

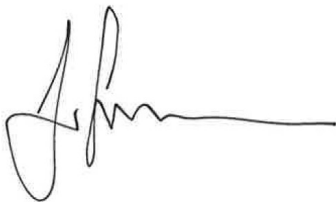
AGENDA

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 remote Teams in the Flannel Flower Room, Civic Centre, Dee Why on

TUESDAY 1 JUNE 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 Peter Carruthers
 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 held via remote Teams on Tuesday 1 June 2021

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10am

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NEXT MEETING Tuesday 6 July 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 4 MAY 2021

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 4 May 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	BUNGAN STREET AND VILLAGE PARK, MONA VALE - ELECTRIC VEHICLE PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/201110
ATTACHMENTS	1 Bungan Street and Village Park, Mona Vale - Plan 2 Community Engagement Report

GEOCODES: -33.676045, 151.303183 (Bungan Street) and -33.676064, 151.303796 (Village Park)

REPORT

BACKGROUND

In order to assist the transition to electric vehicles in the Northern Beaches Council area, JOLT in conjunction with Ausgrid, will soon be deploying free public charging for up to 15 minutes in selected locations within the local community (Development Assessment approval – DA2021/0001).

Mona Vale has been identified as a suitable location for the installation of three electric vehicle charging stations, which utilise the existing Ausgrid infrastructure to provide charging points to the allocated bays.

Electric vehicle charging points have proven to boost surrounding commercial activity by providing an additional use to supplement existing infrastructure.

LOCATION

- Bungan Street is a local road with existing various timed parking restrictions between Waratah Street and Pittwater Road. (1 Space)
- Village Park carpark is located between Park Street, Barrenjoey Road and Pittwater Road. Entrance to the carpark is located off Park Street, Mona Vale. (2 Spaces)
- A separate Community Engagement and Traffic Committee Report has been completed (and approved on 4 May 2021, Item 4.7) to amend the timed parking in the carpark.
- The Mona Vale area is a strategic centre and consists of businesses, mixed residential and civic facilities.
- Mona Vale was chosen as a suitable site, due to its location and utilising existing Ausgrid infrastructure.

ISSUES

Council recently had the Draft Electric Vehicle Charging Infrastructure Plan on exhibition for comments. Submissions closed 9 May 2021 and feedback is currently being reviewed.

Our MOVE Transport Strategy sets a target of a 30% reduction in vehicle emissions by 2038, and our Climate Change Action Plan has a range of actions for delivering this outcome, including facilitating and providing public EV charging infrastructure at key locations.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to convert the existing timed parking bays at 3 Bungan Street (1 parking bay) and Village Park (2 parking bays) to 'No Parking Electric Vehicles Excepted Only While Charging' with a 1 Hour limit.

The signage installation will be aligned and staged with the charging infrastructure installation.

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

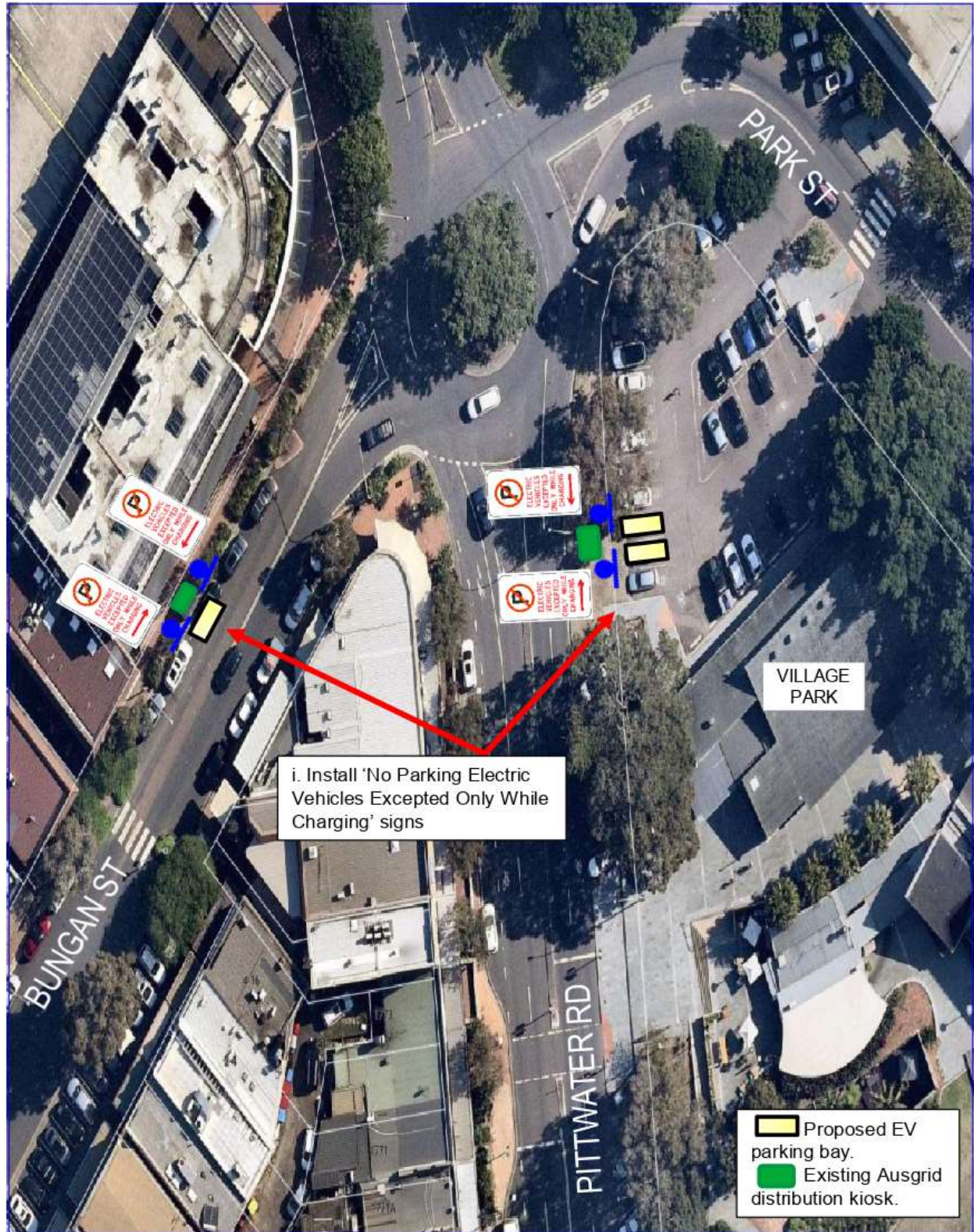
CONSULTATION

- Consultation letters have been distributed to 109 properties within the immediate vicinity of the location providing notification of the proposed changes.
- The project was also available on Council's website 'Your Say' for comment.
- 6 temporary signs were displayed onsite with a QR code to direct users to the 'Your Say' webpage.
- The responses are noted in Attachment 2 – Community Engagement Report.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 'No Parking Electric Vehicles Excepted Only While Charging' with a 1 hour Limit at 3 Bungan Street (1 parking bay) and Village Park (2 parking bays).



PROPOSAL



Bungan Street and Park Street, Mona Vale
No Parking Electric Vehicles Excepted Restrictions

Drawn KT

Approved

P. Devon



northern
beaches
council

Community and Stakeholder Engagement Report

Electric vehicle charging bays proposal – Mona Vale (Stage 1 of 1)

Impact level: 4

Consultation period: 4 February to 4 March 2021

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1. Summary¹





This report outlines the community and stakeholder engagement conducted as part of the Electric vehicle charging bays proposal – Mona Vale, conducted from 4 February to 4 March 2021.

The feedback collected during the consultation indicated a high level of support for the proposed conversion of three car parking spaces in Mona Vale to electric vehicle (EV) charging spaces. The positive comments included support for encouraging the uptake of EVs and the resulting reduction of carbon emissions.

While the majority of respondents supported the proposal, there were several concerns highlighted in the comments; including the placement of a charging bay in Bungan Street, a busy shopping strip, the 15 minutes time restriction being too short, the loss of public parking spaces and opposition to having advertising on the charging stations.

Respondents who were not supportive of the proposal felt that public owned land (carparks) should not be used for a commercial enterprise and that Council should not be supporting/subsidising a small minority of EV owners as this disadvantages the majority of motorists.

1.1. Engagement snapshot

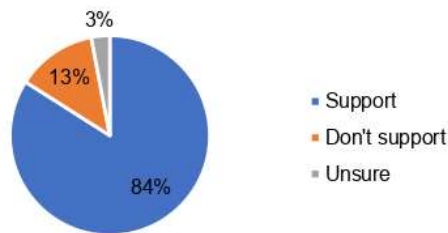
	250		
Total submissions received ²			
	Visitors: 1,326	Visits: 1,590	Av. time onsite: 1m40s
Have Your Say			
	Letter drop to businesses: Yes	Distribution: 109	
Print media and collateral	Site signs: Yes	Number: 4	
	Community Engagement (fortnightly) newsletter: 2	Distribution: 20,000 subscribers	
Electronic direct mail (EDM)	Council (weekly) e-News: 1	Distribution: 150,000 subscribers	

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.

² Submissions received included quantitative data and comments.



Do you support the proposed changes to the three car parking spaces?



Key issues raised

- Suitability of Bungan Street
- Time restrictions insufficient (15 minutes)
- General loss of public parking spaces
- Commercialisation of the infrastructure (advertising)

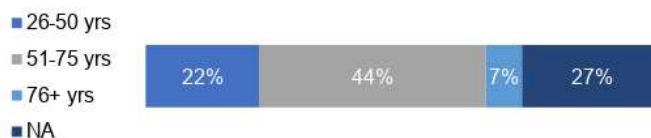
1.2. Who responded³



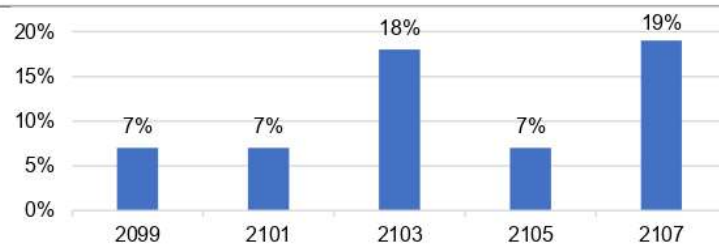
Gender



Age groups



Postcodes*



*Only the top 5 postcodes are reflected in the graph.

³ Demographic data was gathered by request only. The data represented only includes those respondents who provided this detail.

2. Background

This report outlines the community and stakeholder engagement conducted for the Electric vehicle charging bays proposal in Mona Vale.

In line with our Transport Strategy 2038, and sustainability initiatives, Northern Beaches Council supports the uptake of electric vehicles (EV) and have partnered with Ausgrid and JOLT (a vehicle charging network company) to install free, 15 minute public EV charging stations in selected locations across the Northern Beaches. The free charging will be funded by paid advertising on Ausgrid's infrastructure.

Mona Vale has been identified as the first suitable location for EV charging stations. As existing Ausgrid infrastructure will supply electricity to the charging stations, the EV charging bays need to be located adjacent to Ausgrid's electricity distribution kiosks. Three appropriate spaces have been identified in the Mona Vale shopping precinct:

- one parking bay outside 3 Bungan Street
- two parking spaces in Village Park carpark, Park Street.

To allow for these spaces to become EV charging bays, Council needs to convert the parking restrictions at these three carspaces to 'No Parking Electric Vehicles Excepted Only While Charging'. As this represents a change in parking conditions, we went out to the community to gauge the level of support for this proposal.

3. Engagement objectives

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

4. Engagement approach

Community and stakeholder engagement for the electric vehicle charging bays proposal was conducted over a four week period, from 4 February to 4 March 2021.

The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017). The full, documented engagement approach is outlined in the Electric vehicle charging bays proposal Community and Stakeholder Engagement Plan (October 2020).

A project page was established on our have your say platform with information provided in an accessible and easy to read format.

The project was primarily promoted through our regular Community Engagement and Council E-News channels.

Feedback was captured through an online comment form embedded onto the have your say project page. The form included a question that directly asked respondents for their level of support on the proposal.

An open-field comments box provided community members a space to explain or elaborate on their support, not support or neutral sentiment as well as add any other feedback they wished to contribute.

5. Findings⁴

Of the 250 submissions received during the consultation, 84 percent supported the proposed conversion of three carspaces in Mona Vale to electric vehicle charging bays.

Those that supported the proposal did so for primarily environmental reasons, stating that providing the charging infrastructure was a good way of encouraging electric vehicle (EV) uptake, and that EVs were better for the environment, helping to reduce carbon emissions.

Some respondents added that this initiative should be rolled out through the LGA and “the more the better”.

While the majority of comments supported the proposal in principal, there were some concerns regarding the chosen locations, consequent reduction of general parking spaces and length of time allowed in charging bays.

Some commented that the conversion of the carspaces for EV only would mean the spaces would be empty most of the time, frustrating drivers trying to find a parking space. An adjacent business commented that revenue would be lost if people couldn't park directly outside their shop.

Several respondents, including nearby residents, supported the proposal but disagreed with having an EV charging bay in Bungan Street. The residents mentioned that they would be disturbed by the 'humming' noise of the charging facility while others felt that Bungan Street was a busy, congested, shopping area and would prefer the charging bays be installed in suburban streets where there is less competition for carparking spaces, or in council carparks, petrol stations or shopping centre carparks. Church Point was also suggested as an alternate location.

There were comments stating that 15 minutes was insufficient time for parking or charging. It was felt that 30 minutes or more would be better to allow time to quickly shop or have a coffee.

Thirteen percent of respondents did not support the proposal for reasons including:

- not wanting advertising added to the electricity kiosks.
- public owned land (carparks) should not be used for a commercial enterprise at no cost.
- there should not be any loss of parking for the benefit of electric vehicles
- people who can afford electric vehicles can afford to charge them at home at their own cost
- council should not be subsidising or assisting EVs. This is disadvantaging the great majority of motorists.

There were several questions within the comments querying whether there were alternate companies who could provide faster charging facilities and whether the chargers were compatible with all EVs.

⁴ Note: This report represents what Council has heard as accurately and transparently as possible by using consistent quantitative and qualitative analysis techniques.

Table 1: Feedback that requested specific changes to the proposal/draft

Theme	What we heard	Council's response
Parking restrictions/timing	15 mins insufficient - Parking/charging time to 30 minutes or more	15 minutes is the time allocated for free charging for electric vehicles. Parking for electric vehicles is permitted for longer while the vehicle is charging, but users will have to pay for the charge beyond 15 minutes. Charging rates are to be confirmed.
Change location	Suitability of EV charging bay in Bungan Street as it results in loss of a car space in busy shopping street.	51 car parking spaces (including 2 accessible) with varying timed restrictions, to assist with vehicle turnover are located on Bungan Street between Waratah Street and Pittwater Road. (There is also 2 loading zones and motorcycle parking within this section of Bungan St). This area was deemed suitable due to the large number of available on-street parking. This dedicated space was well supported by the local community and will attract electric vehicle owners to the area.
Signage	Confusion and lack of clarity around timing and what 'free' charging means in practice.	The 15 minutes free charging will be funded by paid advertising on Ausgrid's existing infrastructure. Additional charging rates are to be confirmed. Signage is a standard Transport for NSW sign and enforceable under NSW road rules.

Appendix 1 Verbatim community and stakeholder responses*

Number	Comment
1	1. The Council should not be usurping designated parking spaces for a Commercial purpose. 2. If Ausgrid & Jolt want to do this out of the kindness of their (Marketing Plan) heart then they should be either using their own land or paying a considerable sum to NBC for the loss of the utility of the parking spaces. 3. Has the NBC / Ausgrid / Jolt partnership costed the loss of revenue that will occur as a result of another 3 parking spaces disappearing in Mona Vale, especially as the revenue is much lower after the virus.
2	15 minutes not long enough
3	a good idea to promote electric cars
4	A good initiative, but we're so far behind NZ on this...time for some real action.
5	Absolutely YES – please install more! We need more charging locations so people can see it's so viable to drive an EV. I'm an early adopter driving a fully electric Mini Cooper but want others to jump in too.
6	Absolutely! I hope there are more plans for accessible charging for all electric vehicles in the near future!!
7	Absolutely! Please add another three.
8	Absolutely, about time, 3 is not a lot - how about 30...
9	Absolutely not. These are busy congested areas where traffic already backs up at both ends and causes hazardous situations to both drivers and pedestrians. parking is already at a premium. Regular car drivers drive to petrol stations for fuel that are situated well away from pedestrians and shops and other facilities. They wait in line, fill up their tanks, pay for the fuel and drive away. This involves a wait that is irritating but necessary. The EV stations can be located away from busy car and pedestrian thoroughfares. Other countries locate them in residential areas on the pavements. Please think outside the square and put safety first. Try to decrease the stress we are suffering and not increase it. Thank you
10	Anything to help the uptake of electric vehicles in the Northern Beaches
11	As a driver of a hybrid electric car this would be a wonderful addition to mona vale
12	As an EV owner I'm absolutely over the moon about this! Please don't make them all or 2 out of 3 for Tesla. They already enjoy plenty of charging stations while those of us with CHAMEO struggle to find charging stations. Well done!
13	As an EV owner who frequents the area (my mother lives locally) I am very much in favour of this development. However, the proposed 15 minutes time limit seems too short. Can this be extended?
14	As an owner of an electric vehicle for the past 6 months we would very much appreciate a free charger in Mona Vale shopping area. We have installed solar panels at our house and are doing our very best to be as green as possible. This move by the Council is supportive of changes to the problems of climate change.
15	As long as they pay for the electricity they consume I have no issue, if you are planning to give it away for free then no I do not agree
16	As more residents take up the option of electric vehicles, I welcome additional options for charging these as part of our village areas to encourage uptake and enable residents to access our villages with low emissions transport.

