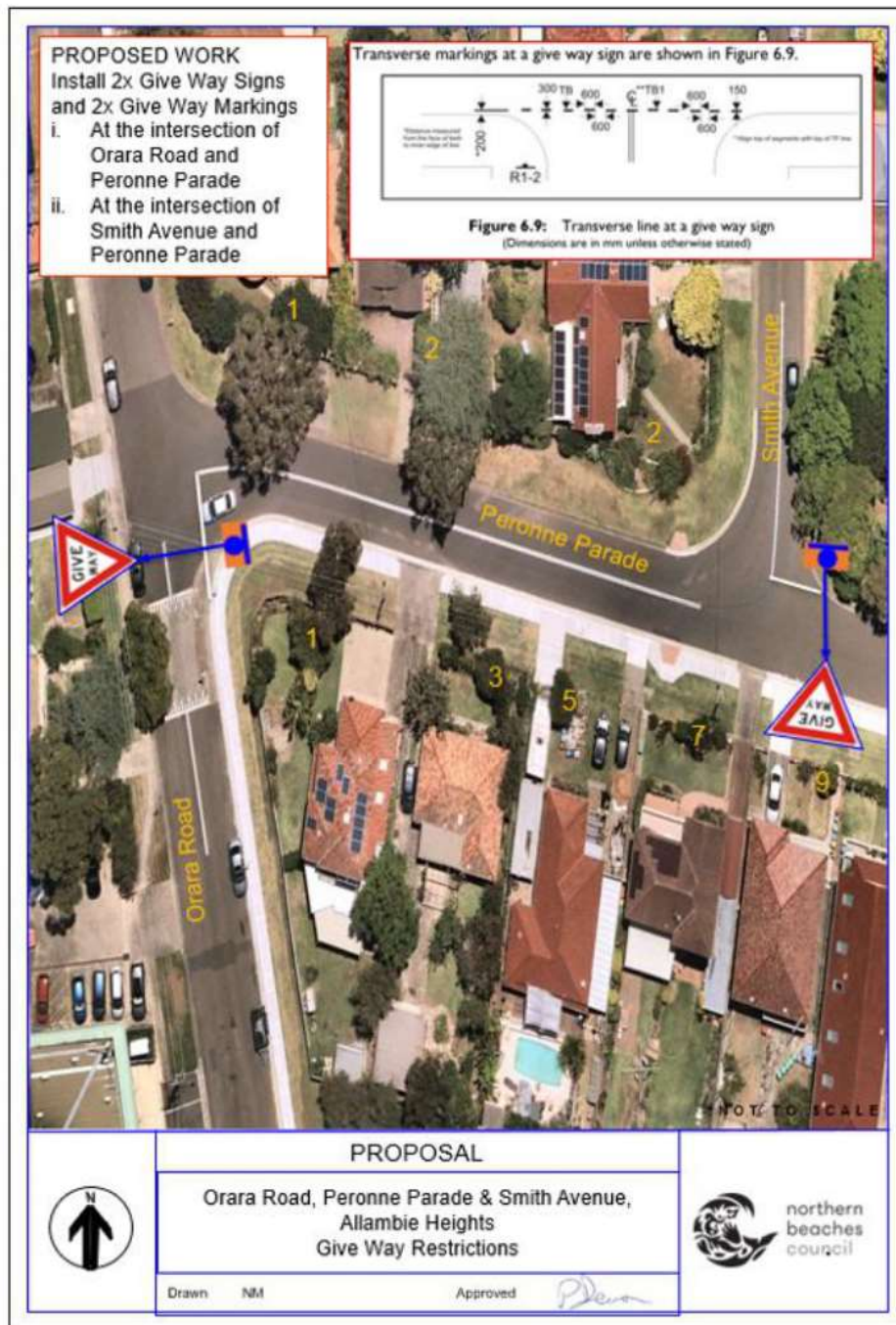


Table of Consultation

Address	Orara Road, Peronne Parade & Smith Avenue, Allambie Heights
Proposal	<u>Give Way Restrictions</u>