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

17	As we currently own one electric Nissan Leaf and one Mitsubishi Outlander PHEV, we would be very pleased to see the charging stations at Mona Vale. I hope that they are fast charge stations that give 80% charge in 15 minutes.
18	At last! Electric vehicles on the Northern Beaches. We need the EV charging. Great location.
19	At least it's a start. Totally unclear though what "free 15 minute public EV charging stations" means in practice. Can an EV only spend 15 minutes parking there? That would be quite impractical in a shopping precinct. A better approach in my view would be to install charging stations in all council car parks where people can leave their EVs charging while out shopping. The chargers in Warringah Mall, for example, apart from their inconvenient location at the most remote corner of the car park, work well for this purpose. Considering the Northern Beaches of Sydney are amongst the most well-endowed council areas in the country, EV uptake could be greatly enhanced by a more speedy roll-out of sensible charging options. And yes, we drive an EV. And once you do, you will never want to go back to fossil fuel cars.
20	Brilliant idea, we need to encourage people to swap to electric pollution free transport, this will help people to make that decision.
21	Brilliant idea. Hope these are the high speed chargers. Also will they be suitable for all EVs? I read that there will be different chargers for different brands of car. Make sure your chargers are suitable for Nissan Leaf as they are very popular and a lot are being brought into the country soon by an environmental group.
22	Bungan St is notoriously busy between the roundabout and the pedestrian crossing. Do charging stations have to be in busy retail streets (answer: yes for a result from advertising and probably security) Are there other Ausgrid boxes suitable?
23	Bungan Street is often congested and parking spaces are at a premium. Could you choose a less congested area to install a charging station. I approve of the one you have earmarked in the carpark as these spots were already denied to the general public. Perhaps you could free up more parking in this carpark now that council doesn't need as many.
24	Charging stations are also needed in the new Church Point council parking station. As an owner of an EV, a recently moved in resident in Lovett Bay and a renter of a parking space on the roof of the car park, we were disappointed to not find a location to charge our vehicle.
25	congratulations
26	Could be useful
27	Definitely worth having charging stations for EV cars though a limit of 15 minutes will restrict their usefulness. Not sure this particular approach will satisfy the need very well. Definitely not "supporting all electric vehicles". Still, a step in the right direction, should give about 45 kms of charge to those users whose cars are compatible. We have had an electric car for 18 months but this will not be suitable for our car. We have to drive from Avalon to Dee Why to find a charging spot in our council area.
28	Delighted to see this develop. Is there a broader strategy for Northern Beaches? I live in an apartment block with no electric points in the car park. What are the plans to support and encourage residents to move to EV?
29	DO IT! and more!!
30	Do we really have to have a consultation for 2 parking spaces? Why not simply assess if the public feel it's a good idea 'in principle' and then make fast effective decisions to support that. Feels like we should be back in the 80's with this approach.....will we do this every time you want to add 1 or two more??
31	Electric cars the way of the future. No pollution. Totally agree with proposal. Can't wait to have an electric car. Good on NB Council for supporting this,

32	Electric cars will soon become normal, and this transition must be supported by charging stations. This is an initial step but will quickly become inadequate. I'm not sure that the 15 minute limit is appropriate, seems too short a time.
33	Electric vehicle charging stations are the way forward and should be encouraged. I plan to buy an electric car when I sell my current car. The more EV sites available the more people will move to this cleaner form of transport.
34	Electric Vehicles are the future. Governments need to take a leadership role to support the installation of as many charging stations as possible to help facilitate the change to cleaner motoring.
35	Electric vehicles are the future. The infrastructure that supports them will be necessary. This is an opportunity not to be missed. The absence of state & federal government initiative in this area means local government, the community and business need to lead.
36	Electric vehicles should have greater support and this is a good step forward. Currently there are no financial incentives to assist with purchasing of electric vehicles and they are much too expensive to become mainstream. Comparisons of new car prices between models that have electric vs combustion show that it is not feasible for most people to choose the electric option. The problem will show up when the parking spaces proposed are little used. Make the electric vehicles more affordable and the parking spaces will be well patronised.
37	Electric vehicles will only become common with the ready availability of charging. This is a step towards getting the necessary recharging infrastructure in place. As a rate payer I am glad there is no cost to me (the loss of several parking places is minor). But I am surprised that the charging is Free. As they say - "there is no such thing as a free lunch" - there has to be some cost to us as the community. I hope it is only having to cope with advertising next to these parking spaces. Cost to the users of this free recharging facility?
38	Ev cars are the way of the future and we need to bring our neighbor hoods in line with that papn for the future
39	EV users are not paying their fair share for road usage via the petrol excise. They should not be taking more car parks from existing motorists.
40	EV's are the future for motoring and we need to both encourage and support EV users
41	EVs are evs indeed but still punch heavy octane into the drive train
42	EVs are white elephants. They are still powered by coal because fossil fuels are basic to the vehicles' construction and the power generation.
43	Excellent start to an essential service
44	Excellent, and 15 minutes is appropriate for a quick top-up.
45	Fantastic idea. Can't wait for Ausgrid to being work for the charger at Forestville.
46	Fantastic idea. It's obvious that the Federal Government does not want electric vehicles (here we come Cuba!), but local government (eg NBC) and state governments are doing the right thing. All I would suggest is that the rest of NBC's LGA (especially Manly, Fairlight and Balgowlah) is looking forward to the same treatment.
47	Fantastic initiative. Good to see the Northern Beaches moving in line with the rest of the world.
48	Finally a council that are looking at a more sustainable future. What a wonderful investment for the councils and it's community. It's setting the bar now for other councils areas who need to take this more seriously. I fully support this project and hope to see this implemented very soon .
49	Good idea from Council. Many of the new cars are electric ones. These boxes are useless so if we can make them something else this is a very good idea from Council. Anyway, many of the people will have these cars and need to put electricity inside

	otherwise they cannot use. There are many BP and Shell everywhere ruining the world, we need to be smart now. Thank you.
50	Good idea, electric vehicles are the future and public charging stations are needed everywhere.
51	Good on you council. The demand is inevitable.
52	Good to see ..
53	Government, including our council should not be subsidising or assisting EV's. To do so is disadvantaging the great majority of motorists. EV's should fight for and gain their numbers on their merits. The majority still have doubts about the theory that anthropogenic carbon dioxide is driving climate change, or that even if that is found to be so (in about 100 years) that our token virtue signalling would have any effect.
54	Great first step. I hope there will be many more.
55	Great idea
56	Great idea bring it on !
57	Great idea but fifteen minutes is not long enough. What is the driver supposed to do in that time? It should be thirty minutes minimum to allow for shopping or a quick coffee.
58	Great idea to encourage EV ownership across the NB. I look forward to this initiative expanding.
59	Great idea to start a trial on this. Hoping then council will do another area in 12 months time and then in a further 12 months - maybe in DY council offices carpark or a central area there and also in Manly
60	Great idea!
61	Great idea!
62	Great idea! We need more!
63	Great idea, thank you for supporting EV charging.
64	Great improvement over petrol etc vehicles .Please consider one for Dee Why Library car parking area.
65	Great initiative
66	Great initiative from Council! Finally, a bit of forward thinking and steps towards combating climate change. By reusing the existing ausgrid box (might be a better name for it!), Council are not cluttering the footpath any more than before. We have plenty of parking to go around in Mona Vale, so dedicating 2 bays for electric cars is not a big deal in my opinion. We as a community need to be on the front foot of the move to clean transport, and as much as it is easy to do nothing, we have to stick our necks out and move towards a cleaner and better future for our children and grand children. Australia is so far behind the rest of the world, its embarrassing! Love the idea - keep up the great work. Can't wait to see this up and running in Mona Vale
67	Great initiative to encourage EV use and therefore minimise air pollution, lower GHG emissions and provide a future climate that our children and their children can survive in.
68	Great initiative, want to see more of this and make the northern beaches a tourist destination for EV owners
69	Great move well done
70	great to see the uptake starting to grow - I am an EV driver and we need more of these incentives for others to join the movement - THIS IS THE FUTURE
71	Great to see this initiative.
72	Great!
73	Great. The first of many. This is a great initiative. The joint venture of advertising paying for free charging is cleaver. It will be a good promotion for electric vehicles and, hopefully just the

	beginning. If, in these early days, people are going to bitch when they can't find a parking spot and see empty charging bays but it is an investment for the future. Well done.
74	Happy to support a small number but would not like to see a large number of spaces allocated to charging, it's my responsibility to have my car charged like it's my responsibility to have petrol in my car, given limited parking in the retail area. Re engagement questions, not sure if age or gender profiling is appropriate, people's comments should be treated equally irrespective of age, or gender Thanks for the opportunity to comment.
75	Has an analysis been done on how many cars will be benefited vs how many will be displaced in average (e.g. per week during peak, non peak and weekends?)
76	Has council seen the fast charger that was recently installed by Mosman Council with Evie Networks? This seems like a better solution as it's twice as fast as what Northern Beaches is supporting. We need much more infrastructure. Please council can you check whether Northern Beaches can get a better solution and in more places?
77	Hi Just wondering why you've selected Mona Vale only. I would have thought that it would be more wise to commence In The centre of the highest density urban areas of the NB and expand outwards. Also it may be worth contacting EV suppliers like Tesla, and asking for EV usage data along those routes. Has the NB council conducted an EV survey that perhaps can be sent out electronically and cover a multitude of questions surrounding the adoption of this new world changing technology. With my good understanding of EV, I would be happy to format say 25-50 relevant questions to cover EV usage from 2021 to 2030.
78	Hi, I have had 2 Toyota Prius hybrid cars the last 15 years and would love an all electric car. Shame the federal government is doing nothing to give people confidence about electric cars so that in turn there is the consumer interest for car companies to import them. At the moment there is little to choose from, and they are not well priced. Yes, kilometre fears are there... I do not fear running out between my home in Duffys Forest and Mona Vale. However, some people will fear they are getting close to empty and value a recharge at the local shops. Some will recharge just because it is free! Whatever makes people happy and one step closer to buying an electric is worth considering (it is like buying an expensive dress just because it is on special?). You have to start somewhere with all this - and doing something rather than nothing is the way to go. So I fully support the electric recharge stations. I do not use that shopping centre enough to know if the locations are optimal. However, I do know that there are some good shops in a more more southwards direction than shown, so maybe having one of the stations closer to Waratah St might be better?
79	Hope this is the first of many charging stations across the Northern Beaches area. We are looking towards a full EV and this is one of the considerations. Why only 3 spaces ?
80	Hopefully this will be the start of many charging stations.
81	I agree- a great idea to provide charging points for EVs- the way of the future. But I object to these points being in valuable parking spots in Mona Vale shopping centre. It is already difficult to find parking spots when shopping in Mona Vale. I assume they have to be in front of a green electricity box. Could any of these be found, say, within 300 metres of the shopping centre, perhaps along Pittwater Road to Bayview so that an EV could be charged whilst the owner walked to the shops.
82	I agree with the proposal to use the existing council car park spaces "designated for council use". However, I think the street parking option on Bungan street could be dangerous due to users moving around their vehicle setting up the charging points. This area is busy as it is, surely there must be a spot in the woolworths carpark that the Ausgrid can tap into.

83	I am 100% in favour of supporting Electric Vehicle roll outs. I can see that dedicated parking spaces in shopping centres make sense so that a quick coffee or a quick shopping excursion can take place while charging, as long as the 15 minute limit is maintained.
84	I am an EV owner and resident of Mona Vale. This is great. Congratulations to Council for supporting EV residents in the Northern Beaches. May I suggest that charging be available for 30 minutes (rather than 15) as this will allow sufficient time to shop and provide a reasonable amount of charge for the EV battery.
85	I am not sure if I have already commented. However, I am keen to know if the poles will be accessible for my Mitsubishi Miev 2013 and not just for Teslas! These are the details for charging this vehicle: (15 A 240 V AC (3.6 kW)[2] on the SAE J1772-2009 inlet) **optional CHAdeMO DC rapid charging, adapters for domestic AC sockets (110–240V)
86	I am very happy that council is considering ev charging stations! Mind you I know little of the providers and still have a diesel vehicle. However my next car will be electric so I support this introduction
87	I do not have an EV but would support as well more charging station, i.e. at the Beach next to the SLSC.
88	I do not have an EV, but am interested. It is imperative that there be some time limit for that parking, otherwise an EV may park there indefinitely. While the parking is marked as "while charging", I think there should also be a time limit - 1 hour? 2 hours?
89	I do not think public owned land (parking spaces) should be used for a commercial enterprise at no cost to the provider or consumer. Petrol and diesel are supplied from sites owned by private companies who pay rates. Ausgrid and or Jolt should be charged an annual rental for each parking space at the same hourly rate as Council charges for their top parking meter rate. The proposal is yet another layer of subsidy for renewables.
90	I fully support all electric vehicle charging, especially free charging. We need to move away from petrol based cars. This is a fantastic initiative and I hope the council fully supports this company. I hope to see many more free charges in the future.
91	I fully support having electric car charging stations in Mona Vale. Do not like the idea of these stations being used for advertising. Do not wish to see Ausgrid and co cutting down trees and shrubs around these advertising boards to highlight them. In Amsterdam where they are plentiful they are pretty simple looking and not covered in advertising.
92	I fully support the introduction of the electric car parking spaces but I don't agree that they are free. You don't provide free petrol and at the moment the cost of most electric cars are too expensive to buy except for the very well heeled. When the cost of electric cars are similar to a petrol engine car then provide free electric charging stations to encourage people to adapt.
93	I fully support this proposal.
94	I fully support this proposal. This plan will encourage more people to consider an electric car option. We are planning to buy an electric car within the next 12 to 18 months. This will definitely be a positive in that regard. Whilst the loss of 3 car spaces is a negative, it is hugely outweighed by the positive outcomes that this will provide.
95	I had enthusiastically agreed with this development but now I have read further wholeheartedly object to having Mona Vale bombarded with 24 hour electronic advertising. Love the idea of the electric charge stations but why not have them with swipe credit card so the user can pay for the use of them. And one would question why the 24 hour advertising was so deeply buried in the DA paper word. And please disregard my previous comments.
96	I have lived in this area for over 20 years and I am glad to finally see some positive change happening. We can't keep going the way we have been with petrol guzzling,

	<p>pollution making cars. If we want to stop climate change and have a positive impact on the environment then we need to support changes like this one. My nephew lives in an apartment and he has wanted to buy an electric vehicle for a while now, but he wasn't allowed to install a charge wall in the garage by the strata people. If you let them install these on street charges then people like my nephew can buy electric vehicles without worrying about how they are going to charge it. Also, I think it is great that the charging is free, I think this will incentivise even more people into buying electric vehicles if they know they can charge them for free, as opposed to paying thousands of dollars a year for planet destroying petrol.</p>
97	<p>I have no objection to installing electric vehicle charging bays for future use and sustainability but I do strongly object to the proposed sites for these parking bays. I am sure sites could be found that do not, once again, remove parking sites for those people wishing to park in order to shop and complete banking and other errands in Mona Vale and which would have easier access.</p> <p>I live [REDACTED] the entrance to which is where one of the charging bay sites is being proposed. I witness this stretch of road daily from my balcony above; it is extremely busy as it is a major thoroughfare through Mona Vale, particularly during school pick up and drop off times and parking is at a premium at all times and in constant demand. With no notice to residents, the Council recently restricted a couple of parking spots in this same small section to 10 minutes parking and now Council proposes to take an additional site from this section for the electronic charging bay. I think this is extremely unfair to the residents and retail businesses that front this section and will create further impediments to the flow of traffic here and through the roundabout.</p> <p>The Council letter to residents I received (ref: 2021/068465) identifies a free public charging bay for a time of up to 15 minutes. Will this operate 24 hours or will the hours it is available be limited? If accessible at all times this will create a significant noise and nuisance impact on nearby residents, especially as one will be directly below us and the other two only across the road in the Park Street parking area.</p> <p>In addition, while your original review and report on the Park Street parking changes identifies a few more spots being made available for the general public, the parking limit there is to be reduced from 3 hours to 2 hours seven days a week, whereas previously there was no restriction on Sundays. So once again it looks like you are giving with one hand and taking back with the other. Two designated spots for electric charging bays here further reduce the number of spots you supposedly made available for all.</p> <p>My question is, why do the electric charging bays need to be in the central congested area of Mona Vale; if people are just pulling in to these to charge their cars for 15 minutes they don't need to take up central spaces that would be more beneficial for people actually parking to shop locally and thereby boosting the local economy. The charging bays could be situated near a petrol station or similar facility for the purpose of 'charging' up. There must be alternative 'existing Ausgrid distributions kiosks' that do not impact on the central parking areas that are in such high demand and I urge Council to find them.</p> <p>I strongly suggest that Council investigate alternative sites for these charging bays that will not encourage cars who only wish to 'fill up' into an already congested traffic and parking area and</p>
98	<p>I hope the long term plan is for electric charging stations at commuter carparks eg Kitchener, Church Point etc as well as in shopping centres.</p> <p>A charging station need not necessarily negate someone else parking there if there are enough of them.</p>

99	I live in Manly so don't know the proposed parking spaces, but I am generally supportive of the Council installing electric car charge stations. Next, in Manly ;-) Bring it on
100	I own a Tesla Model S, and will be purchasing another EV when we sell our diesel SUV. We charge our vehicle at home, but more support to help transition towards electric vehicles (especially for visitors to our area that also own EVs) is vital to maintain the pristine nature of our gorgeous area.
101	I think it is a great idea to trial this on the Northern Beaches. So long as Council retains oversight of the advertising material displayed and has right of removal of anything deemed contrary to community standards this should definitely go ahead.
102	I think it is a great initiative for council to provide electric vehicle charging stations (some dedicated spots in council car parks would be a great idea). In keeping with the goal of a greener northern beaches the electricity provided for these charging stations should come from green energy sources.
103	I think it is great that Mona Vale will be leading the transition to green energy by supporting EVs
104	I think it's great to encourage new sustainable energy options like EV cars, so I support this concept. My feedback would be to make sure it doesn't become a visual spectacle, with big signage and coloured pavements etc. Can we please keep it subtle and neat and part of the natural look.
105	I think this is a positive step. I would also like to see charging stations added for electric scooters and motorcycles. The batteries are charged by plugging into a standard 240v outlet. Why don't you add a few of these in Mona Vale and other Northern Beaches towns and beaches to encourage more environmentally friendly modes of transport? You can fit up to 6 vehicles in one car parking spot putting a roof over the spot with solar panels would make it extremely cost effective and versatile for electric scooters, motorcycles and even ebicycles.
106	I think this is an accelerant idea and a great environmentally friendly initiative. The free charging is great as well!
107	I think this is good initiative. I'd like to see planning changes that ensure parking capacity requirements for new developments incorporate EV charging infrastructure and bicycle parking areas.
108	I welcome the proposed charging stations as I would like to buy an electric car but currently drive a hybrid. Re-charging locally would be a pre requisite for me, to going fully electric.
109	I would encourage the provision of even more spaces.
110	I would like to see charging stations rolled out across the area.
111	I'm an electric vehicle owner/driver. If there are charging bays available in convenient locations I will definitely use them. What type of adapter are the units planned to have and will this be on the Jolt unit or provided by the user? Is 15 minutes the limit on the parking space or the amount of time it takes to charge because that's very fast!?
112	I'm really excited for free charging! What a great initiative.
113	Important to provide charging facilities as widely and quickly as possible .
114	In full support of providing more incentives towards pollution free transport!
115	In principle I think it is a good initiative. The questions I have are; will the charging stations have adaptors for all EV'S and not just those brands that pay the best price? Is the 15 minute limit controlled by the charge time ie shuts off after 15 mins? Why 15 minutes? Will they be a fast charge rate or slower? what % of a full charge will 15 mins give? Is the power from these stations 100% renewable, if not the council should not support it at all.
116	In the endeavour to aim towards free carbon emissions by 2050, I feel this is a positive move. It would also be good to seeing each car space a small electric car so that

	people wishing to drive around Sydney eg northern beaches only can pay to go and then return the car in 24 hours. This way the amount raised can help pay for expenses incurred! Like they have in other countries eg Milan Italy
117	Installation of 15min charging will drive interest and uptake of EVs across an environmentally aware area as the Nthn Beaches. A positive step forward.
118	Is that enough, given the aim to move to 100% renewable energy? Is there a long term / long range plan?
119	It has to happen and you cannot rely upon the federal or state government to assist. We are hoping to move to Mona Vale and it is an area we frequent often due to the markets, cemetery & range of shops. We hope these bays will be all over the beaches.
120	It is important to encourage electric vehicle use for environmental reasons. With the proximity of the West Head national park and the Pittwater, it is really clear that we need to look after our environment and resources. To look after our environment and also as an Electric vehicle owner who commutes to Church point regularly, I would very much appreciate it if the council were to install charging stations in the Church point parking areas.
121	It's important to provide charging infrastructure to facilitate electric vehicles and help reduce transport carbon emissions.
122	It's about time we get some infrastructure to support EVs. This is hardly sufficient but at least it's a start. The location on Buggan St isn't the best choice, but better than nowhere, I would select level locations where there isn't an road safety hazard; parking lots are much better suited locations. Australia is far behind in alternative energy adoption and it's embarrassing and we are viewed negatively on a global perspective. This is not a world first as stated by Ausgrid; there are many free EV charging stations all over the world, I've personally seen them in California, New York and other states in the USA. Please ensure their advertising isn't misrepresenting the truth.
123	It's about time we started to catch-up with Europe. Many countries already have free EV charging stations at places like supermarkets and other places where people naturally park for an hour or so. My only reservation is whether 15 minutes is sufficient encouragement since (1) it may not be long enough to obtain a reasonable charge; and (2) it's not long enough to permit much shopping during the allowed period. I would have thought at least 30 minutes, and perhaps even 60 minutes, would be more appropriate.
124	Large paid electronic advertising will be horrible. It will be showing 24 hours. It will ruin the ambience of the Mona Vale village area. This really just the thin edge of the wedge, soon we will end up like the USA with objectionable advertising everywhere in our faces.
125	Let private enterprise arrange it on private land, possibly current petrol stations would be suitable, separate from petrol bowsters, not public land and others paying for the electricity. They can be charged at the owner's home or business, also. There's a shortage of parking, let alone handing it to a section like this.
126	Let's go green! All for it!! This is the first step we need to take given our commitment to cars being electric in the future.
127	Mona vale is so scarce for parking spaces now due to council lack of in structure so put the parking spots on council land and not on valuable public parking areas.
128	More charging car parks please
129	Much money will be wasted in chasing the dream of electric vehicles. They are still in their infancy. Charging a vehicle is time consuming. Taking one parking space away to facilitate "public" charging is extraordinarily unfair to the overwhelming majority of shoppers driving normal cars. Those keen to be part of the very small minority of electric car owners should charge their cars at home at their own expense.
130	My view is that the existing "kiosk" substations are unattractive in themselves. Covering them with something which is better designed and provides multiple uses is, in my

	<p>view, a win win for residents and potential EV users.</p> <p>Anything which encourages people to move from fossil fuel usage to renewables is a good thing (I understand they will be using renewable energy through RED energy).</p> <p>I know some people who are keen to buy an EV are put off by the difficulty in finding convenient charge facilities. With readily accessible, fast charge bays available, close to where people need to go for shopping seems like good logic to me in overcoming some of that concern .</p> <p>Locating the charge bays next to substations makes it much more efficient to provide fast charging without any significant energy losses and a need to create yet another piece of infrastructure into our urban landscape.</p> <p>I understood that the advertising screens will also be available to council to inform the public about local disasters, hazards or community notices. This seems to me to be a benefit for residents compared with having an inert grey box on the footpath.</p> <p>As well as being used for advertising, perhaps the screens could also offer some educational and / or entertainment for passers by?</p>
131	No doubt further stations will be implemented in more populous areas once the initial trial has proven successful.
132	Northern Beaches is a recognised leader in sustainability; and this initiative furthers that effort and serves as an example for other Councils. I am proud of living in this area for this very reason.
133	Of course
134	Only 15 minutes?
135	Our family is passionately in support of this idea. Fantastic initiative for the community - free charging!! This will improve the chances of people buying EV's, which will in turn help the environment - a huge issue on the minds of people within this community, but also in Australia and the world! Also a great opportunity for northern beaches to showcase they are an innovative, forward thinking market that puts the community and environment first.
136	Parking is already limited in the area. People should be charging their vehicles at home or at work, this is simply unnecessary. We also don't need more advertising.
137	People who can afford electric vehicles can afford to charge them at their own property at their own cost. There isn't enough parking for normal vehicles due to the amount of high density housing being forced on existing residents who are opposed to units in their suburbs.
138	Please encourage every effort to accelerate the possibility of owning and driving an EV. Thank you
139	Please make sure chargers are of sufficient capacity to provide a fast full charge keeping in mind that current battery research will shortly enable modern electric cars that will be able to take a full charge in less than 1 hour provided the charging capacity is sufficient. The charging speeds will be much faster allowing for much more convenience as long as the charger is up to the speed. Vehicle manufacturers will be able to estimate the specification needed.
140	<p>Providing Council does not need to contribute anything over and above the space, I see no reason why not provide. I am in the Motor Industry, currently 7% of new cars registered in Australia are EV.</p> <p>Presumably the cost of upkeep, and supply to the customer will be borne by JOLT, Ausgrid and the end user. Service stations and car park stations will update to include EV chargers over time. Israel is currently working on and has developed an EV battery that recharges in under 10 minutes. Sydney Uni and Strategic Elements (an Australian Cpy) have developed a self-charging battery that may be used in EV vehicles, so it would be unwise for Council to contribute financially at this time.</p>
141	Seems like a great proposal

142	Sorry to sound negative but this will be just 3 more parking spots in an already hard to park area not available to the majority of local residents, I see the electric parking bay on Mona Vale Rd at Terry Hills never used when I park there which is quite often, a waste of a parking spot. Plus the cost and just more visual pollution with more road signs and paint on the road. Why not just put one electric parking bay in and monitor its use over say 12 months and if it gets used at least 50% of the time, which I am sure it wont, then reevaluate then as to how many bays are needed. Technology is rapidly changing and electric parking bays for cars with pull out charging cords will be old technology very soon.
143	Start putting in a lit more. We have to go electric on cars. Every car space should b a charging port very soon i hope.
144	Thank you for being proactive and supporting the use of electric cars. It's great to see one level of government with some vision for a cleaner future.
145	Thank you for the opportunity to provide comments on the proposal to change the parking restrictions to facilitate the introduction of EV charging bays in Mona Vale. There is overwhelming evidence of the environmental, economic, and health benefits that electric vehicles and their large-scale uptake within Australia will provide. This alone is enough reason to support the proposal for accessible chargers in our community. But this proposal will also benefit the local community and help improve the streetscape. The substation kiosks are large eyesores on the streetscape that are often vandalized and weathered. The proposed digital signage that will cover the substation kiosks will improve the visual character of the area by giving a modern and sleek look to an otherwise unpleasant box. Moreover, the signage panels can display public and emergency messaging, which is a valuable feature particularly in light of Covid-19. For these reasons, I strongly support the necessary changes to parking restrictions at the aforementioned areas to facilitate the introduction of
146	That's great initiative! Thank you so much!
147	The future is clear, and the eventual change over to majority EV, and Hybrid vehicles needs to be supported by all levels of Government by leading this revolution, not reacting to the need. Support needs to widespread, and I hope these EV charging locations will be common place on the Northern Beaches. 15 min free charging is fine initially, and I hope that after a period, (say 6 to 12 months), this will be reviewed (yearly).
148	The more charge points the better, be progressive cause it's going to happen.
149	The more electric charging bays we have on the Northern Beaches the better. The more electric vehicles & the less petrol & diesel vehicles we have on the Northern Beaches the better. The Northern Beaches is completely overpopulated by pollutive carbon-emitting vehicles, we must do everything we can to change this and move into a greener future. There is considerable particulate carbon pollution in the air especially along Pittwater road which is harming our population.
150	The more the better. Great initiative!
151	The proposed Bungan Street site is unsuitable as it is in a busy narrow strip of roadway, between busy pedestrian crossing and busy traffic roundabout, and opposite a double yellow line. Not very friendly for locals, let alone for visitors not familiar with the area. I suggest using another more easily accessible spot nearby (eg other end of Bungan St, Waratah St between Bungan and Pittwater Rd etc etc). Park Street Carpark sites are good.
152	The sooner we have local charging points for electric vehicles, the sooner we can move to buying an electric car. Good work Northern Beaches Council!
153	The sooner we move to electric cars the better for the environment.
154	The trendy few are getting free fuel while those of us who need conventional card to go about out taxpayer business have to finance ourselves. Has council nothing more

	important to do than to concentrate on green dreams and climate emergency? Fix the potholes. Provide some commuter carparks. Clean the drains before the next storm.
155	<p>There are an increasing number of electric vehicles in our region and we also have many visitors from outside the area who drive EVs - and currently there are very limited charging options. it would be wonderful to see the council stepping up to create the infrastructure to support the inevitable and imminent transition to electric transportation.</p> <p>Thank you for this proposal</p>
156	<p>There are better ways to increase public uptake rates of EVs. Subsidies from the federal government in the form of reduced cost of buying EVs and home charging stations. The space is better used for greener forms of travel such as bike parking facilities. Advertising panels and bulky charging stations are an eyesore and do not contribute to the surrounding area.</p> <p>As EV uptake increases, there may be added congestion with vehicles awaiting use of the free charging stations. Or the added burden of policing vehicles parked too long.</p>
157	<p>There are insufficient parking spaces in Mona Vale shopping precinct at present. The convenience of a charging bay just because it is adjacent an Ausgrid substation does not mean it is the best place for such a bay especially in a crowded shopping precinct. Kerbside parking should be for all motorists, not just a select few. 15 minutes offers no real value to charging a car. Clearly this is a token gesture to please a minority and to show favourably on Council "Place Plan" reports. I believe any dedicated charging bays should be located in a dedicated "Electric Cars Only" parking area. They should not be randomly positioned kerbside along the side of the road, especially kerbside in a crowded shopping centre. This will lead to confusion for locals, inevitable fines for tourists and other uneducated motorists and will give the whole scheme a bad name.</p> <p>I do not agree with single random kerbside parking spots in shopping centres. A single random kerbside parking spot painted green positioned between two other parked cars will not be noticed by any motorist and will be unwittingly parked in by all cars. This scheme should not be designed to generate more parking fines.</p> <p>A better solution would be to allocate the whole of a smaller segregated carpark to "Parking for Electric Vehicles - Only Whilst Charging" and allow say a 2hr limit to enable a worthwhile charge to be achieved. If well signposted, all motorists will know this area is for electric cars only and will learn to avoid this particular carpark.</p> <p>A suitable segregated carpark could be one side of the smaller carpark at corner of Park St and Pittwater Rd outside Mona Vale Vet Hospital. Should this prove popular and well patronised then the larger carpark adjacent the Library could be converted to Electric Vehicle Only parking in years to come as more people convert to electric cars.</p>
158	<p>There is a shortage of charging stations on the northern beaches. We need to move ahead in order to reduce our emissions by 2050. As council is at the forefront of being a leader in sustainability we need to make the transition to EV's as easy as possible.</p>
159	<p>There should be more preferred parking spaces for EV's to generate more incentives for the market to move to electric. great start. Maybe worth suggesting the signage saying 'plug in electrical vehicles' as hybrids may park</p>
160	<p>There should be no loss of parking to the benefit of electric vehicle charging. I reject the notion outright of 'greening' the northern beaches by use of EV's, for which there is insufficient evidence that their existence in any way reduces global pollution.</p>
161	<p>These facilities are provided free to E car users but someone must be paying, so who is paying? For those that want and can afford an E car let them charge up at home before setting off on a trip. There are other power sources that could be in train. E cars may go the way of the dodo.</p> <p>Who is paying for these charging stations? Do the users of these facilities pay for their use? Just how many hybrids or electric cars are out there? Why should ratepayers be</p>

	footing the bill for a handful of owners of hybrids or electric cars? How long will electric cars last before they are phased out perhaps by hydrogen powered vehicles?
162	These look great, a good environmental initiative! Can you please install some in Dee Why and Manly?
163	Think it is a great idea
164	This amenity will support a greener environmental initiative.
165	This is a fantastic idea and any support for electric vehicles is a step in the right direction. Congratulations Northern Beaches Council.
166	This is a good way to encourage people to buy electric cars and help the planet!
167	<p>This is a great first step in providing charging infrastructure. I trust this is pilot which will be evaluated with the overall goal of being to provide large scale infrastructure in the near future.</p> <p>Amongst the potential issues which may need to ironed out are:</p> <ul style="list-style-type: none"> - Will the 15minute limit be enough time to "shop" nearby? Will it be adequate to provide enough of a charge? Will over-stayers be penalised? - How will pedestrian safety be impacted (eg distraction on pavement & kerbside when crossing the road)? Will road safety be compromised? - What will the impact on light pollution be, particularly during the night-time, but also during daytime? - Are the charging points safe, with safeguards in case of vandalism? Safe for pedestrians -(eg trip hazards cables & power leads etc, particularly for the less mobile, vision impaired. <p>Overall, I think this initiative is to be applauded - local grass-roots leadership in the absence of any nationwide government policies, plan or strategy</p>
168	This is a great initiative! Glad to see that it is happening. I will definitely be a user.
169	This is a great way to encourage EV uptake and support a low carbon emissions future.
170	<p>This is a start, but a pathetic effort really.</p> <p>We need to transition away from fossil-fuelled transport as quickly as possible. Many more charging stations need to be provide in as many locations as can be made available in the shortest amount of time.</p> <p>The need to tackle climate change has passed way beyond urgent. It is now essential to retain any semblance of our civilisation and civil society. It's time to wake up.</p>
171	This is a very important initiative. Great to see!!
172	This is an excellent proposal which will assist motorists who have made the change to reduced reliance on fossil fuels as well as encouraging those who are contemplating the change.
173	This is an ideal way to start the network of needed charging stations. The two locations in Mona Vale will do a lot to reduce range anxiety in new EV owners. Other key locations would be Church Point Car park which attracts many day visitors, Barrenjoey/Palm Beach car park likewise. Making the Northern Beaches EV friendly to visitors and residents alike is an excellent initiative.
174	This is fabulous I fully support this change. There is plenty of parking in the area and removing two bays to provide free electric vehicle charging will benefit many more people then simply providing a car space. I think this is a great step towards encouraging people to move towards environmentally friendly electrical vehicles and rewards those who have already made the change. As an electric vehicle owner myself I fully support this proposal. Electric vehicles are very quiet and clean the charging process is quick, quiet and efficient. Unlike loud, smoke making petrol cars. I hope the council fully support this and encourages more free electric vehicle charging stations in other parts of the council area, like manly where I work.
175	This is fantastic. It is great that council is providing for sustainable transport in future, and providing infrastructure for individuals to make choices to use better technology.

176	This is great to hear our council is making moves toward a greener future.
177	This is just favouring a certain class of "environmental" supporters who happen to have enough money to buy EV's. Many others are doing their bit for the environment and they are not being rewarded (favoured) by Council. E.g., I have solar panels on my house roof. Council doesn't give me a rate reduction for that. Also your proposal just facilitates the replacement of "air" pollution with visual pollution by allowing advertising hoards on the Ausgrid infrastructure.
178	This is the direction we should be moving in as a community. Recognising the need for us all to go green. Anything that supports that is a good thing.
179	This should be happening in every suburb, but how much charge can be given in 15 minutes, surely a 30 minute limit would be better and beneficial to local business.
180	This will enable people in apartments In the old Pittwater Area to choose to own an EV which is one of the obstacles to EV ownership. It will contribute to the reduction in range anxiety which affects visitors to the former Pittwater Area. Similar installations are required in Dee Why and Manly as a first step. (Note that the chargers in Stockland Balgowlah have become obsolete and are unusable by new vehicles such as the Kona EV.)
181	This would be a great addition to the facilities in Mona Vale, the closest charging station is currently Pittwater RSL, which is not accessible all the time. These charging stations in the heart of Mona Vale would make a huge positive difference.
182	Three is simply too many. One or even two is ok. Parking in m vale is already at a premium and almost impossible. We need much higher turnover and monitoring. I can't take my kids to the park or drop library books as there is simply no parking. Also people who drive EV are extremely wealthy (I could only afford a hybrid) and EV are not heavily patronised in our area- just a few billionaires driving Teslas in Palmy. You know it's true. Why donate them THREE car spaces !?
183	Unfortunately 15 minutes will be totally useless. If they are putting in DC fast chargers then 1 hour is required, if they are putting in AC chargers then 3 hours minimum is required. If those valuable parking spaces are going to be taken up for this purpose then I strongly recommend that only DC fast chargers be allowed to be installed. DC fast charger will be extremely useful to us electric car drivers.
184	We all need to get on board with electric vehicles so the changes are critical
185	We are looking to purchase an EV and welcome the councils move towards supporting this with charging stations.
186	We do not support the proposed space at 3 Bungan Street. Can an alternative space be allocated? We are a unit block of 32 units and several bedrooms are immediately above the proposed space. These charging spaces can produce a 'humming' noise which will be annoying for us all especially at night. We await your comments and this issue is being addressed at our resident meeting on 1/3/21. Thanks
187	We don't need more advertising, we need proper fast charging infrastructure. There is none on the Northern Beaches and there still won't be any. The Ausgrid solution is slow and we will have to wait hours to get enough range. Council's intent might be good but we can do better. Please can council find out what alternatives are available. There are many companies willing to put in proper fast charging at no cost.
188	We need infrastructure investment upfront for more people to be convinced that they do not have to worry about a lack of charging facilities, anymore than owning a fossil fuelled vehicle.
189	We need infrastructure to support change. Hoping that this will mean that we will see more EV on the road.
190	We need multiple electric vehicle charging stations all across the NB. They need to have adapters for types of EVs. They need to be upgradable when fast charging becomes available
191	We need these in every suburb and council parking station

192	We need to extend the ev charging to encourage people to buy electric vehicles. Good on you Council
193	We need to provide more charging points as the transition to electric starts. northern Beaches can demonstrate leadership in this area.
194	We should be moving faster on this all across the beaches. Anything the council can do to encourage a switch to EVs is worthwhile.
195	What a clever way to hide such an eyesore. Fabulous proactive approach by the council in implementing this.
196	What a great idea to encourage usage of EV vehicles. What a great idea. Have you considered also putting in a charging bay at the council chambers in Mona Vale and running it off the solar on the roof during the day?
197	What is the cost for the installation and what is the projected utilisation and return on the investment inclusive of the on-costs in managing and administration of these charging stations? Can the Council quantify how many electric vehicles reside within say 5km of these proposed charging stations and have these owners been surveyed to determine if there is a need or not?
198	While I support electric cars I see no reason why rate payers should be either funding their energy or giving them special parking privileges. This proposal effectively removes three car spaces from the shopping centre where it is already difficult often to obtain parking at times. If you buy an electric car it is your responsibility to charge it in the same way the rest of us have to keep petrol in our cars. Surely if someone is going shopping they are not suddenly going to run out of battery charge unless they have failed to charged it appropriately beforehand.
199	Why does every proposal have to include advertising? We need to reduce visual clutter not continually add to it.They can make profit from car charging and parking fees.
200	Why has Council permitted Meriton to build 351 apartments in Dee Why without provision for even ONE Electric Vehicle Parking Bay ?? All new building works should be providing space and equipment for electric vehicle charging. Some car companies are going fully electric in the next 4 years !!
201	Why not utilise the existing service stations instead of removing 3 parking spaces. As electric vehicle usage increases, we'll lose more parking spaces. We need more parking, not less. If using existing vehicle parking spaces, how will the usage be policed?
202	Why would you put charging vehicles in one of the busiest streets in Mona Vale where already there are insufficient car parks? Why not down in front of Winnererremy bay on Eric Green Drive? but not in the CBD.
203	Why would you take away a highly used parking spot in the centre of town, and make it for the sole use of just a few cars each week. NO, I do not support this idea. I don't support EV's, because this is just one of the problems they cause for everyone else.
204	Will the electricity being used to power these charging bays be sourced from renewable energy sources? If not how is this promoting a more sustainable alternative to petrol fuelled cars?
205	With out having to state the obvious limited parking situation in Mona Vale already, has there been reaches done to establish the need for these stations in Mona Vale? I imagine people driving electric vehicles in or around Mona Vale live locally and don't need these stations as they charge at home. There was also a proposal from Council to release some of the council parking spots to the public, I imagine these 2 spots will be taken from them. I don't support these charging bays unless there is conclusive evidence that they will be utilised to the extend that if off sets the impacts of loosing these parking spaces.
206	With the increasing use of EVs I think that this a very good proposal.
207	With the promotion by Council of bicycling, are ebicycle charge ports going to be included? eBicycle charge points are common in parst of Europe.

208	Wow, what a great thing, free charging. I am considering an electric car, this helps a lot
209	Yes please! This would be fantastic!! Well done
210	Yes to the ones in the car park but not the one on Bungan street. Those spots are for shoppers coming in and out.
211	Yes yes yes, please install more across Northern Beaches. There are NONE in Manly which is crazy given how popular it is and how many evs are around in NB these days!!
212	You do not say what charging standards are supported. I have checked Jolt and this is DC, relatively low power only. Incompatible with my Renault Zoe and incompatible with a number of other EVs. They should (as well as CCS2) supply standard Type 2 AC charging up to 22kW. In other words, like Tesla destination charging and the Eon charging at PCYC Dee Why (but higher power than the Eon chargers which are only 7kW).
213	Dam good thing I think, should be more of them, electric cars are of the future and the sooner the better, more charging stations please
214	I welcome the introduction of charging bays throughout the northern beaches. Church Point Parking - Offshore residents. Offshore residents are also an obvious target market for such a program. The recent covered car parking at church point and leased area would be an ideal area for such an initiative. We are awaiting such a program so we can buy and electric vehicle - which we will not be able to do until there is a facility that we can reliably use
215	I'm the landlord and the business owner of the shop operating [REDACTED] Bungan Street, Mona vale. I'm directly opposite one of the proposed electric parking bays at 3 Bungan Street. My cafe has been directly affected by the recent COVID shut downs over our busiest Christmas and New year period. My business relies heavily on all of the parking spaces directly outside of my business as all of my customers use those parking spots. To make one available only for electric car charging would directly affect my business as during the peak times it is already very hard to park in Mona vale village. I feel that two electric car charging spaces that are proposed for the Mona vale library car park would be fair as they are not directly affecting businesses and I believe that would be more than adequate. Please I urge you to reconsider the proposed electric parking bay for 3 Bungan Street, Mona vale. Please could you keep me up to date with this proposal please.
216	1. Why should the average rate payer be paying for someone else's electric car charging. 2. If this is the case will you pay for my petrol.
217	Fantastic initiative well done. All we need now is incentives (not the current disincentives) from the federal govt to support the purchase of EV's. My next car will be an EV
218	Yes, please! Absolutely. And congratulations to Council on this most worthwhile initiative. (Now we just need the State and Federal governments to catch up with the rest of the advanced world!)
219	It is great to see that Northern Beaches Council is supporting the use of electric vehicles by supplying these EV Charging Bays. I am interested to see that Mona Vale is your first proposed one. Why is Manly not the first one out of interest? Here is a link to Teslas registered by post code as at November 2020. Interestingly Mona Vale is not on that list however both Manly and Seaforth are. Manly ranks 29th on the list and Seaforth 40th. There were a few more deliveries of Teslas after that article so obviously some of those numbers will have changed. [REDACTED] [REDACTED] Once again it is encouraging to see that our Council is taking steps to prepare for the future of EV car usage.
220	writing to express my support for the proposed EV charging bays in Mona Vale. We need much more EV infrastructure if we are ever to encourage greater uptake of EV's and way more government support. I commend Council on this proposal.