Properties Consulted	25
Responses Received	3
Support	2
Do Not Support	1

Issue	Resident Comment	Council Response
Existing Conditions	Installing give way signs may be of some help, but the problem of near misses is largely caused by the badly located road-narrowing at the site of the speed bump in Orara Road. Cars turning left from Peronne Pde onto Orara Road are met by the road-narrowing (on the left) and frequently cross the midline of the road as they complete the turn, thus going into the path of oncoming cars travelling along Orara Road toward Peronne Pde, resulting in a near miss (or not!). The solution: by all means install give-way signs, but more importantly remove the road-narrowing, so that there is adequate room for cars turning left from Peronne Pde into Orara Road to complete their turn without crossing the midline of the road.	The proposal is intended to enhance road safety by providing improved visibility and limits the potential of vehicles driving into oncoming traffic. The intention of road narrowing is to reduce speed, however, Council will monitor the location and undertake a further review if required.
Speeding	I have lived here on and off for the best part of 47 years and have observed and heard many incidents at the junctions of Peronne Pde and Smith Ave where I live. The continuous screeching of tyre and numerous fools speeding down the residential street of Smith Ave is never ending and been going on for years, decades.	All dangerous driving and illegal speeding requests should be forwarded to NSW Police for investigation.
Additional Comment	A sign (Give Way) and a line is not going to prevent these issues from happening. I suggest as a local who lives here, a small Roundabout be put in place at the end of Smith Ave and junction of Peronne Pde. Can we please look at a small ROUNDABOUT instead of a sign and line please.	Council will monitor location and review if further Road Safety improvements are required.

ITEM 4.15	EILEEN STREET, NORTH BALGOWLAH - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/175399
ATTACHMENTS	1 Eileen Street, North Balgowlah - Plan

GEOCODES: -33.78758, 151.24876

REPORT

BACKGROUND

Council has received concerns from local residents regarding safety for vehicles travelling west along Eileen Street past the intersection with Coramba Street.

LOCATION

- Eileen Street is a local road that caters for two-way traffic, with a speed limit of 50km/h.
- Adjacent land uses consists low density housing.
- On-street parking is generally unrestricted for the area, but vehicles have been reported parking too close to the intersection, leaving limited available road width between the cars and centrelines.
- Bus 172x is an all-day service passing through this intersection.
- There is no paved footpath at this intersection.
- Statutory No Stopping restriction was not enforced at this intersection.

ISSUES

- Parked vehicles on both sides of the road obstruct carriageway width.
- Parked vehicles too close to the intersection impede sight lines.
- Parked vehicles within 3m of unbroken centrelines are illegally parked.

PROPOSAL

Council has undertaken a review of the location and issues, and proposes to install No Stopping restrictions at two road corners to enforce Statutory No Stopping rule, and shift the painted centrelines to the north. This will increase the available road width for westbound vehicles, while allowing parking to legally occur on the south east side of the road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 33 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 No Stopping restrictions at where Coramba Street meets Eileen Street to enforce statutory No Stopping rule, and
- B. Re-location of the painted centrelines on Eileen Street by 1 meter to the north.




*NOT TO SCALE



PROPOSAL

Eileen Street at Coramba Street, North Balgowlah
No Parking at the Intersection

DRAWN	YR	APPROVED	
LAYOUT	1 OF 1	REVISION NO.	A
		DATE	2/Feb/2021



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ITEM 4.16	QUINTON LANE, MANLY - NO STOPPING
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2021/279959
ATTACHMENTS	1 Quinton Lane, Manly - Plan 2 Table of Consultation

GEOCODES: -33.792447, 151.281880

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles in Quinton Lane and Lawson Place, Manly, which impedes access to and from Lawson Place. As both streets are around 5m in width, vehicles parked near the intersections can prevent vehicles from turning. Vehicles parked within 10m of the intersection are also illegally parked as per the NSW Road Rules.

LOCATION

Lawson Place and Quinton Lane are local roads of approximately 5m in width, carrying low volumes of traffic. The lanes primarily serve as rear lane accesses to off-street parking spaces for properties fronting Birkley Road and Quinton Road.

ISSUES

- The narrow width of the lanes does not allow for parking to occur opposite or adjacent to intersections or vehicle access points without impeding access.
- Vehicles are currently parking within 10m of intersections, which impedes sightlines, turning movements and is contrary to the law.
- Some residents are concerned about the loss of parking associated with the proposal asserting that as the proposal relates to “lanes” rather than “roads” the 10m parking rule should be relaxed.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce Unbroken Yellow No Stopping Lines to reinforce the 10m statutory No Stopping rule and also allow for turning into and out of Lawson Place.

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 Unbroken Yellow No Stopping lines:

- On both sides of Quinton Lane extending 26m west of Quinton Road.
- On both sides of Lawson Place extending 10m south of Quinton Lane.
- On the west side of Quinton Road for a distance of 10m north and south of Quinton Lane.