221	<p>Thank you to the Northern Beaches Council and Mayor Regan for the opportunity to provide comments on the proposal for several electric vehicle charging bays in Mona Vale. Although in the adjacent federal electorate, the issue of electric vehicles and their uptake is important to the constituents of Warringah. In a 2019 survey of the community, residents rated climate change the issue of top concern. Electric vehicles are the future. Not a week goes by without a major automotive company making an announcement outlining steps taken to electrify their product lines. As a result, most vehicles will have an electric option and be affordable by 2025. Electric vehicles are also key to reducing emissions to limit climate change. The world must accelerate the uptake of low emissions technologies like electric vehicles or face irreversible and dire impacts that will affect our way of life, environment and economy.</p> <p>Given these factors, Australia must be prepared for the inevitable transition to electrified transport. This transition means we require accessible chargers in our community including those proposed by JOLT charge. These chargers will also confer benefits to the local community. Luckily by placing charges in key areas we can support local businesses as EV owners stop by shops whilst waiting for their vehicle to charge. The business model of JOLT charge will also mean that chargers will be fast and free; thereby reducing the costs of ownership of an electric vehicle and increasing owners discretionary income.</p> <p>For these reasons, I strongly support electric vehicle charging at the aforementioned areas and I welcome further extension of the charging network to areas in Warringah.</p>
222	<p>I support this proposal and hope that this may encourage more people to invest in electric cars. But having a charging station is a great step and a very necessary one for the northern beaches.</p>
223	<p>I hope that what ever is implemented, it addresses the fact that not all electric vehicles use the same plug... My Volvo hybrid xc 60 does not fit the tesla plug...so how will this be addressed? Are we going to have to carry our charging cables with us?? Hopefully there will be some in Brookvale in the bottom level of the Brookvale Bline car park tower.</p>

Document administration	
Version	3.0
Date	7 April 2021
Status	Final
Related Projects	Northern Beaches Bike Plan

ITEM 4.2	WYATT AVENUE AND COTENTIN ROAD, BELROSE - CHANGES TO INTERSECTION
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2021/298597
ATTACHMENTS	1 Wyatt Avenue & Cotentin Road, Belrose - Plan

GEOCODES: -33.723518, 151.213714

REPORT

BACKGROUND

- Council has approved a Development Application for the construction of a new Child Care Centre at No.10-12 Wyatt Avenue, Belrose; which includes works in Council's Public Road Reserve and changes to the Wyatt Avenue/Cotentin Road intersection.
- This matter was reported to the Traffic Committee meeting held on 6th April 2021. TfNSW requested that the item be deferred to further review the issues regarding the proposal. Council has addressed the concerns raised by TfNSW and has amended the proposal for consideration of the Traffic Committee.

LOCATION

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

- The existing footpath is located only on one side of the road, and runs west along the northern side of Wyatt Avenue and south along the eastern side of Cotentin Road. Kerb ramps have been installed east of the intersection to enable pedestrians to access the footpaths on both sides of the road.
- The 141, 271, 274, 282 and 283 bus route operates along Wyatt Avenue and Cotentin Road.

ISSUES

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

PROPOSAL

- The driveway to the new Child Care Centre is located close to the intersection of Wyatt Avenue and Cotentin Road, and changes to the intersection are required to separate the site access movements from the influence of the adjoining intersection.
- Council previously proposed to change the traffic priorities at the western arm of Wyatt Avenue to 'STOP' controls, and the construction of a 500mm wide median island along the centre of Wyatt Avenue, from west of the intersection with Cotentin Road to the centre of the driveway access. The median will prevent vehicles exiting the facility from cutting across the intersection and travelling on the wrong side of the road when heading south along Cotentin Road. A painted island will also be installed at the south-western corner of the intersection, along with 'No Stopping' restrictions (indicated by an unbroken yellow kerb line) near the intersection to maintain traffic flow and prevent parked vehicles obstructing the intersection for through traffic.
- TfNSW raised some concerns that the changes in traffic priorities may cause confusion for drivers travelling through the intersection. Council has noted the comments and has made some changes to the proposal. An amended plan of the proposal is shown in Attachment 1 - Wyatt Avenue & Cotentin Road, Belrose - Plan.
- The new proposal maintains the conventional traffic priorities for a T-intersection, however replaces the 'NO STOPPING' restrictions (yellow line) on the western side of Wyatt Avenue with 'NO PARKING' restrictions. The proposed restrictions would facilitate how this section of road is already being used during the afternoon pick-up period and prevents parking near the intersection at other times. A section of 'NO PARKING 2.30PM-4PM SCHOOL DAYS ONLY' restrictions, 18m in length, is to be provided for the peak afternoon school pick-up period, immediately west of the driveway to No.10 Wyatt Avenue. The remaining section of road to the southern property boundary of the Child Care Centre would be signposted as 'NO STOPPING' restrictions. There is currently a small section of unrestricted parking (approx. 2 spaces) between the driveway of No.10 and the existing 'School Drop-off and Pick-up' area. This

section of road should also be converted to 'NO PARKING 2.30PM-4PM SCHOOL DAYS ONLY' restrictions.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

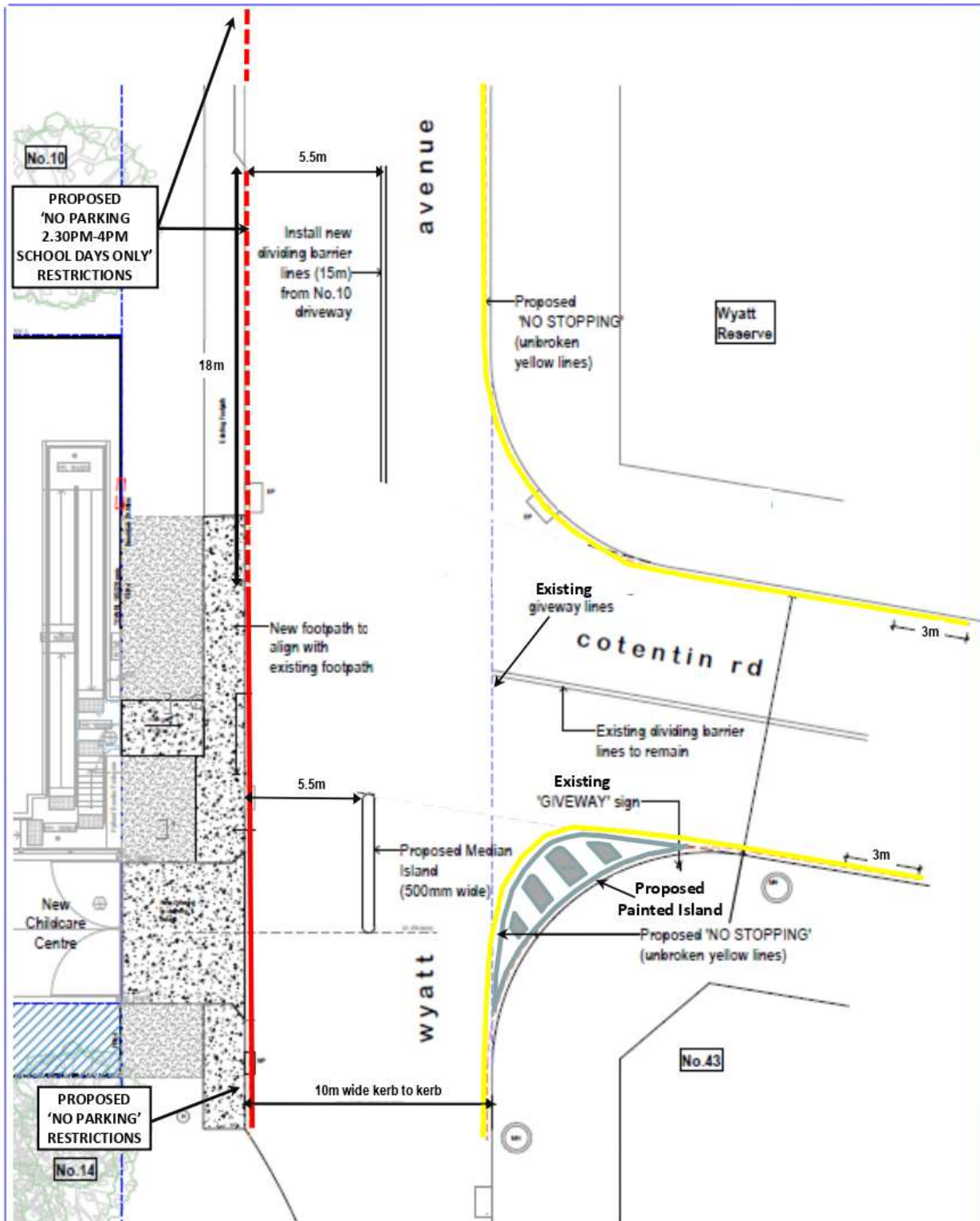
CONSULTATION




Consultation letters have been distributed to 19 properties within the immediate vicinity of the location providing notification of the proposed changes. John Colet School did not provide any further comments on the revised proposal, however, one resident objection was received.

RECOMMENDATION TO TRAFFIC COMMITTEE

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

- A. Construction of a 500mm wide median strip along the centre of Wyatt Avenue, from west of the intersection with Cotentin Road to the centre of the driveway access to the new Child Care Centre (offset at 5.5m from the northern kerb face).
- B. Installation of dividing barrier lines in Wyatt Avenue, from east of the intersection with Cotentin Road, to the driveway of No.10 Wyatt Avenue (offset at 5.5m from the northern kerb face).
- C. Installation of 'NO PARKING 2.30PM-4PM SCHOOL DAYS ONLY' restrictions, between the existing 'School Drop-off and Pick-up' area and the driveway of No.10.
- D. Installation of 'NO PARKING 2.30PM-4PM SCHOOL DAYS ONLY' restrictions, 18m in length, immediately west of the driveway to No.10.
- E. Installation of 'NO PARKING' restrictions for the remaining section of Wyatt Avenue fronting the Child Care Centre to the southern property boundary.
- F. Installation of a painted island at the south-western corner of the intersection.
- G. Installation of 'No Stopping' restrictions (indicated by an unbroken yellow kerb line), from west of the 90° angle parking area in Wyatt Avenue to 3m south of the existing dividing barrier lines in Cotentin Road (eastern side).
- H. Installation of 'No Stopping' restrictions (indicated by an unbroken yellow kerb line), from 10m west of the intersection in Wyatt Avenue to 3m south of the existing dividing barrier lines in Cotentin Road (western side).
- I. All works required within Council's Public Road Reserve are to be completed by the Applicant, at no cost to Council and in accordance with Council's specifications.
- J. That Council request TfNSW review the existing School Zone and consider extending the western end to the property boundary of No.14 Wyatt Avenue, and a location 30m south of the intersection with Cotentin Road.



	PROPOSAL		 northern beaches council
	WYATT AVENUE & COTENTIN ROAD, BELROSE CHANGES TO INTERSECTION		
	Drawn RK	Approved 	

ITEM 4.3	LISMORE AVENUE, DEE WHY – REMOVE THE EXISTING PEDESTRIAN REFUGE AND INSTALL PEDESTRIAN MARKED (ZEBRA) CROSSING
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2021/329089
ATTACHMENTS	1 Lismore Avenue, Dee Why – Plan 2 Table of Consultation

GEOCODES: -33.747251, 151.289112

REPORT

BACKGROUND

Council has received a petition from Dee Why Public School and local residents regarding pedestrians, especially childrens' safety while crossing Lismore Avenue, Dee Why.

LOCATION

- Lismore Avenue is a local road with an average width of 12m and a speed limit of 50km/h.
- It is a two-way road having one (1) travel lane in each direction.
- Lismore Avenue runs between Pittwater Road and Fisher Road.
- A footpath is available on both sides of Lismore Avenue.
- The existing Pedestrian Refuge is located on Lismore Avenue between Westminster Avenue and Grafton Crescent. Furthermore, this crossing is close to Dee Why Public School and Dee Why Oval.
- Lismore Avenue is a bus-route.
- A Street Light is located at the intersection of Lismore Avenue and Grafton Crescent.

ISSUES

Pedestrian Refuge has been located on Lismore Avenue between Westminster Avenue and Grafton Crescent. As this crossing facility is close to Dee Why Public School and Dee Why Oval, significant numbers of pedestrians - predominantly children, use it to cross Lismore Avenue.

Furthermore, Lismore Avenue is a bus route and carries a reasonably high volume of vehicular traffic, hence, it creates potential risks to pedestrians.

Council reviewed the existing pedestrian refuge to address safety concerns raised by the public and potentially upgrade to Pedestrian Marked Crossings. Vehicles and pedestrians (adults and children) counts have been carried out at the existing Pedestrian Refuge located on Lismore Avenue on Wednesday 23 September 2020.

The summary of traffic counts are shown below:

Time	Total number of vehicles (V)	Total number of Adults (A)	Total number of Children (C)	Total number of Pedestrians (P)	PV
500-600	53	5	0	5	265
515-615	83	12	0	12	996
530-630	108	20	0	20	2160
545-645	155	28	0	28	4340
600-700	202	36	0	36	7272
615-715	241	38	0	38	9158
630-730	241	43	0	43	10363
645-745	241	44	0	44	10604
700-800	241	41	0	41	9881
715-815	270	40	0	40	10800
730-830	344	37	1	38	13072
745-845	414	33	15	48	19872
800-900	472	36	25	61	28792
815-915	485	43	45	88	42680
830-930	472	42	46	88	41536
845-945	419	43	33	76	31844
900-1000	357	44	23	67	23919
915-1015	320	43	4	47	15040
930-1030	291	40	2	42	12222
945-1045	286	39	1	40	11440
1000-1100	301	37	3	40	12040
1015-1115	308	30	3	33	10164
1030-1130	306	28	4	32	9792
1045-1145	316	23	4	27	8532
1100-1200	316	19	2	21	6636
1115-1215	302	21	1	22	6644
1130-1230	299	24	0	24	7176
1145-1245	295	29	0	29	8555
1200-1300	283	31	2	33	9339
1215-1315	303	22	2	24	7272
1230-1330	295	18	2	20	5900
1245-1345	289	18	3	21	6069
1300-1400	316	16	1	17	5372
1315-1415	294	24	1	25	7350
1330-1430	292	29	3	32	9344
1345-1445	302	27	2	29	8758
1400-1500	300	35	3	38	11400
1415-1515	334	39	4	43	14362
1430-1530	392	48	22	70	27440
1445-1545	419	61	32	93	38967
1500-1600	450	63	35	98	44100
1515-1615	454	62	41	103	46762
1530-1630	431	55	22	77	33187
1545-1645	421	51	13	64	26944
1600-1700	392	46	12	58	22736
1615-1715	384	42	6	48	18432
1630-1730	384	37	5	42	16128
1645-1745	384	33	4	37	14208
1700-1800	384	36	3	39	14976
1715-1815	396	40	3	43	17028
1730-1830	383	50	3	53	20299
1745-1845	360	44	3	47	16920
1800-1900	345	36	1	37	12765

As this Pedestrian Crossing is close to Dee Why Public School and Dee Why Oval, significant numbers of children use it. This is evident by the traffic counts which reveal that during school hours, significant numbers of children crossing Lismore Avenue in a high vehicular traffic environment creates potential risks.

RMS practice for reduced numerical warrants for Pedestrian (Zebra) Crossing If the crossing is used predominantly by school children is in two counts of one-hour duration immediately before and after school hours:- (a) $P \geq 30$; AND (b) $V \geq 200$.

The snapshot of the above counts as follows:

Time	Total number of vehicles (V)	Total number of Adults (A)	Total number of Children (C)	Total number of Pedestrians (P)	PV
8:15 - 9:15	485	43	45	88	42680
2:45 - 3:45	419	61	32	93	38967

Based on this, it is considered that RMS reduced numerical warrant for pedestrian marked (Zebra) crossing has been satisfied.

Further, NSW practice does not permit Pedestrian Marked Crossings on roads with two (2) or more marked travel lanes in the same direction. Lismore Avenue is a two-way road having one (1) travel lane in each direction.

As such, Pedestrian Marked (Zebra) Crossing is satisfied with RMS and NSW practice.

PROPOSAL

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

- Removal of the existing Pedestrian Refuge, associated signs, and line marking. It includes:
 - Refuge Islands
 - Pedestrian Ramps
 - 'Keep Left' and 'Pedestrian refuge ahead' signs
 - Painted Median Islands
- Install pedestrian crossing (PX) lines of 3.6m length and 600mm wide longitudinal bars with 600mm spacing and associated No Stopping restrictions on the approach and departure from the pedestrian crossing.
- Installing bi-directional 'Pedestrian Crossing (R3-1)' signs on both approaches of crossing.
- Installing a 'Pedestrian Crossing ahead (W6-2)' sign about 95m from the crossing on both approaches.
- Installing Pedestrian Ramps to the Council and RMS Standards.
- Installing 20m double barrier line (BB) with RRPM at 5m spacing on the western side of the crossing.
- Installing 8m double barrier line (BB) with RRPM at 5m spacing on the eastern side of the crossing.

- Extending the existing 'No Stopping Unbroken Yellow Kerb Line' on Lismore Avenue west of Grafton Crescent further 20m west from Crossing.
- Installing 10 m 'No Stopping Unbroken Yellow Kerb Line' at the south of Lismore Avenue towards west from crossing.
- Installing 20m 'No Stopping Unbroken Yellow Kerb Line' at the south side of Lismore Avenue towards east from crossing.
- Removing the existing '40m No Stopping Unbroken Yellow Kerb Line' and 'No Stopping signs' on Lismore Avenue east of Grafton Crescent and install 10 m 'No Stopping Unbroken Yellow Kerb Line'.
- Removing the existing '33m No Stopping Unbroken Yellow Kerb Line' and 'No Stopping signs' on Lismore Avenue west of Westminster Avenue and install 10m 'No Stopping Unbroken Yellow Kerb Line'.
- Installing 30m 'Dividing Barrier Lines (BB)' with Bi-directional RRPMs at 5m spacing on Lismore Avenue west of Westminster Avenue.
- Installing 10m 'Dividing Barrier Lines (BB)' with Bi-directional RRPMs at 5m spacing on Lismore Avenue east of Westminster Avenue.
- Installing 10m 'Dividing Barrier Lines (BB)' with Bi-directional RRPMs at 5m spacing on Westminster Avenue south of Lismore Avenue.
- Installing a 'STOP (R1-1)' sign, Stop Line (TF), and Broken Line (TB1) at the intersection between Lismore Avenue and Grafton Crescent.
- Installing a 'STOP (R1-1)' sign, Stop Line (TF), and Broken Line (TB1) at the intersection between Lismore Avenue and Westminster Avenue.
- Installing the Separation Line (S1) on Lismore Avenue in between the existing and proposed double barrier lines (BB).
- Installing the Edge Line (E1) on both sides of Lismore Avenue as shown.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 612 properties within the immediate vicinity of the location providing notification of the proposed changes.

The community also requested that the location be monitored for inappropriate speeding, with this request raised with the Northern Beaches Police Area Command.

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Removal of the existing Pedestrian Refuge, associated signs, and line marking. It includes:
- Refuge Islands.
 - Pedestrian Ramps.
 - 'Keep Left' and 'Pedestrian refuge ahead' signs.
 - Painted Median Islands.
- B. Install pedestrian crossing (PX) lines of 3.6 m length and 600 mm wide longitudinal bars with 600 mm spacing and associated No Stopping restrictions on the approach and departure from the pedestrian crossing.
- C. Installing bidirectional 'Pedestrian Crossing (R3-1)' signs on both approaches of crossing.
- D. Installing a 'Pedestrian crossing ahead (W6-2)' sign about 95m from the crossing on both approaches.
- E. Installing Pedestrian Ramps to the Council and RMS Standards.
- F. Installing 20m double barrier line (BB) with RRPM at 5m spacing on the western side of the crossing.
- G. Installing 8m double barrier line (BB) with RRPM at 5m spacing on the eastern side of the crossing.
- H. Extending the existing 'No Stopping Unbroken Yellow Kerb Line' on Lismore Avenue west of Grafton Crescent further 20m west from Crossing.
- I. Installing 10m 'No Stopping Unbroken Yellow Kerb Line' at the south of Lismore Avenue towards west from crossing.
- J. Installing 20m 'No Stopping Unbroken Yellow Kerb Line' at the south side of Lismore Avenue towards east from crossing.
- K. Removing the existing '40m No Stopping Unbroken Yellow Kerb Line' and 'No Stopping signs' on Lismore Avenue east of Grafton Crescent and install 10m 'No Stopping Unbroken Yellow Kerb Line'.
- L. Removing the existing '33 m No Stopping Unbroken Yellow Kerb Line' and 'No Stopping signs' on Lismore Avenue west of Westminster Avenue and install 10m 'No Stopping Unbroken Yellow Kerb Line'.
- M. Installing 30m 'Dividing Barrier Lines (BB)' with Bi-directional RRPMs at 5m spacing on Lismore Avenue west of Westminster Avenue.
- N. Installing 10m 'Dividing Barrier Lines (BB)' with Bi-directional RRPMs at 5m spacing on Lismore Avenue east of Westminster Avenue.
- O. Installing 10m 'Dividing Barrier Lines (BB)' with Bi-directional RRPMs at 5m spacing on Westminster Avenue south of Lismore Avenue.
- P. Installing a 'STOP (R1-1)' sign, Stop Line (TF), and Broken Line (TB1) at the intersection between Lismore Avenue and Grafton Crescent.

- Q. Installing a 'STOP (R1-1)' sign, Stop Line (TF), and Broken Line (TB1) at the intersection between Lismore Avenue and Westminster Avenue.
- R. Installing the Separation Line (S1) on Lismore Avenue in between the existing and proposed double barrier lines (BB).
- S. Installing the Edge Line (E1) on both sides of Lismore Avenue as shown.



Lismore Avenue, Dee Why
Remove the existing Pedestrian Refuge and install Pedestrian
Marked (Zebra) Crossing

Approved 



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council

Table of Consultation		
Address	Lismore Avenue, Dee Why	
Proposal	Remove the existing Pedestrian Refuge and install Pedestrian Marked (Zebra) Crossing	
Properties Consulted	612	
Responses Received	25	
Support	22	
Do Not Support	3	
Issue	Resident Comment	Council Response
Location	Proposed Pedestrian marked crossing east of Westminster Avenue is not suitable because it is less beneficial to residents and more potential risks. The location of the existing Pedestrian Refuge is more beneficial. If that is not possible west of Grafton Crescent is most appropriate.	Council reviewed the proposed location and redesigned the Pedestrian Marked Crossing to the new location west of Grafton Crescent as most residents preferred. The location of the existing Pedestrian Refuge is not suitable for a Pedestrian Marked Crossing and creates more conflicts and potential safety risks.
Speeding	Vehicles often speeding on Lismore Avenue and traffic calming measures to be installed.	Our recent traffic counts show that the 85 percentile speed is 54km/h not excessively higher than the posted speed limit of 50km/h. Proposed Stop Controls, Double Barrier Lines, Separation Lines, and Edge Lines will change the driver behaviour and effectively calm the traffic. Council continuously monitors and takes necessary action if needed.
Visibility	Right turners from Grafton Crescent onto Lismore Avenue facing risks due to lack of visibility and request to remove few parking spots on Lismore Avenue.	Proposed 'Stop Control' at the intersection of Lismore Avenue and Grafton Crescent improves visibility. Also, the proposed Pedestrian Marked Crossing with associated 'No Stopping' restrictions remove few additional parking spaces hence visibility improved.

ITEM 4.4	CORNER OF PLATEAU ROAD AND HALL AVENUE, COLLARROY PLATEAU – PAINTED KERB ISLAND
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2021/330879
ATTACHMENTS	1 Plateau Road / Hall Avenue, Collaroy Plateau – Plan

GEOCODES: -33.732089, 151.292510

REPORT

BACKGROUND

Council has received concerns from Collaroy Plateau Public School and local residents regarding the safety of pedestrians and children while walking along the footpath at the corner of Plateau Road and Hall Avenue, Collaroy Plateau.

LOCATION

- Plateau Road, Hall Avenue, and Aubreen Street are two-way local roads with an average width of 9.7m, 9.1 m, and 9.2m respectively. The intersection of them has been controlled by 'Give Way' with concrete and painted median islands.
- As the vicinity of the intersection is within the school zone, the speed limit of 40km/h applies during morning and evening school hours, and other times a speed limit of 50km/h in place.
- Plateau Road provides the main access to Collaroy Plateau Public School. It includes Pedestrian Marked (Wombat) Crossing and Pick-up & Drop-off facilities.
- Plateau Road, Hall Avenue, and Aubreen Street are bus routes.

ISSUES

- The footpath at the corner of Plateau Road and Hall Avenue has an average width of 1.2m and no clear safe distance from the kerb and there is very minimal clear distance from the property boundary.
- Pedestrians and children use this footpath extensively as it is near the school vicinity.
- Pedestrians, especially children volume and vehicular volume, are high during morning and evening school hours.
- Although no recorded accidents occurred in the last five (5) years, Collaroy Plateau Public School and residents advised there are many near misses. The investigation shows that there may be potential risks to pedestrians.

PROPOSAL

Council has undertaken a review of the above location and proposes the Painted Kerb Island at the corner of Plateau Road and Hall Avenue to improve safety.

The proposal includes the following:

- Installing 150mm wide Edge Line at the corner of Plateau Road and Hall Avenue in between the existing 'No Stopping' signs, 1.5m away from the kerb as shown.

- Installing 150mm wide white hatching at an angle of 45° @ 250mm spacing.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

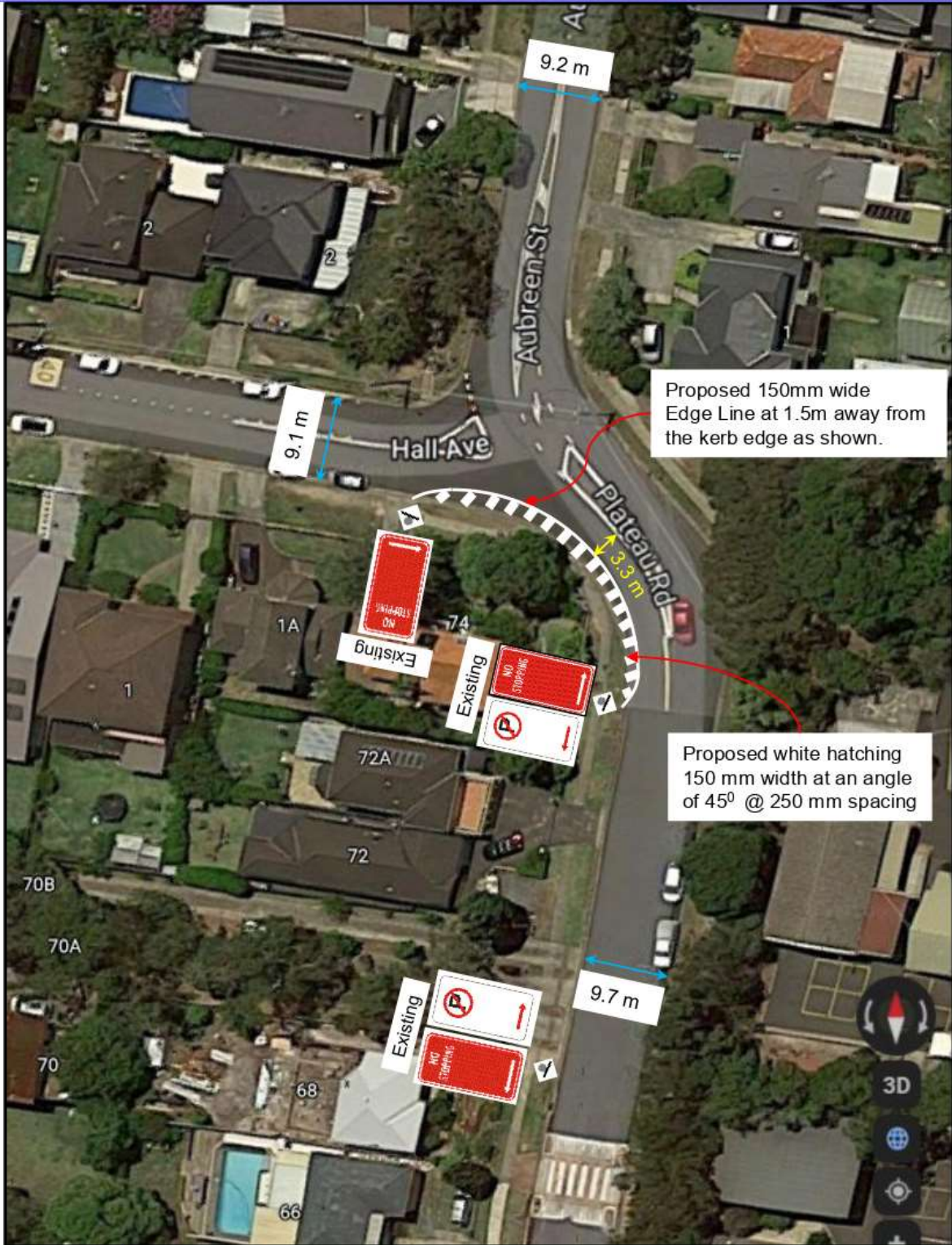
CONSULTATION

Consultation letters have been distributed to 31 properties within the immediate vicinity of the location providing notification of the proposed changes. No submissions were received at the time of reporting.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installing 150mm wide Edge Line at the corner of Plateau Road and Hall Avenue in between the existing 'No Stopping' signs, 1.5m away from the kerb as shown.
- B. Installing 150mm wide white hatching at an angle of 45° @ 250mm spacing.



PROPOSAL

Plateau Road / Hall Ave, Collaroy Plateau
Painted Kerb Island

Drawn: VS

Approved

P. Devon

ITEM 4.5	SPRIGG STREET AND JAMIESON AVENUE, FAIRLIGHT - NO STOPPING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/333866
ATTACHMENTS	1 Sprigg Road and Jamieson Ave, Fairlight - Plan 2 Table of Consultation

GEOCODES: -33.79234, 151.27294

REPORT

BACKGROUND

Council has received concerns from local residents regarding safety for vehicles travelling along Sprigg Street and Jamieson Avenue, at the angle bend. Parked vehicles around the road bend obstruct carriageway width.

LOCATION

- The intersection of Sprigg Street and Jamieson Avenue is a road bend, carrying low volumes of traffic.
- The available road width is approximately 7 metres.
- Adjacent land uses consist of low-density housing.
- There is no bus route that services this area.
- Footpath is available only on the outside of the road bend.
- Currently there is a No Stopping restriction on the outside of the road bend. No parking restrictions were found on the inside of the road bend.

ISSUES

- Parked cars at the road bend reduce available road width and sight distance.

PROPOSAL

Council has undertaken a review of the location and the issues, and proposes to install a No Stopping restriction around the bend.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 12 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE


That the Traffic Committee supports the:

- A. Introduction of No Stopping yellow line at the road bend of Sprigg Street and Jamieson Street, Fairlight



PROPOSAL

Sprigg Street at Jamieson Avenue, Fairlight
No Stopping Around the Angle Bend

DRAWN	YR	APPROVED	
LAYOUT	1 OF 1	REVISION NO.	A
		DATE	24/Mar/2021



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Table of Consultation

Address	Sprigg Road and Jamieson Ave, Fairlight
Proposal	No Stopping

Properties Consulted	12
Responses Received	5
Support	4
Do Not Support	1

Issue	Resident Comment	Council Response
Loss of Parking		Most homes have off-street parking. There is sufficient space on the road for visitors.
Speed Limit	Speed limit should be 40 km/h	Council will continue to monitor the conditions and may take action accordingly.

ITEM 4.6	CONSUL ROAD NORTH, NARRAWEENA - NO PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/334219
ATTACHMENTS	1 Consul Road North, Narraweena - Plan 2 Table of Consultation

GEOCODES: -33.75750, 151.26998

REPORT

BACKGROUND

Council has received concerns from local residents regarding access difficulties for garbage trucks in the Consul Road North cul-de-sac.

LOCATION

- The studies section of Consul Road is a cul-de-sac, carrying low volumes of traffic.
- The available road width is approximately 9 metres.
- Adjacent land uses consist of low-density housing.
- There is no bus route that services this area.
- There is no paved footpath in this area
- There is no existing parking restriction in this area.

ISSUES

- The space in the cul-de-sac for large vehicles to manoeuvre, if they intend to perform a 3-point turning, will be difficult with cars parked inside the cul-de-sac.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a No Parking restriction around the cul-de-sac for Wednesdays.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of a No Parking restriction around the cul-de-sac for Wednesdays.






	PROPOSAL		 northern beaches council
	Consul Road North, Narraweena No Parking at the cul-de-sac		
	Drawn YR	Approved 	

Table of Consultation

Address	Consul Road North, Narraweena
Proposal	No Parking on Wednesdays

Properties Consulted	38
Responses Received	6
Support	5
Do Not Support	1

Issue	Resident Comment	Council Response
Road safety	Signs will become blind spots.	The signs and poles are unlikely to be the case, considering the dimensions.
Sign locations	Resident suggested to move signs further down south.	Agreed and updated the proposal.

ITEM 4.7	TRISTRAM ROAD, BEACON HILL - NO PARKING, NO STOPPING & TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/339744
ATTACHMENTS	1 Tristram Road, Beacon Hill - Plan 2 Tristram Road, Beacon Hill - Table Of Consultation

GEOCODES: -33.752331, 151.260991

REPORT

BACKGROUND

Council has received advice from the State Transit Authority, the 136 bus route is redundant and previous concerns from residents regarding the illegal parking of vehicles is limiting sight distances and affecting traffic flow of vehicles exiting from Tristram Road to Willandra Road, Beacon Hill.

LOCATION

- Tristram Road is a two-way collector road between Oxford Falls Road and Willandra Road Beacon Hill, carrying relatively high traffic volumes, in particular, during peak hours.
- The road carriageway varies in width from approximately 9.8 metres, includes vertical alignment changes and a cul- de-sac at the western end.
- The street consists of low-density residential housing, with the majority of dwellings incorporating two parking spaces. Holy Trinity Anglican Church, Tristram Road Reserve, Beacon Hill Oval, Beacon Hill Public School, Community Centre and Kindergarten are located nearby.
- The intersection of Tristram Road, Ben Love Place and Daines Parade is a cross intersection. Tristram Road is the priority road and Ben Love Place and Daines Parade are controlled by Stop signs. Pedestrian crossings are installed across three legs of this intersection and there are moderate to high levels of pedestrian activity arising from its close proximity to the Beacon Hill Public School. The intersection is located within the 40km/h school zone during the morning and afternoon school zone times.
- The western end of Tristram Road was permanently closed to general traffic in October 2001 with buses, taxis and emergency vehicles exempted from the No Entry restriction. As the western end is closed, it is reported that a number of vehicles undertake a U-turn in order to travel to the east.
- Currently, four existing Bus Stops are located throughout Tristram Road.
- Speed limit of the road is 50 km/h with the exception of the School Zone, of which the speed limit is 40km/h.

ISSUES

- Given the width of the road, on-street parking reduces the travel lanes and provides inadequate travel width for bi-directional travel flow.
- The 136 bus route is now redundant.
- At times, bus services are unable to stop adjacent to the kerb due to illegally parked vehicles, reducing sightlines, affecting traffic flow and with dangerous driving into oncoming traffic.

- Illegal parking across driveways, timed parking during school morning and afternoon times, within 3m of existing double centre lines and 10m of intersections.
- Vehicle speeds and pedestrian safety.

PROPOSAL

Council has undertaken a review of the location and proposes to remove the existing Bus Zone and No Parking restrictions to install the following;

- A No Stopping Unbroken Yellow Kerb Line on the northern side from the intersection of Willandra Road approximately 38m in length west to opposite No.1B Tristram Road, Beacon Hill.
- No Parking 8am-9.30am & 2.30pm-4pm School Days restrictions from opposite No.3 approximately 27m in length to opposite No.1 Tristram Road, Beacon Hill.
- (P10) Ten Minute Timed Parking 8am-9.30am & 2.30pm-4pm Monday to Friday restrictions from opposite No.1B approximately 12m in length to opposite No.1 Tristram Road, Beacon Hill.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 15 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 removal of the existing Bus Zone and No Parking restrictions and the:

- A. Installation of a No Stopping Unbroken Yellow Kerb Line on the northern side from the intersection of Willandra Road approximately 38m in length west to opposite No.1B Tristram Road, Beacon Hill.
- B. Introduction of No Parking 8am-9.30am & 2.30pm-4pm School Days restrictions from opposite No.3 approximately 27m in length to opposite No.1 Tristram Road, Beacon Hill.
- C. Introduction of (P10) Ten Minute Parking 8am-9.30am & 2.30pm-4pm Monday to Friday restrictions from opposite No.1B approximately 12m in length to opposite No.1 Tristram Road, Beacon Hill.



Table of Consultation

Address	<u>Tristram Road, Beacon Hill</u>
Proposal	<u>No Parking, No Stopping & Timed Parking Restrictions</u>

Properties Consulted	15
Responses Received	1
Support	1
Do Not Support	0

With amendment requested

Issue	Resident Comment	Council Response
Affects customers	<p>Our requested amendment is that the 5 minutes proposed be increased 20 minutes. Our reasons are :</p> <ul style="list-style-type: none"> • (5 or 10 minutes) will not be enough time to allow for adequate drop and pick up amenity for both parents and delivery services • More than 5 minutes is needed for parents because it takes a good amount of time for a parent to take a stroller out of the boot, assemble it, take a small child out of the car along with the nappy bag, etc., walk into the centre, sign the child in, settle the child with their educator and carer and return to the car and put the stroller away and return to their car. Some days children take a bit longer to settle, and if there are multiple children, the time to do all of the above will be longer. 	<p>Council has increased the proposed time of 5 minutes to 10 minutes.</p> <p>The proposal will increase available parking for deliveries, kindergarten and school 'kiss and drop', therefore, improving traffic flow.</p> <p>The location of the proposed timed parking area provides sufficient time for deliveries and parents.</p> <p>Further, the location has a history of repeated illegal parking issues. To increase the proposed restrictions to a 20 minute period outside a kindergarten and school, may facilitate increased illegal parking, therefore, increased pedestrian and road safety issues and a reduction in the turnover of parking for deliveries and parents.</p>

ITEM 4.8	ST JOHNS CLOSE, BROOKVALE - NO PARKING & NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/340984
ATTACHMENTS	1 St Johns Close, Brookvale - Plan

GEOCODES: -33.75911942081248, 151.26905091738988

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles parking illegally in St Johns Close, Brookvale. Cars parking on both sides of the road on waste collection days make it extremely difficult for the garbage truck to enter and exit the street safely.

LOCATION

- St Johns Close is a local road with a posted speed limit of 50km/h.
- St Johns Close is a cul-de-sac intersecting Consul Road, Brookvale.
- There is an existing road width measuring approximately 7 metres prior to entering the cul-de-sac.
- This section of St Johns Close consists of low to medium density housing and is located adjacent to Consul Road, Brookvale.

ISSUES

- Existing unrestricted parking conditions restricts visibility and vehicles often drive into oncoming traffic.
- Limited road width due to on-street parking restricts the access to Waste Operation vehicles.
- Illegal parking occurs with vehicles parked within 10 metres of the intersection.