PROPOSAL

Quinton Lane, Manly
No Stopping

Drawn JB

Approved 



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Table of Consultation

Address	Quinton Lane, Manly
Proposal	No Stopping

Properties Consulted	19
Responses Received	9
Support	4
Do Not Support	5

Issue	Resident Comment	Council Response
Loss of parking	There is limited parking and this takes away parking	The proposed changes reinforce the 10m No Stopping rule and the only legal parking removed is 3 spaces on the north side of Quinton Lane. Any vehicle parked on the north side of Quinton Lane between Quinton Rd and Lawson Pl would impede turning from Lawson Pl
Is 10m of No Stopping required?	Lawson Place and Quinton Lane are both lanes and should be treated differently in terms of the 10m No Stopping rule which applies to intersecting "roads"	The law states that parking is illegal within 10m of an intersection and does not differentiate between lanes and roads. The same sight distance issues to approaching vehicles or traffic created by parked vehicles still apply
Building work	The parking issues are related to current building work which are temporary in nature	While building works may be temporary in nature the vehicles are still parking illegally and creating access issues
Oppose One Way traffic	Do not support One Way traffic flow in Lawson Place or Quinton Lane	Both lanes currently permit two way traffic flow and Council is not proposing to change this
Propose One Way traffic	Council could introduce One Way traffic flow in Lawson Pl	Both lanes currently permit two way traffic flow and Council is not proposing to change this
Traffic calming	The installation of a speed hump or road narrowing in Quinton Lane at Quinton Road would also improve safety	Council is not proposing traffic calming in Quinton Lane
Convex mirror	The installation of a convex mirror in Quinton Lane opposite Lawson Place would also improve safety	Council is not proposing to install a convex mirror

ITEM 4.17	38 CAMPBELL AVENUE, CROMER- INSTALLATION OF NO STOPPING YELLOW LINE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/284979
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.740871, 151.287964

REPORT

BACKGROUND

Council has received concerns from local residents regarding obstructed sightlines when the exiting vehicles from driveway into Campbell Avenue and vice versa. Vehicles parked on the northern side of the driveway at No.38 Campbell Avenue create insufficient sight distance and unsafe conditions to allow vehicles to exit from driveway safely. In addition, parked vehicles at the abovementioned location create dangerous situations for the passage of long vehicles and buses on Campbell Avenue, forcing them to cross over the existing double white line due to the narrow condition of the road.

LOCATION

Campbell Avenue is a local road of 12m in width, carrying high volumes of two-way traffic. This road meets South Creek Road on its north-west side and it meets South Creek Road on its south-east side. There is an existing No Stopping restriction at the curve point on the northern side of the proposed location. There is a bus route that services Campbell Avenue.

ISSUES

- Parked vehicles on the northern side of the driveway No.38 Campbell Avenue obstruct vision and creates unsafe conditions for the exiting vehicles from the abovementioned driveway into Campbell Avenue safely.
- Residents are concerned about the possibility of cars colliding with the parked vehicles while exiting from their driveway into Campbell Avenue, due to the unsafe situation of the location.
- Parked vehicles on the northern side of the driveway No.38 Campbell Avenue create dangerous and unsafe conditions for the passage of long vehicles and buses, forcing them to cross over the existing double white line.

PROPOSAL

Council has undertaken a review of the location and proposes the installation of 17m No Stopping yellow line on northern side of driveway No.38 Campbell Avenue. The proposal will restrict on-street parking of vehicles on northern side of the abovementioned driveway and will create safer conditions for the existing vehicles from the abovementioned driveway into Campbell Avenue.

- Install 17m No Stopping yellow line on northern side of driveway No.38 Campbell Avenue.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal has an 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 67 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 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 17m No Stopping Yellow Line on the northern side of driveway No.38 Campbell Avenue.



	PROPOSAL		 northern beaches council
	38 Campbell Avenue, CROMER Installation of No Stopping Yellow Line		
	Drawn: A.S.H	Approved 	

<u>Table of Consultation</u>		
Address	<u>38 Campbell Avenue, CROMER</u>	
Proposal	<u>Installation of No Stopping Yellow Lines</u>	
Properties Consulted	67	
Responses Received	1	
Support	1	
Do Not Support	Nil	
Issue	Resident Comment	Council Response
Lack of Safety	Trucks come extremely close to the cars each time and I fear one will be hit.	The extension of the No Stopping restriction will provide a clear lane for passage of various vehicles at the proposed location and the risk of car collision will be reduced accordingly.
Lack of Visibility	Vehicles are parking at the edge of our driveway making this access extremely challenging for 40ft + trucks (often 3-4 attempts where before will enter first time.	Council proposes a 17m extension of the No Stopping restriction at the northern side of driveway No. 38 Campbell Avenue in order to improve sight view for the exiting/entering vehicles from the abovementioned driveway into Campbell Avenue and vice versa.

ITEM 4.18	4 MORIAC ST, WARRIEWOOD- INSTALLATION OF NO STOPPING YELLOW LINE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/285588
ATTACHMENTS	1 Plan 2 Table of Content

GEOCODES: -33.682579, 151.296143

REPORT

BACKGROUND

Council has received a request from local residents requesting the installation of No Stopping restrictions on Moriac Street, Warriewood. This is due to parked vehicles that create lack of visibility and unsafe conditions for the exiting and entering of vehicles from driveway into Moriac Street and vice versa.