PROPOSAL

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

- No Stopping Unbroken Yellow Kerb Lines at the intersection of Consul Road & St. Johns Close, Brookvale to reinforce the statutory No Stopping rule at an intersection.
- Install 4 X No Parking Signs (6AM–3PM, Wednesday) along the southern kerb and around the cul-de-sac of St. Johns Close, Brookvale.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

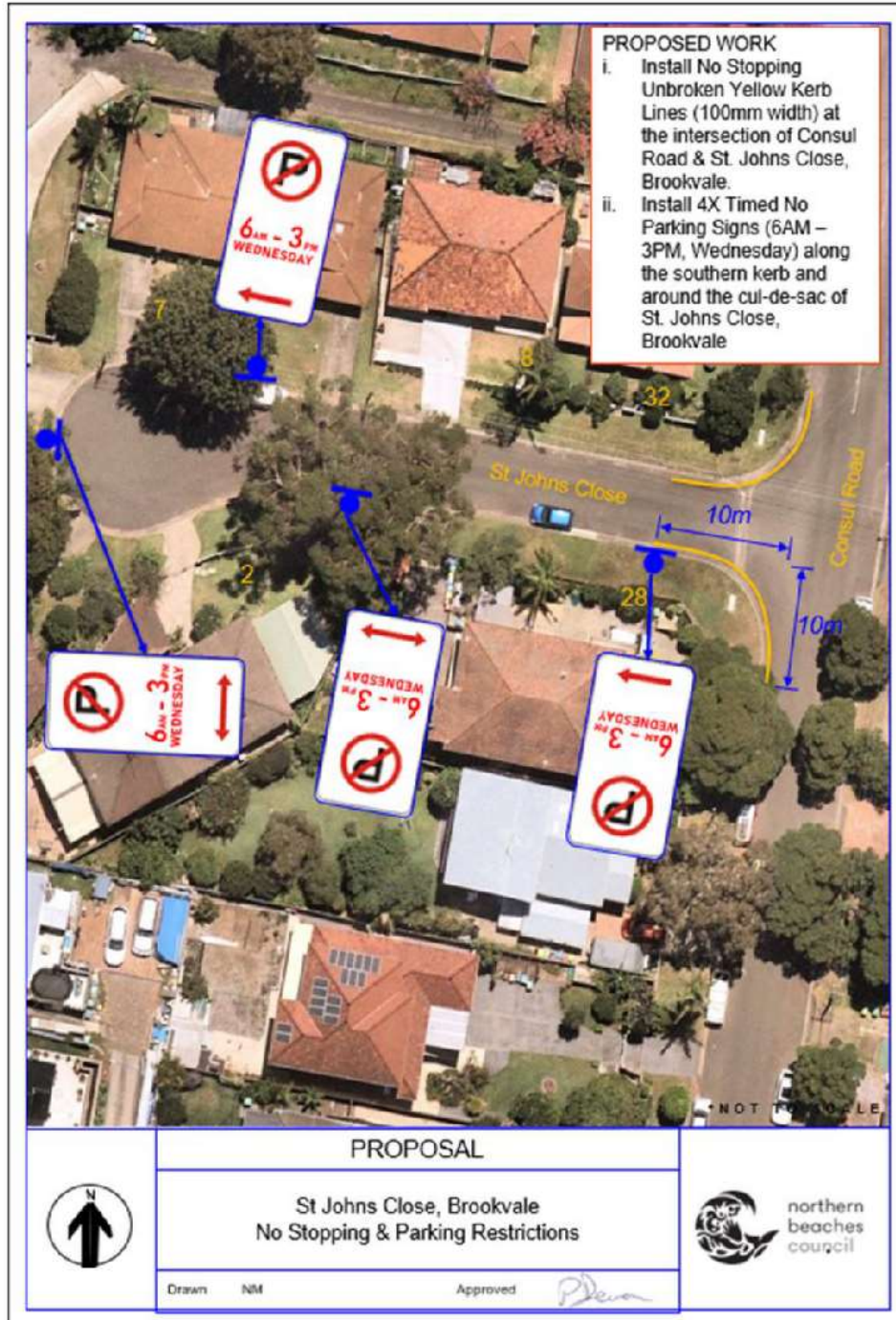
CONSULTATION

Consultation letters have been distributed to 15 properties within the immediate vicinity of the location providing notification of the proposed changes. No responses were received in relation to the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of No Stopping Unbroken Yellow Kerb Lines at the intersection of Consul Road & St. Johns Close, Brookvale to reinforce the statutory No Stopping rule at an intersection.
- B. Installation Install 4 X No Parking Signs (6AM–3PM, Wednesday) along the southern kerb and around the cul-de-sac of St. Johns Close, Brookvale.



ITEM 4.9	CORELLA STREET, FRESHWATER - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/341350
ATTACHMENTS	1 Corella Street, Freshwater - Plan

GEOCODES: -33.77265049865579, 151.28708441113838

REPORT

BACKGROUND

Council has received concerns from Harbord Public School regarding vehicles parking on the south side of the driveway entrance to the school, restricting access for Waste Collection Vehicles.

LOCATION

- Corella Street is a local road with a posted speed limit of 50km/h, however during school zone times of 8:00am–9:30am and 2:30pm–4:00pm is 40km/h speed limit.
- Corella Street is a No Through Road with a cul-de-sac and intersects Wyadra Avenue, Freshwater.
- There is an existing road width measuring approximately 6.8 metres prior to entering the cul-de-sac.
- This section of Corella Street consists of low to medium density housing, Harbord Public School located on the western side and Corella Street Reserve is located on the eastern side.
- No Stopping Restrictions exist at the intersection of Corella Street and Wyadra Avenue, outside Harbord Public School between school times and between No.7 and No.13 Corella Street, Freshwater.
- An existing Unbroken Yellow Kerb Line runs parallel with the land boundary of Corella Street Reserve to No.13 Corella Street, Freshwater.

ISSUES

- Existing unrestricted parking conditions restricts visibility and vehicles often drive into oncoming traffic.
- Limited road width due to on-street parking restricts the access to Waste Operation vehicles.
- Illegal parking occurs with vehicles parked in No Stopping areas and on/ across driveways.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install 2 X No Stopping Restrictions, 6am–8am Wednesday, located on the southern side of Harbord Public School's driveway, Corella Street, Freshwater, 6 metres apart.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 22 properties within the immediate vicinity of the location providing notification of the proposed changes. No responses were received in relation to this proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation 2 X No Stopping Restrictions, 6am–8am Wednesday, located on the southern side of Harbord Public School's driveway, Corella Street, Freshwater, 6 metres apart.



ITEM 4.10	SEAVIEW STREET, BALGOWLAH - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/341816
ATTACHMENTS	1 Seaview Street, Balgowlah - Plan 2 Seaview Street, Balgowlah - Table Of Consultation

GEOCODES: -33.79627387806427, 151.25880016942477

REPORT

BACKGROUND

Council has received concerns from the local community regarding congestion and limited parking opportunities adjacent to Saint Cecilia's Catholic School on Seaview Street, Balgowlah in peak school zone periods.

LOCATION

- Seaview Street is a local road with a posted speed limit of 50km/h, however, during school zone times of 8:00am–9:30am and 2:30pm–4:00pm, it is a 40km/h speed limit.
- The proposed area of Seaview Street is located between White Street and Upper Beach Street, Balgowlah. White Street, which intersects Seaview, consists of 8 available parking bays during school zone restricted times.
- There is an existing road width measuring approximately 9 metres.
- This section of Seaview Street consists of low to medium density housing and Saint Cecilia Catholic School is located on the western side.
- No Stopping Restrictions exist at the intersection of Seaview Street and White Street and there is an existing roundabout at the intersection.

ISSUES

- Existing unrestricted parking conditions restricts visibility and vehicles often drive into oncoming traffic.
- Unrestricted parking is reducing parking turnover, therefore, creating congestion, reduction in traffic flow and illegal parking.
- Illegal parking occurs with vehicles parked in No Stopping areas, double parking and on/ across driveways.

PROPOSAL

Council has undertaken a review of the location and proposes to install No Parking Restrictions (8am–9:30am/ 2:30pm–4pm Monday – Friday) approx. 24m apart on the west side of Seaview Street outside Saint Cecilia Catholic School.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 15 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of No Parking Restrictions (8am–9:30am/ 2:30pm–4pm Monday – Friday) approx. 24m apart on the west side of Seaview Street outside Saint Cecillia Catholic School.



Table of Consultation

Address	Seaview Street, Balgowlah
Proposal	No Parking Restrictions

Properties Consulted	15
Responses Received	4
Support	2
Do Not Support	2

Issue	Resident Comment	Council Response
Loss of Parking	<p>I live in the apartment block beside the school & I rely on on-street parking as I do not have off-street parking (there are only 3 garages in our building).</p> <p>We recently lost some on-street parking spaces due to the new double fronted property at 55 Seaview Street - the original house's single driveway was demolished and the new build has a large double driveway</p> <p>I work in Manly & usually either walk or take the bus down to Manly & I leave my car on-street quite often - I rely on the on-street parking 7 days a week</p> <p>I do not want to have limited spaces for parking Monday through Friday & the worry about where I park on a Sunday in case I unintentionally violate parking restrictions on a Monday morning.</p>	<p>The proposal is intended to improve parking opportunities, therefore, improving traffic flow, limit traffic queueing, illegal parking and road and pedestrian safety.</p> <p>The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking.</p> <p>It should be noted that Seaview Street is a public road and parking should be available for residents and visitors alike.</p>
Enforcement	<p>In regards to congestion, these issues are simply illegal parking which should be resolved with fines being issued by police & traffic wardens. Parents park dangerously on or near the corner & I believe will continue to do so within parking restricted areas, despite any new signage.</p> <p>I do not think it will affect poor decision making by parents when parking</p> <p>Parents continually park in our private driveway despite signage on our building.</p> <p>Whilst the Administrative team at the school are very supportive of us reporting this issue, the fact is parents disregard these signs & continue to violate the clear direction at all times of the day.</p>	<p>Council has repeatedly requested Ranger patrols and communicated with the school to improve illegal parking behaviours and traffic queueing, however, the issues remain unresolved, therefore, the proposals intention is to improve these issues.</p> <p>Council will continue to monitor this location and request Ranger and NSW Police patrols when necessary.</p>

Increase Speed	<p>I am writing to you today to voice my opinions regarding the no stopping restrictions on Blackbutts Road that have been proposed. I am against this proposal because of safety concerns for myself and other pedestrians in the area. With the lack of cars that are parked on the street the cars that are travelling through blackbutts road will be more likely to go faster and even speed because the road has suddenly become wider. Hence making it more dangerous for pedestrians on the sidewalk and those wishing to cross. Furthermore, it will also be more dangerous for the parked cars inside my residence because we have to back out of the driveway into the street. With cars going faster accidents are more likely to occur as a result.</p> <p>As a resident in Blackbutts Road I have not experienced any hindrance in terms of traffic flow or traffic queueing.</p>	<p>Traffic queing has been observed due to the right turn into Lionel Watts Reserve and the recent upgrades to Lionel Watts Reserve and Frenchs Forest Showground. The proposal seeks to improve the traffic flow and enhance sightlines in this section of Blackbutts Road. There remains sufficient on street parking to reduce speeding concerns.</p> <p>In relation to any speeding or dangerous driving concerns, Council recommends the community contact NSW Police.</p>
Affects Residents	<p>Trailers and boats often take up this space. So maybe the sign should ban trailer boats - give local residents "resident parking rights for unlimited parking."</p>	<p>The proposal is intended to improve parking opportunities, therefore, removing boats and trailers.</p> <p>The residential area appears to provide sufficient off street parking for residents, therefore, it appears that the area may not meet RMS guidelines for a resident parking scheme.</p>

ITEM 4.11	BENNETT STREET & BRIGHTON STREET, FRESHWATER - NO STOPPING & BUS ZONE RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/342771
ATTACHMENTS	1 Bennett Street and Brighton Street, Freshwater - Plan 2 Bennett Street and Brighton Street, Freshwater - Table Of Consultation

GEOCODES: -33.76948042304939, 151.28040090715643

REPORT

BACKGROUND

Council has received concerns from local residents regarding the parking of vehicles on the west of the intersection of Bennett Street & Brighton Street, Freshwater. Vehicles parked in this location obstruct the visibility of drivers turning into Brighton Street from Bennett Street. Vehicles are also parking illegally within the bus stop where they prevent buses pulling safely into and away from the kerb.

LOCATION

- Bennett and Brighton Streets are both local roads with posted speed limits of 50km/h, however during school zone times of 8:00am–9:30am and 2:30pm – 4:00pm is 40km/h speed limit.
- The proposed area includes Brighton Street intersecting Bennett Street and Harbord Road and Brighton Street intersecting Bennett Street and Manuela Place, Curl Curl.
- There is an existing bus stop with no statutory bus zones servicing the 165X bus route running every 10 minutes between the afternoon and evening times.
- This section of Bennett and Brighton Street consists of low to medium density housing, Freshwater Senior Campus located on the western side
- No Stopping Restrictions exist at the intersection of Bennett and Brighton Street and No Parking and No Stopping at school time restrictions exist in Bennett Street. Further, there are No Stopping Restrictions at the intersection of Brighton Street and Harbord Road, Freshwater.

ISSUES

- Existing unrestricted parking conditions restricts visibility and vehicles often drive into oncoming traffic.
- Illegal parking occurs with vehicles parked in No Parking and No Stopping areas, double parking and on/ across driveways.

PROPOSAL

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

- i. Extend the No Stopping Unbroken Yellow Kerb Line on Brighton Street, Freshwater approximately 10 Metres from existing line at the intersection.
- ii. Install statutory Bus Zone Restrictions (3pm–9pm Monday – Friday) located outside Freshwater Senior Campus on Brighton Street at the existing Bus Stop.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 20 properties, including Freshwater Senior Campus, within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Extension of the No Stopping Unbroken Yellow Kerb Line on Brighton Street, Freshwater, approximately 10 metres from existing line at the intersection.
- B. Installation of statutory Bus Zone Restrictions (3pm–9pm Monday – Friday) located outside Freshwater Senior Campus on Brighton Street at the existing Bus Stop.

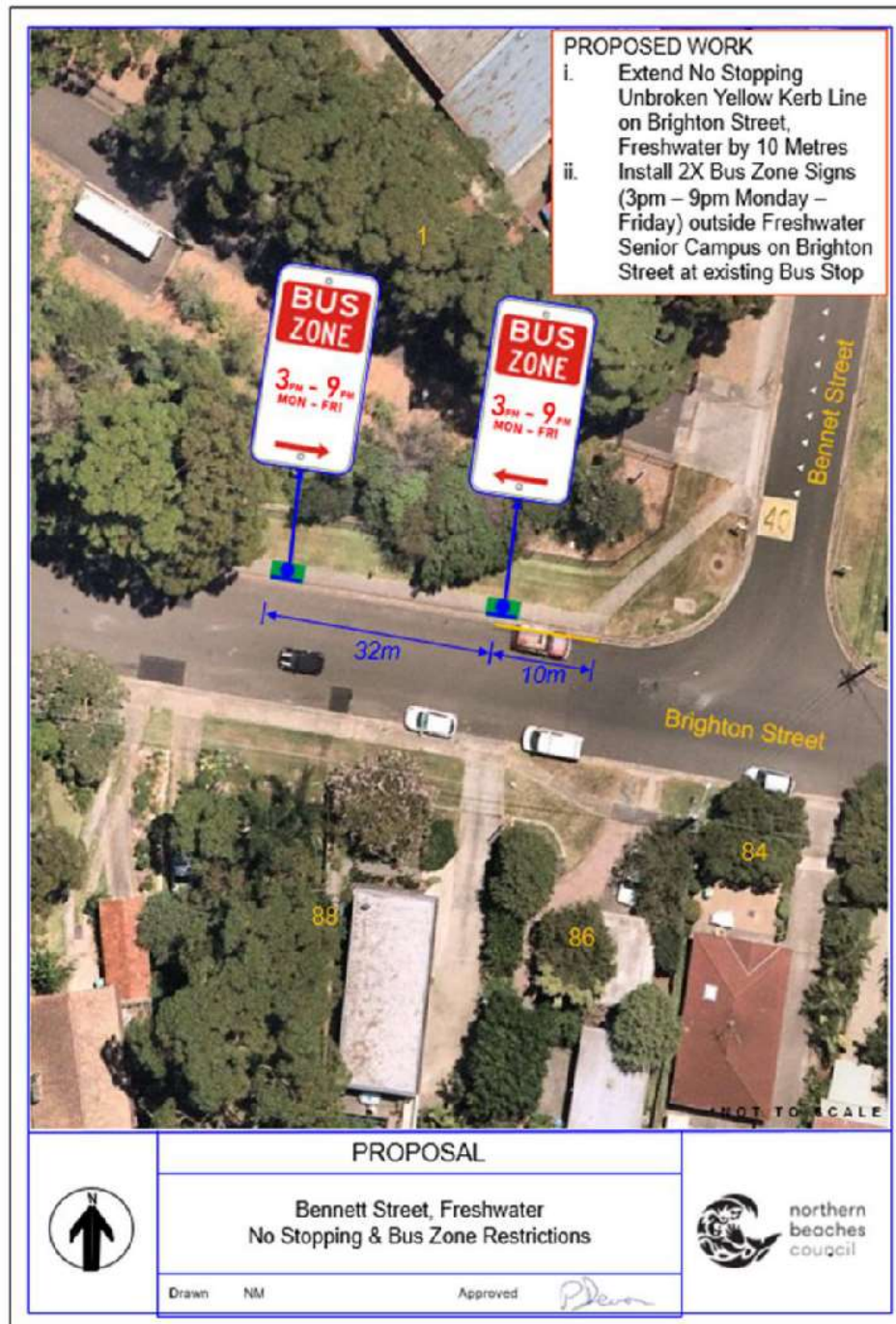


Table of Consultation

Address	<u>Bennett Street & Brighton Street, Freshwater</u>
Proposal	<u>No Stopping & Bus Zone Restrictions</u>

Properties Consulted	20
Responses Received	3
Support	2
Do Not Support	1

Issue	Resident Comment	Council Response
Affects Residents	Parking is already at a premium for all the local streets for Residents, partly due to the (Harbord Rd) Industrial site employees. Add to that, the fact that in November last year, Council changed a large number of Harbord Rd 'parking spaces' (outside the School) to a '4 Hour limit', therefore many factory workers and students now park in Brighton St. Also that perhaps 'more than 35%' of our students 'drive to school', this 'proposal' will further reduce opportunity for Students, Residents and Factory employees to park on Brighton St.	The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking. Bennett and Brighton Street are public roads and parking should be available for residents and visitors alike. The Freshwater/ Curl Curl area has been affected by the parking of box trailer, boat trailers, camper vans, caravans and heavy vehicles. Council has installed Timed Parking Restrictions to improve these concerns and maintained unrestricted parking in the majority of residential streets. Unrestricted parking remains available in Weldon Oval Carpark and 8 hour parking is available in the Abbott Road Carparks which are within walking distance of Freshwater Senior Campus.

Loss of Parking	<p>I have made enquiries with a retired 'State Transit' employee. He has advised me that the 'Accepted Standard' requirement for a State Transit Bus (which is 12.5 metres in length) for a Bus Zone 'with 2 x Bus Zone Signs' (as Council is proposing) is only 20 metres, and that is WITHOUT any requirement for extra distance to 'depart'. Council is proposing a '2 Sign Bus Stop' 40 metres in length. He advised me that a 40 metre Bus Stop is the standard requirement for '3 Buses at one time'. There is never an occasion when three buses, let alone even two buses would ever be scheduled to 'set down' at the same time in Brighton St. The fact is, that it is a rarely used 'hourly service' (approx). So this proposed '40 metre zone' is double of what is required and accepted by State Transit.</p> <p>3. I also measured out some Bus Stop locations on Griffin Rd North Curl Curl (near Abbott Rd) where State Transit regularly have a 'layover' awaiting the 2nd bus, to 'change drivers'. These locations allow for two buses and they are only 30 metres in length, and they have 'parked cars in front of them, on the departure. Why would Brighton St require 40 metres, for a 'single Bus'?</p>	<p>The proposed No Stopping Unbroken Yellow Kerb Line extension is to improve visibility of vehicles exiting Bennett Street onto Brighton Street, therefore improving road safety. The bus zone caters to the school buses that begin at 3:00pm, followed by the 165X which runs every 10 minutes from the existing bus stop location.</p> <p>Unrestricted parking remains available in Weldon Oval Carpark and 8 hour parking is available on parts of Harbord Road and John Fisher Park Carparks, which are within walking distance of Freshwater Senior Campus.</p>
Additional Comment	<p>May I also take this opportunity to bring to Councils attention the fact that we have School Bus Zones (in Harbord Rd and in Bennett St) that have NOT been utilized since the school closed for refurbishment in 2001. In those days, the 'Junior Students' (Years 7, 8, 9 & 10) would all catch buses. Since it was changed to a Year 11 & 12 Senior Campus in 2003, very few of the Senior Students actually catch Buses, not to mention the current 'scheduled School Buses' have been reduced by probably more than 60%. Therefore the Bus Zones remain unused, on a daily basis. I have previously raised this with a Council Traffic Engineer, but he deemed it 'too difficult' to investigate. Now that Council has reduced many 'parking positions' on Harbord Rd, hopefully this could be investigated and rectified, with a benefit to increase street parking for Factory Employees opposite our school, and students. □</p>	<p>Council is currently investigating these concerns and once a response is received from STA, Council will endeavour to utilise available parking if an amendment can be made.</p>

ITEM 4.12 YULONG AVENUE, TERREY HILLS - INSTALLATION OF NO STOPPING RESTRICTION.

REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/342974
ATTACHMENTS	1 Plan
	2 Table of Consultation

GEOCODES: -33.682320, 151.229477**REPORT****BACKGROUND**

Council has received concerns from local residents regarding parked vehicles at frontage of Terrey Hills Oval's driveway that create insufficient sight distance and unsafe conditions to allow vehicles to exit from the driveway safely. Additionally, parked vehicles at the existing curve point on Yulong Avenue cause hazards and create unsafe situations for the passage of long vehicles and buses.