LOCATION

Moriac Street is a local road of 7m in width, carrying low volumes of two-way traffic, that intersects Warriewood Road at its western side and it intersects Alameda Way at its western side. There is no bus route that services Moriac Street and no parking restrictions have been allocated for the proposed location.

ISSUES

- Parked vehicles on the eastern side of driveway No.4 Moriac Street create lack of visibility and unsafe conditions for the exiting and entering of vehicles from the abovementioned driveway into Moriac Street and vice versa.
- Resident is concerned about the obstruction of vision for the exiting and entering vehicles from driveway No.4 Moriac Street into this road.

PROPOSAL

Council has undertaken a review of the location and issues, and proposes the installation of 4m No Stopping yellow line between driveway No.4 Moriac Street and No.136 Warriewood Road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

- Consultation letters have been distributed to 4 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 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 4m No Stopping yellow line between driveway No.4 Moriac Street and No.136 Warriewood Road, Warriewood.
-



PROPOSAL



4 Moriac Street, WARRIEWOOD
Installation of No Stopping Yellow Line

Drawn: A.S.H

Approved





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<u>Table of Consultation</u>		
Address	<u>4 Moriac Street , WARRIEWOOD</u>	
Proposal	<u>Installation of No Stopping Yellow Line</u>	
Properties Consulted	4	
Responses Received	1	
Support	1	
Do Not Support	Nil	
Issue	Resident Comment	Council Response
Lack of Visibility/Safety	Cars are parked right on the edge of the driveway, which means I cannot get past them when exiting my driveway, as there are other cars parked on the opposite side of the road. These cars are legally parked but they prevent access to my house.	Council proposes a 4m No Stopping restriction between driveway No. 4 Moriac Street and 136 Warriewood Road in order to provide a clear lane and to improve the sight view for the exiting vehicles from driveway No. 4 Moriac Street into this Street.

ITEM 0	ELANORA ROAD, ELANORA HEIGHTS- INSTALLATION OF NO STOPPING YELLOW LINE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/286181
ATTACHMENTS	1 Plan 2 Table of Content

GEOCODES: -33.707809, 151.281601

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles being parked for long periods of time on both sides of Elanora Road, which creates dangerous and unsafe conditions for passing vehicles due to the narrow width of the road.

LOCATION

Elanora Road is a local road of 5.5m in width, carrying medium volumes of two-way traffic at the proposed location. Elanora Road intersects Wakehurst Parkway at its western side and it intersects Woorarra Avenue at its northern side. There is an existing sharp bend at western side of the proposed location, which maximises the amount of risk and danger at the time of parking vehicles at that location. No parking restrictions have been allocated along Elanora Road. No bus route that services Elanora Road.

ISSUES

- Vehicles are parked on both sides of Elanora Road for long periods of time, which creates dangerous and unsafe conditions for the passing vehicles due to the narrow width of the road.

PROPOSAL

Council has undertaken a review of the location and proposes the installation of a No Stopping yellow line on both sides of the Elanora Road, starting from Wakehurst Parkway to the bend near 14 Elanora Road.

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 affect the pedestrian facilities or impact 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.

4 submissions were received - with 1 objection and 3 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Stopping yellow line on both sides of the Elanora Road starting from Wakehurst Parkway to the bend near 14 Elanora Road.



PROPOSAL



**Elanora Road, ELANORA HEIGHTS
Installation of No Stopping Yellow Lines**

Drawn: A.S.H

Approved





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<u>Table of Consultation</u>		
Address	<u>Elanora Road, ELANORA HEIGHTS</u>	
Proposal	<u>Installation of No Stopping Yellow Lines</u>	
Properties Consulted	19	
Responses Received	4	
Support	3	
Do Not Support	1	
Issue	Resident Comment	Council Response
Lack of Safety	It's so dangerous , all the cars park anywhere they please with complete disregard for the rest of the street , my son is afraid to walk down the street to go to school.	Council proposes the installation of No Stopping yellow lines on Elanora Road in order to eliminate the risk of car collisions due to the narrow width of the road and illegally parking of vehicles at the proposed location.

5.0 MATTERS FOR NOTATION

ITEM 5.1 REQUEST FOR WORKS ZONE

REPORTING OFFICER

TRIM FILE REF 2021/248155

ATTACHMENTS NIL

GEOCODES: Various

REPORT

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

Applicant	Location	Works Zone Length and Time	Requested Period
Enviropacific	58 Darley Street MONA VALE NSW 2103 (at 10 Taronga Place MONA VALE NSW 2103	Length: 34 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	15 April 2021 to 06 May 2021
Birdwood Projects Pty Ltd	9-11 Birdwood Avenue COLLAROY	Length: 22 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	1 May 2021 to 31 August 2021
Bayview Links Pty Ltd	43 Lantana Avenue WHEELER HEIGHTS	Length: 8 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	3 March 2021 to 24 December 2021

RECOMMENDATION TO TRAFFIC COMMITTEE

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