LOCATION

Yulong Avenue is a local road of 10.5m in width, carrying medium volumes of two-way traffic. This road meets McCarrs Creek Road on its eastern side and it meets Booralie Road on its western side. The proposed location has been located on the curve point and it has not been allocated to any No Stopping or No Parking restriction. There is a bus route that services Yulong Avenue.

ISSUES

- Parked vehicles on both sides of Terrey Hills Oval's driveway create insufficient sight distance and unsafe conditions to allow vehicles to exit from the driveway safely.
- Residents are concerned about the possibility of the cars colliding with parked vehicles while exiting from their driveway into Yulong Avenue, due to the location of driveway which has been located at the curve point on Yulong Avenue.
- Parked vehicles at the curve point on Yulong Avenue cause hazards and create unsafe situations for the passage of long vehicles and buses.

PROPOSAL

Council has undertaken a review of the location and proposes the installation of 40m No Stopping yellow line at the curve point on Yulong Avenue between the eastern side of Terrey Hills Oval's driveway up to the opposite side of driveway No. 9B Yulong Avenue.

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

- A total of 7 submission was received with 2 objections and 5 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 40m No Stopping yellow line at the existing curve point on Yulong Avenue between the eastern side of Terrey Hills Oval's driveway to the opposite side of driveway No. 9B Yulong Avenue.



<u>Table of Consultation</u>		
Address	<u>Yulong Avenue, TERREY HILLS</u>	
Proposal	<u>Installation of No Stopping Yellow Lines</u>	
Properties Consulted	35	
Responses Received	7	
Support	5	
Do Not Support	2	
Issue	Resident Comment	Council Response
Lack of Safety/Visibility	Cars are parked on both sides of the road making it dangerous as well as difficult to get in and out our driveway Busses, cyclists and people park caravan and trailers and there for extended periods.	Council proposes the installation of No Stopping yellow lines on Yulong Avenue in order to eliminate the risk of car collisions due to the location of driveway at existing curve point.
Lack of Safety	I nearly lost the driving side wing mirror on my car despite pulling in snug to the kerb when a bus passed on its way to McCarrs Creek Road. The many cyclists who frequent the area are also very vulnerable.	Installation of No Stopping restriction at the existing bend point will provide a clear lane for passage of vehicles and alternatively cyclists will be able to pass the road more safely.

ITEM 4.13	BYNYA ROAD, PALM BEACH - DIVIDING BARRIER LINES AND NO STOPPING RESTRICTIONS
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2021/347642
ATTACHMENTS	1 Bynya Road, Palm Beach - Plan 2 Table of Consultation

GEOCODES: -33.609464, 151.328235; -33.608190, 151.328598; -33.604863, 151.329795

REPORT

BACKGROUND

Council has received concerns from local residents regarding the narrow road width and sight distances when vehicles park on both sides of the curve along Bynya Road, Palm Beach.

LOCATION

- Bynya Road is a local road with a 40km/h speed limit approved under a previous Local Traffic Area scheme.
- Bynya Road, between Norma Road and Surf Road, is signposted 'No Trucks or Buses Vehicles over 6m' which restricts long vehicles.
- There are no existing parking restrictions in the section of Bynya Road under consideration, except for the statutory 'No Stopping' restrictions 10m from the intersection with Cynthea Road.
- The road width varies between 5-6m, and there is no kerb and gutter or constructed footpath.

ISSUES

- Vehicles parked on both sides of the road narrow the overall road width for through traffic.
- Traffic sight distances are further restricted when vehicles park on the inside of the curve, creating a potential traffic hazard to road users and increasing the risk of head-on collisions.
- Parking is restricted within 3m of the continuous dividing lines. It is preferable that dividing barrier lines be installed only where the sealed carriageway is at least 5.5m wide.

PROPOSAL

Council has undertaken a review of the location and issues and consulted on a proposal to install a section of dividing barrier lines (unbroken centre lines) to prevent parking on both sides of the road, and 'No Stopping' lines (unbroken yellow lines) to prevent parking on the inside of the curve at three other locations along Bynya Road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Improves safety for all road users including people cycling along Bynya Road by providing a wider road and improved sightlines for through traffic.
- The proposal does not affect pedestrian facilities or impacts on walking paths.

CONSULTATION

- Consultation letters have been distributed to 49 properties within the immediate vicinity of the location providing notification of the proposed changes. A summary of the responses is noted in Attachment 2 - Table of Consultation.
- Council initially consulted on a proposal to install dividing barrier lines, from the southern driveway edge of No.32 to the northern driveway edge of No.34 Bynya Road. 'No Stopping' lines were proposed between the driveways of No.44 and 52, on the inside of the curve opposite No.46 to the driveway of No.61, and on the inside of the curve from 6m north of the driveway of No.90 to the driveway of No.94 Bynya Road.
- A total of 14 submissions were received within the consultation area, with nine supporting and five objections. The main objections were in relation to loss of on-street parking and relocation of parking to other areas. Concerns were also raised regarding encroachments within Council's Public Road Reserve, where rocks on the road shoulder affect parking in the area.
- Council has noted some of the concerns with a further review of the location, and considers that some of the restrictions may be reduced to retain parking in areas where it is safe to do so. It is recommended that the proposed dividing barrier lines, from the southern driveway edge of No.32, be shortened by commencing on the northern driveway edge, to retain parking outside No.35. The proposed 'No Stopping' line between the driveways of No.44 and 52, can also be reduced to the southern driveway edge of No.50. An amended plan of the proposal is shown in Attachment 1 - Bynya Road, Palm Beach – Plan.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following proposals in Bynya Road, Palm Beach:

- A. Installation of dividing barrier lines from the northern driveway edge of No.32 to the northern driveway edge of No.34.
- B. Installation of 'No Stopping' line (unbroken yellow line) between the northern driveway edge of No.44 and the southern driveway edge of No.50.
- C. Installation of 'No Stopping' line (unbroken yellow line) on the inside of the curve opposite the driveway of No.46 to the driveway of No.61.
- D. Installation of 'No Stopping' line (unbroken yellow line) on the inside of the curve from 6m north of the driveway of No.90 to the driveway of No.94.



PROPOSAL



BYNYA ROAD, PALM BEACH
DIVIDING BARRIER LINES & NO STOPPING RESTRICTIONS

Drawn RK

Approved 



northern
beaches
council

Table of Consultation

Address	Bynya Road, Palm Beach
Proposal	Dividing Barrier Lines and No Stopping restrictions

Properties Consulted	49
Responses Received	14
Support	9
Do Not Support	5

Issue	Resident Comment	Council Response
Dividing Barrier Lines and No Stopping restrictions	<p>- In general the plan is SUPPORTED. However to be effective the unbroken yellow lines between 44-52 Bynya Rd and 51-61 Bynya Rd need to be parallel for the same distance.</p> <p>- All this will do is increase the parking of vehicles in Bynya Road further up and down the length of the road, where there are no lines to restrict parking.</p> <p>- Why not have no stopping on just one side of the road and allow parking on the other? This allows for some parking and allows sight lines for drivers.</p> <p>- Dividing barrier lines should be replaced with yellow lines, due to the width of the road at this section.</p> <p>- The parked cars at least make people drive more slowly and widening the road with no parking on either side will encourage speeding.</p>	<p>- Council needs to consider providing a balance of parking restrictions for access and on-street parking for the local community. The proposal attempts to retain some existing parking where possible and maintain a clear traffic lane for access. The proposed 'No Stopping' restrictions will improve safety in the most critical areas by providing sufficient road width for vehicles to travel and restricting parking on the curve to improve sightlines.</p> <p>- Concerns regarding impacts to on-street parking have been noted and further reviewed. It is recommended that the proposal be amended and dividing barrier lines shortened by commencing on the northern driveway edge, to retain parking outside No.35. The proposed 'No Stopping' line between the driveways of No.44 and 52, can also be reduced to the southern driveway edge of No.50.</p> <p>- The section of road between No.32 and 34 is at least 5.5m wide, which provides sufficient width for the installation of the dividing barrier lines. Additional yellow lines are not required as parking is not permitted within 3m of the continuous lines.</p> <p>- The curvature of the road changes between No.46 and 48 (reverse curve) and parking restrictions are required on both sides due to the road geometry where there is restricted sight distances.</p>
Parking for residents	<p>- I have limited off street parking and putting no parking outside my entire street frontage isn't fair nor necessary.</p>	<p>- Parking for private vehicles remains the responsibility of the property owners. Residents with multiple vehicles should consider better utilisation of garages and existing driveways for off-street parking.</p>

Issue	Resident Comment	Council Response
Encroachments	<ul style="list-style-type: none"> - Both my neighbour across the road and next door have rocks out front forcing cars to park in the middle of the road? - Some landowners place rocks, plantings, and other landscaping structures close to the road. These materials prevent vehicles from moving over in their lane, to allow vehicles to pass, and also force pedestrians to walk on the road, often in blind spot areas. Could Council review this practice of landowners usurping road reserve for their own personal use and/or landscaping. 	<ul style="list-style-type: none"> - Encroachments in the Public Road Reserve are to be assessed by Council's Transport & Civil Infrastructure Assets section. Minor encroachments such as small garden beds and landscaped areas, low retaining walls (<600mm high), stairs and letter boxes, may be approved following an Application and payment of the respective fees.

ITEM 4.14	BELINDA PLACE, NEWPORT - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/349468
ATTACHMENTS	1 Belinda Place, Newport - Plan 2 Belinda Place, Newport - Table of Consultation

GEOCODES: -33.651814, 151.315107

REPORT

BACKGROUND

Council has received concerns from local residents regarding obstructed access into properties and turning movements at the cul-de-sac on Belinda Place, Newport.

LOCATION

- The section under consideration is the cul-de-sac in Belinda Place.
- This section of Belinda Place is a local road with a speed limit of 50km/h and caters for two-way traffic.
- The road width between kerbs varies from 6.5 metres at the shared driveway of Property No's 15 and 16, to 10.5 metres at the widest point.
- On-street parking is generally unrestricted, except for the existing 'No Parking' restrictions between 4PM Monday to 12PM Tuesday for the purpose of garbage collection.
- There are no pedestrian facilities or a footpath in Belinda Place.
- There are no bus routes that service the section of Belinda Place.
- The area is residential with properties consisting of low-density living. A number of properties share common driveways from the cul-de-sac.

ISSUES

- For turning movements at the head of a cul-de-sac, a road needs to provide sufficient area to cater for manoeuvres of a single unit Heavy Rigid Vehicle (HRV), typically a garbage truck.
- Driveway crossings are being used to achieve turning movements in the cul-de-sac.
- It is observed that vehicles are parking close to and at the head of the cul-de-sac, restricting turning movements and access into properties.
- Council's Waste Services has changed waste collection days throughout the five wards in Northern Beaches Council. Council has proposed to amend the existing No Parking restrictions to facilitate the day and time changes respectively, to assist waste collection.
- The new waste collection day for the section of Belinda Place has been changed to Monday.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to change a section of 'NO PARKING 4PM MON TO 12 NOON TUE' signs to 'NO PARKING' every day. The "NO PARKING" restrictions will be located 6 metres offset from the shared driveways of Property No's 11, 12, 13 and 14 and 6 metres from the driveway of Property No.10 Belinda Place, Newport.

The proposed 'NO PARKING' will remove 2 legal parking space. The removal will provide unobstructed access for residents entering and exiting Property No's 11, 12, 13 and 14 and allocated an area to be used for turning movements at the head of the cul-de-sac.

In line with the changes to Council's Waste Services, Council proposes to also update the existing 'NO PARKING 4PM MON – 12PM TUE' to 'NO PARKING 6AM-6PM MONDAY', to assist collection dates and turning movements.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

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

CONSULTATION

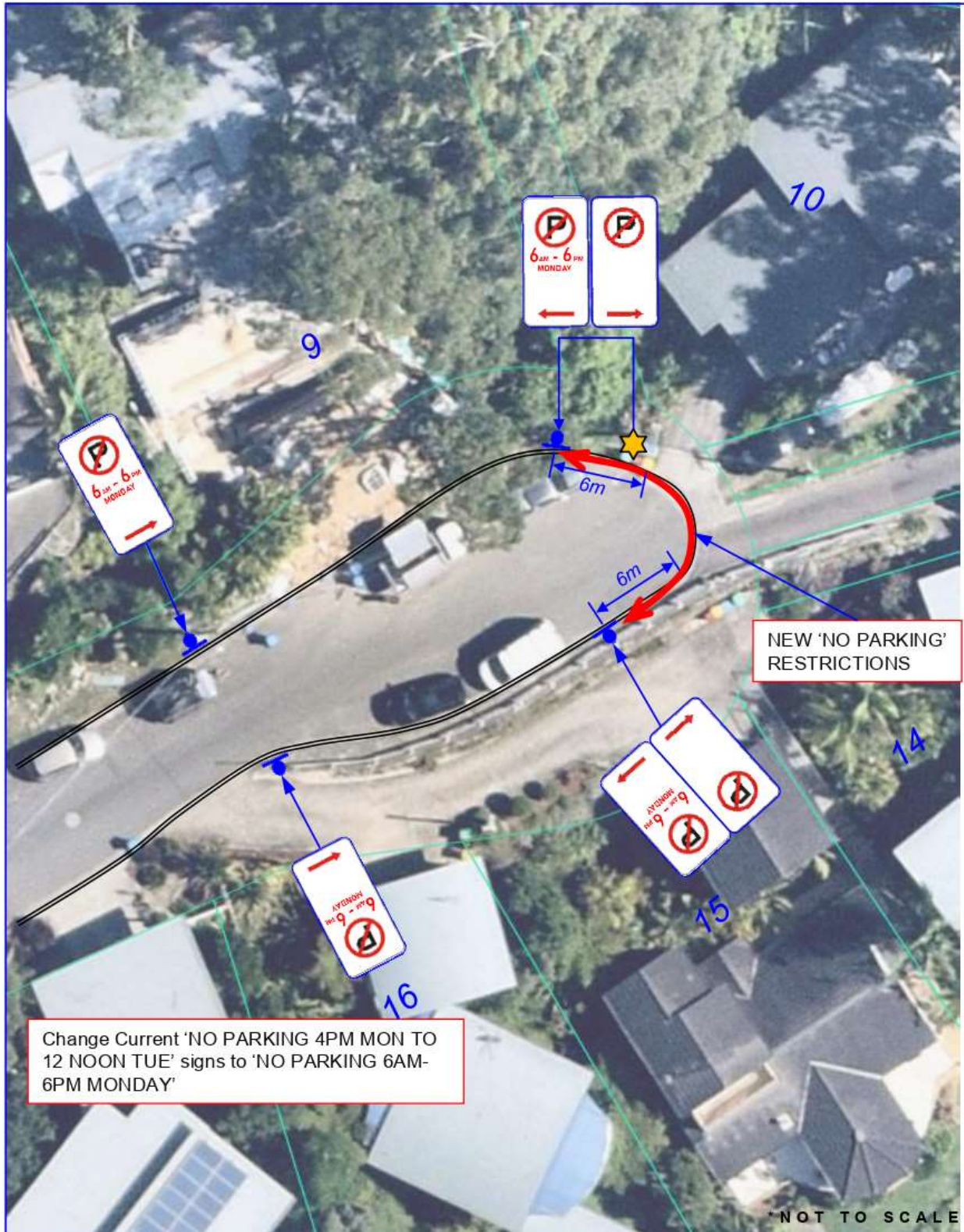
Consultation letters have been distributed to 13 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

Three (3) responses of support were received at the time of consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 'NO PARKING' restrictions located 6 metres offset from the shared driveways of Property No's 11, 12, 13 and 14 and 6 metres from the driveway of Property No.10 Belinda Place, Newport.
- B. Changes to the existing 'NO PARKING 4PM MON – 12PM TUE' to 'NO PARKING 6AM-6PM MONDAY' on Belinda Place, Newport.



PROPOSAL

Belinda Place, Newport
No Parking Restrictions Changes

DRAWN BD

APPROVED

P. Devan

LAYOUT 1 OF 1

REVISION NO.

B

DATE

12/05/2021



northern
beaches
council

Table of Consultation

Address	Belinda Place, Newport
Proposal	No Parking Restrictions

Properties Consulted	13
Responses Received	3
Support	3
Do Not Support	0

Issue	Resident Comment	Council Response
Suggestions	<i>"[Recommend] extend the no parking zone to the opposite side also, i.e. in front of No.9. 1. The resident of "the lane", 11,12,13,14, typically need to reverse down the lane or reverse up the lane. There is no turning point in the lane"</i>	Council has reviewed and modified the proposal to include a No Parking restrictions offset by 6 metres from the driveway of Property No.10 to support turning-movements.
Driveway	<i>"Consider repairing the part of the road leading off the cul de sac to my home as it is in bad repair in places with large pothole"</i>	The shared driveway into Property No's 11, 12, 13 and 14 is a private access and is not within Council's boundary. Repairing the driveway would be the responsibility of the owners.

ITEM 4.15	UNNAMED LANEWAY OFF BELLEVUE AVENUE, AVALON BEACH - LOADING ZONE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/349510
ATTACHMENTS	1 Unnamed Laneway off Bellevue Avenue, Avalon Beach - Plan 2 Unnamed Laneway off Bellevue Avenue, Avalon Beach - Table of Consultation

GEOCODES: -33.636311, 151.328030

REPORT

BACKGROUND

Council has received concerns from local residents regarding obstructed access into properties and turning movements at the access road, off Bellevue Avenue, Avalon Beach.

LOCATION

- The section under consideration is the access road, off Bellevue Avenue, Avalon Beach.
- This section of road is a local road with a speed limit of 50km/h and caters for two-way traffic.
- The access road intersects Bellevue Avenue at the stem of a 'T' intersection and is priority-controlled.
- The road width between kerbs varies from 4.5 to 4 metres at the stem 'T' intersection to the head of the cul-de-sac.
- Parking is generally unrestricted except for the statutory 'No Stopping' 10m from the intersection. The statutory 10m 'No Stopping' restrictions are not signposted.
- There are no pedestrian facilities or footpath on the access road.
- There are no bus routes that service the access road.
- The land use of the surrounding area is predominantly commercial premises with low-density residential housing on the southern side.

ISSUES

- The access road has low traffic volume and only provides access to the rear of commercial properties and residential home of Property No.47.
- Parallel parking is generally unrestricted on both sides of the narrow access road.
- It is observed that vehicles are parked on both sides create potential access issues through the access road by restricting the road width for travel and at the head of the cul-de-sac restricting turning movements.
- The road currently serves as a 'loading zone' for the commercial premises and patrons.
- Due to the width of the access way, permanent or long-term parking of larger vehicles is not permitted and will restrict access if parked.
- For turning movements at the head of a cul-de-sac, the road needs to provide sufficient area to cater for manoeuvres of a single unit Medium Rigid Vehicle (MRV), typically a delivery truck.
- Driveway crossing is being used to achieve turning movements at the cul-de-sac

PROPOSAL

Council has undertaken a review of the above location and proposes to install 'Loading Zone' restrictions between the layback at the rear of Property No. 53 Avalon Parade. The loading zone will apply at all times and provide access to and from the access road. It will designate a zone for goods to be picked up and dropped off to support local businesses.

Due to the narrow access way, vehicles parking on the opposite kerbside will not be possible, Council proposes to install 'NO STOPPING' restrictions to restrict parking and allow vehicles to negotiate through the access road and allow turning movements at the head of the cul-de-sac.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

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

CONSULTATION

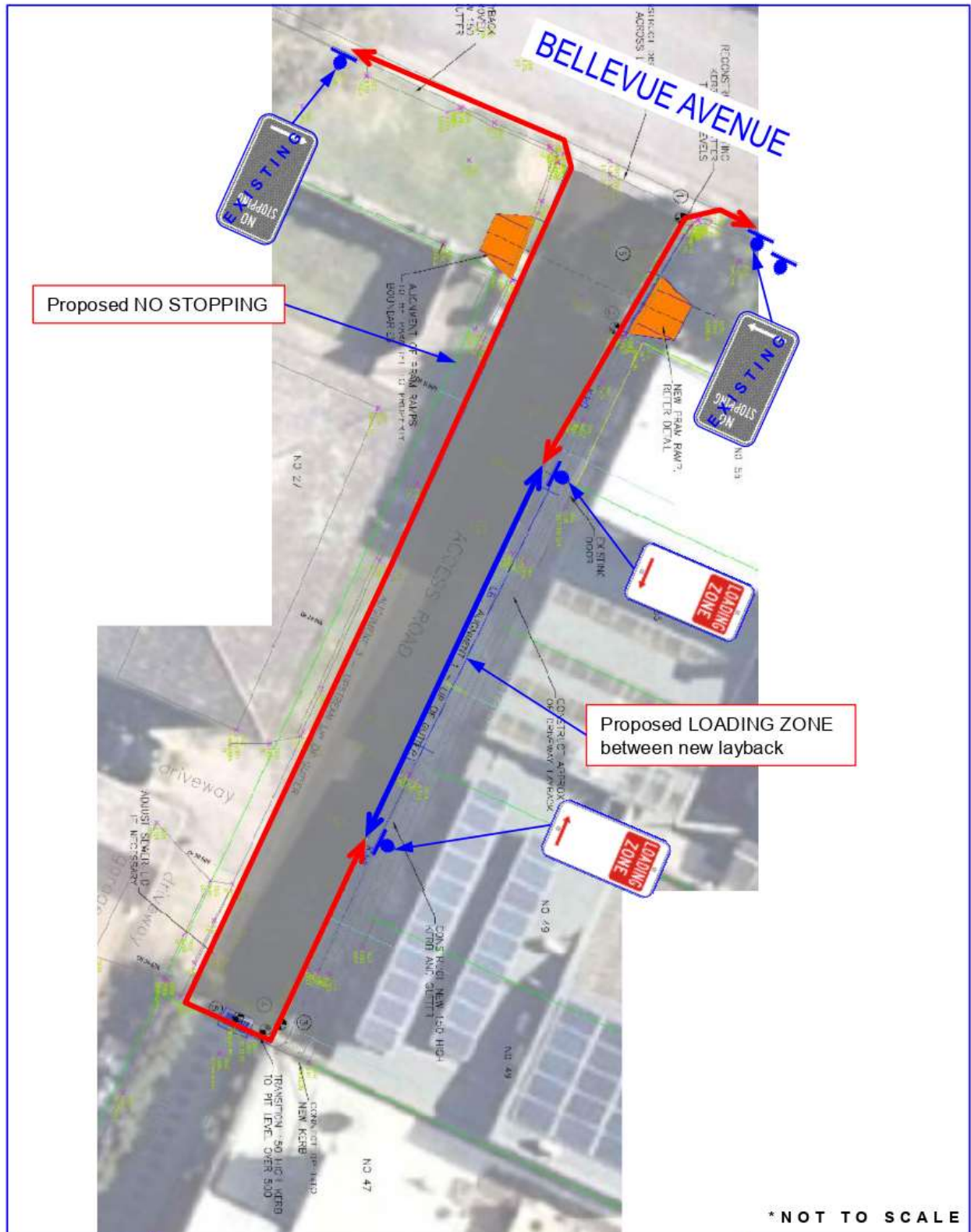
Consultation letters have been distributed to 7 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

One (1) response of support was received at the time of consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 'Loading Zone' restrictions between the layback on the access road, at the rear of Property No. 53 Avalon Parade, Avalon Beach.
- B. Installation of 'NO STOPPING' restrictions along the kerb and gutter on the access road, off Bellevue Avenue, Avalon Beach.



* NOT TO SCALE



PROPOSAL

Bellevue Avenue, AVALON BEACH
Loading Zone


DRAWN	BD	APPROVED	
LAYOUT	1 OF 1	REVISION NO.	A
		DATE	07/01/2021

Table of Consultation

Address	Bellevue Avenue, Avalon Beach
Proposal	Loading Zone

Properties Consulted	7
Responses Received	1
Support	1
Do Not Support	0

Issue	Resident Comment	Council Response
Suggestions	<i>"[Recommend] better designation would be 30 minute parking. It would be better if the restricted parking (as opposed to no stopping) extended east to the end of the lane"</i>	<p>Council has reviewed the resident's comments. '1P' timed parking is available for patrons along the frontage of the businesses on Avalon Parade, however patrons are allowed to stop in a loading zone for the purpose of picking up or dropping off.</p> <p>The No Stopping has been proposed at the corner where the access road intersects Bellevue Avenue to reinforce the statutory 10 metre No Stopping restrictions.</p>

ITEM 4.16	DARLEY STREET, MONA VALE - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/349593
ATTACHMENTS	1 Darley Street, Mona Vale - Plan

GEOCODES: -33.676079, 151.307617

REPORT

BACKGROUND

Council has received concerns from local residents regarding the traffic delays on Darley Street, between the intersection with By The Sea Road and Barrenjoey Road, Mona Vale.

LOCATION

- The section under consideration is the intersection of Darley Street and By The Sea Road, Mona Vale
- By The Sea Road intersects Darley Street at the stem of a 'T' intersection and is priority-controlled.
- Darley Street is a regional road carrying high volumes of traffic to and from the Mona Vale Industrial area and lies between Barrenjoey Road and Pittwater Road.
- By The Sea Road is a local road that caters for two-way traffic.
- Both Darley Street and By The Sea Road adheres to a 50km/h speed limit.
- The carriageway of Darley Street and By The Sea Road has a measured width of 12 metres and 12.5 metres from kerb to kerb, correspondingly.
- The intersection of Darley Street and By The Sea Road lies within 65-metres to the signalised intersection of Darley Street and Barrenjoey Road.
- On-street parking is permitted west of the driveway of Property No.63 (along the continuous side of Darley Street at the intersection) and restricted by 'NO STOPPING' and 'NO PARKING' restrictions to the east of the intersection.
- A dedicated left-turning treatment with a pedestrian crossing is provided at the intersection with Barrenjoey Road into Darley Street.
- The land use of the surrounding area is predominantly light industrial. The Mona Vale Bus Depot is located at No.58 Darley Street on the northern side, and Pittwater Place shopping centre is situated on the southern side of the road.
- 156 and 185 routes service the section of Darley Street with multiple school bus services that also operate.
- There is a footpath on both the northern and southern side of Darley Street.

ISSUES

- Parking on the southern side of Darley Street forces drivers to form one lane before the intersection with By The Sea Road.
- Darley Street serves as sub-arterial roads which provide for medium-level movements of people, goods and services and public transport. It is also a thoroughfare between State Roads (Barrenjoey Road and Pittwater Road). The frequency and volume of vehicles are higher than local roads.

- Due to the large volume of traffic, westbound vehicles must wait for a suitable gap before turning into By The Sea Road, subsequently causing traffic to queue and affect the traffic flow through the intersection of Darley Street with By The Sea Road and Barrenjoey Road.
- Vehicles queuing at the traffic signals on Darley Street often queue across By The Sea Road preventing right-turn movements into that street.
- The intersection is not appropriate for Keep Clear markings as the RMS technical Direction advises that 'KEEP CLEAR' markings must not be provided to allow vehicles to turn left from a side street, as this would result in left-turning vehicles committing an offence if they joined the queue by entering the keep clear area.
- Where the desire is to allow the left turn to operate more freely, which is the case in this location, the technical direction suggests that the soft option of erecting an advisory 'DO NOT QUEUE ACROSS INTERSECTION' sign should be considered.
- Five-year crash data shows there has been one crash, near the intersection of Darley Street and By The Sea Road involving a vehicle colliding with a parked vehicle

PROPOSAL

Council has undertaken a review of the location and issues and proposes to extend the existing 'NO PARKING' restrictions on Darley Street to allow westbound traffic to flow when vehicles are turning into By The Sea Road. The 'NO PARKING' will be extended to the driveway of Property No.65. One parking space will be removed.

Council also proposes to assist the merging of the two through lanes into one by installing a 'FORM 1 LANE' sign and extending 'DIVIDING (SEPARATION) LINE'.

Council also proposes to install a 'DO NOT QUEUE ACROSS INTERSECTION' sign on Darley Street to assist in keeping the intersection unobstructed for traffic exiting and entering By The Sea Road.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

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

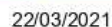
CONSULTATION

Consultation letters have been distributed to 67 properties within the immediate vicinity of the location providing notification of the proposed changes. Three (3) submissions of support were received at the time of consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Extension of the existing 'NO PARKING' from Property No.63 to the driveway of Property No.65 Darley Street, Mona Vale.
- B. Installation of a 'FORM 1 LANE' sign and extension of the 'DIVIDING (SEPARATION) LINE' on Darley Street, Mona Vale.
- C. Installation of a 'DO NOT QUEUE ACROSS INTERSECTION' sign on Darley Street, Mona Vale where it meets By The Sea Road.



ITEM 4.17	DARLEY STREET EAST, MONA VALE - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/349689
ATTACHMENTS	1 Darley Street East, Mona Vale - Plan 2 Darley Street East, Mona Vale - Table Of Consultation

GEOCODES: -33.679104, 151.311946

REPORT

BACKGROUND

Council has received concerns from local businesses regarding limited parking opportunities and the parking affecting the turnover of customers attending businesses on Darley Street East, Mona Vale.

LOCATION

- The section under consideration is Darley Street East, between Surfview Road and Barrenjoey Road, Mona Vale.
- This section of Darley Street East is a local road with a speed limit of 50km/h and caters for two-way traffic.
- The carriageway of Darley Street East has a measured width of 11 metres with additional indented 90-degree parking bays on the southern side.
- On-street parking is generally unrestricted except for the statutory 'NO STOPPING' 10 metres from the intersection. The statutory 10 metres 'NO STOPPING' restrictions are signposted.
- The land use of the surrounding area is predominantly medium-density residential and shop-top housing on the southern side and Council reserve (Apex Park) on the northern side. Mona Vale Beach lies to the east of Darley Street.
- The indented parking bays are located at the fronts of commercial businesses (restaurants, cafes and real estate)
- There are no bus services that operate on the section of Darley Street East.
- There is a footpath on both the northern and southern side of Darley Street East.

ISSUES

- There are 12 indented 90-degree parking bays on the southern side of Darley Street East which are currently unrestricted.
- Parking usage in Darley Street East is shared between residents, visitors and users of nearby recreational facilities.
- It is observed that vehicles are occupied on a long-term basis by nearby residents or visitors to the reserve and Mona Vale beach.
- The long-term parking of vehicles in Darley Street East reduces the availability of on-street parking for other users.
- Insufficient parking provision and unrestricted parking reduce overall turnover in the area.
- Council has proposed and installed similar timed restrictions (4P 6:00AM-6:00PM EVERYDAY) on Surfview Road to provide turnover of parking for trades and visitors and still allow overnight parking for residents .

PROPOSAL

Council has undertaken a review of the above location and proposes to install '**1/4P 8:00AM to 6:00PM**' timed parking restrictions to apply at four (4) indented 90-degree parking bays on the southern side of Darley Street East. The timed parking will apply every day. The proposal will provide access to parking spaces and support local businesses through increased parking turnover in areas.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 99 properties within the immediate vicinity of the location, providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

Five (5) submissions were received at the time of consultation with one (1) support and four (4) non-support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of '**1/4P 8:00AM – 6:00PM**' timed parking restrictions (4 spaces) along the indented 90-degree parking bays on the southern side of Darley Street East, Mona Vale




*NOT TO SCALE



PROPOSAL

**Darley Street East, Mona Vale
Timed Parking Restrictions**

DRAWN	BD	APPROVED	
LAYOUT	1 OF 1	REVISION NO.	B
		DATE	18/05/2021



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Table of Consultation

Address	Darley Street East, Mona Vale
Proposal	Timed Parking Restrictions

Properties Consulted	99
Responses Received	5
Support	1
Do Not Support	4

Issue	Resident Comment	Council Response
Resident Parking	<p><i>"We don't have any off street parking and already spend enough time driving in circles looking for a spot to park."</i></p> <p><i>"There is ticketed parking nearby for people who wish to visit their business, we shouldn't have to pay to park where we live"</i></p>	Council has reviewed the resident's comments. '1P' timed parking has been removed from the proposal and '1/4P' timed parking has allocated to four (4) parking bays at the frontage of the businesses in the area.

ITEM 4.18	SALISBURY SQUARE, SEAFORTH - BUS ZONE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/352041
ATTACHMENTS	1 Salisbury Square, Seaforth - Plan

GEOCODES: -33.79873, 151.24260

REPORT

BACKGROUND

Council has received a request from State Transit Authority to create a Bus Zone on Salisbury Square before Ponsonby Parade to reinforce parking rules on approach and departure to a bus stop.

LOCATION

- Salisbury Square is a local road running between Ponsonby Parade and Alan Avenue in Seaforth, carrying a low volume of traffic.
- The available road width is less than 7 metres.
- There is no parking restriction at the studies location.

ISSUES

- Bus route 145 serves this road one-way (northbound), stopping in front of No.11 and No.13 Salisbury Square, and turns left and Ponsonby Parade.
- Parked vehicles adjacent to the bus stop prevent buses from passing this section of road freely.
- Vehicles illegally parked are also found at the intersection of Ponsonby Parade and Salisbury Square, which limit sight distances for vehicles approaching the intersection.

PROPOSAL

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

- Installation of 35m part-time Bus Zone signs at the bus stop; and
- Installation of unbroken No Stopping yellow lines at the intersection, to reinforce the 10m statutory No Stopping rule at a road intersection.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

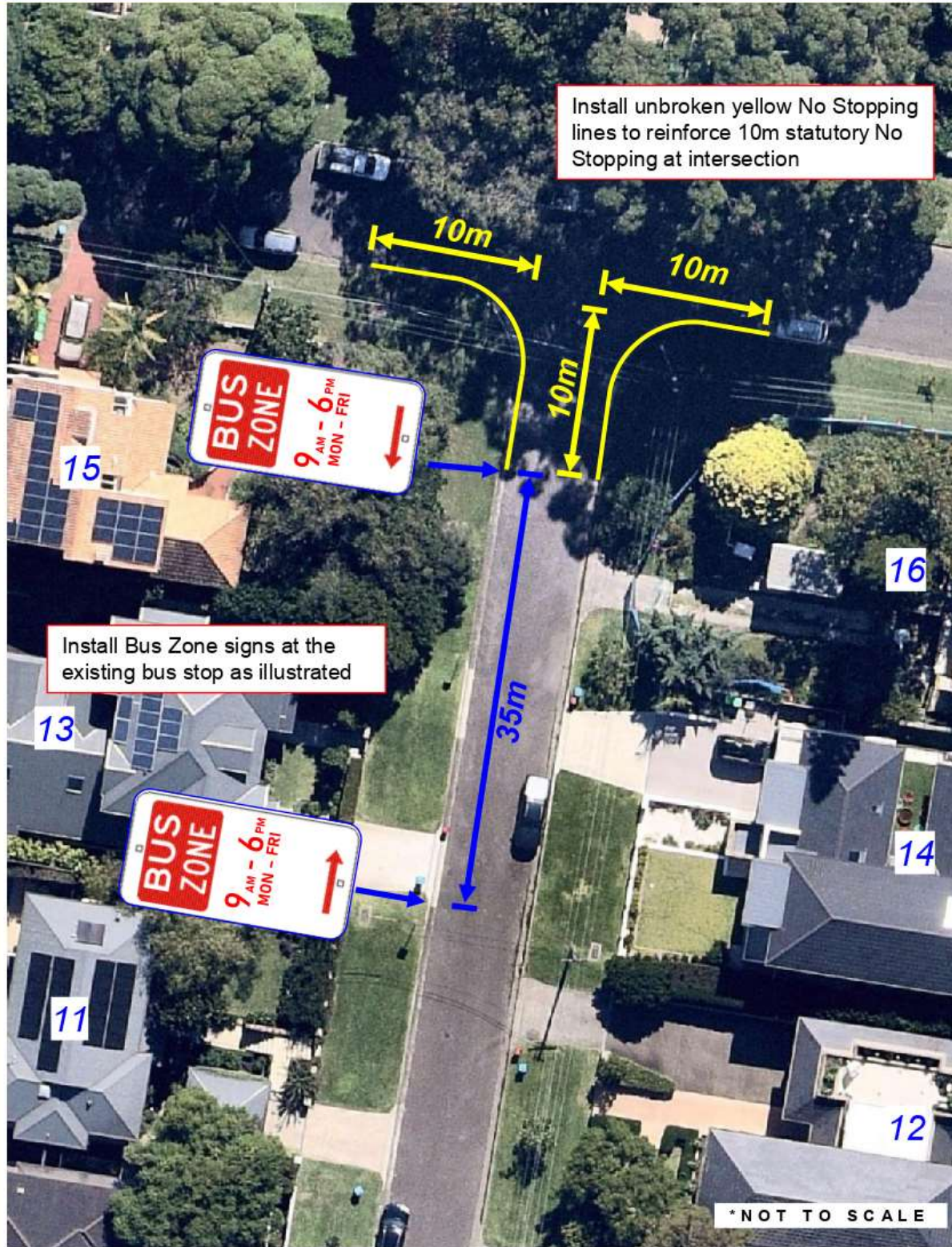
CONSULTATION

No consultation was conducted. However, notification letters have been distributed to 16 properties within the immediate vicinity of the location providing notification of the proposed changes.

RECOMMENDATION TO TRAFFIC COMMITTEE


That the Traffic Committee supports the:

- A. Installation of part-time Bus Zone signs at the bus stop; and
- B. Installation of unbroken No Stopping yellow lines at the intersection.



PROPOSAL

Salisbury Square, Seaforth
Bus Zone

DRAWN	YR	APPROVED	
LAYOUT	1 OF 1	REVISION NO.	A
		DATE	12/May/2021



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ITEM 4.19 **REQUEST FOR WORKS ZONE**
REPORTING OFFICER **TRAFFIC OFFICER**
TRIM FILE REF **2021/354855**
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
Metricon Homes Pty Ltd 32 Lexington Drive BAULKHAM HILLS NSW 2153	6 Blackwood Road NORTH CURL CURL NSW 2099	Length: 9.5 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	20 April 2021 to 9 August 2021
Metricon Homes Pty Ltd PO Box 7510 BAULKHAM HILLS BC NSW 2153	2 Hunter Street NORTH BALGOWLAH NSW 2093	Length: 8 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	26 April 2021 to 3 October 2021
Willoughby Homes 207/4 Columbia Court BAULKHAM HILLS NSW 2153	193 Woodland Street BALGOWLAH NSW 2093	Length: 10 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	3 May 2021 to 1 November 2021
Avis Enterprises Pty Ltd Shop 5/7-9 Mooramba Road DEE WHY NSW 2099	17 Anzac Avenue COLLARROY NSW 2097	Length: 29 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	10 May 2021 to 08 November 2021
Ckorp Holdings 28 Victoria Road PUNCHBOWL NSW 2196	571-575 Sydney Road SEAFORTH NSW 2092	Length: 17 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	10 May 2021 to 26 September 2021

Metricon Homes Pty Ltd PO Box 7510 BAULKHAM HILLS BC NSW 2153	110 Forest Way BELROSE NSW 2085	Length: 19 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	10 May 2021 to 10 September 2021
S Sidhu Po Box 7105 NORWEST NSW 2153	95 Griffiths Street BALGOWLAH NSW 2093	Length: 15 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	27 May 2021 to 28 February 2022
St Bernard Constructions Pty Ltd Po Box 7005 WARRINGAH MALL NSW 2100	32 Westminster Avenue DEE WHY NSW 2099	Length: 20 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	28 May 2021 to 10 September 2021

RECOMMENDATION TO TRAFFIC COMMITTEE

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

ITEM 4.20	AQUATIC DRIVE & ALLAMBIE ROAD, ALLAMBIE HEIGHTS - ROUNABOUT IMPROVEMENT
REPORTING OFFICER	CONTRACTOR - TRAFFIC ENGINEER
TRIM FILE REF	2021/354913
ATTACHMENTS	1 Concept Plan 2 Detail Plan 3 Swept Path

GEOCODES: -33.755893, 151.243034

REPORT

BACKGROUND

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

LOCATION

- Aquatic Drive is a local road with a posted speed limit of 50km/h and runs in an east-west direction between Fitzpatrick Avenue East & Allambie Road.
- This section of the road is two-lane road with a width of approximately 12.5m between the kerbs.
- Kerbside parking, with time restriction, is generally available on both sides of the street.
- Aquatic Drive forms a three-leg roundabout with Allambie Road.
- Allambie Road is a regional road with a posted speed limit of 60km/h runs in a north-south direction between Kentwell Road and Warringah Road.
- A Light Vehicle '3 tonne Mass restriction' applies for all vehicles, except Buses, to prevent access to Allambie Road from the eastern/southern leg of the roundabout.

ISSUES

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

PROPOSAL

Council has undertaken a review of the location and issues and proposes to create an additional lane on approach to the roundabout at the western leg at Aquatic Drive. One lane will be dedicated for left turn only and the other lane for right turn manoeuvre only.

The proposed lanes will be 3.5m each. The additional space will be created by redesigning the existing splitter island at the western leg and realigning the northern kerb & gutter.

A swept path analysis was undertaken for all anticipated vehicles usage. It must be noted that, there is a '3 Tonne Load' for all vehicles heading towards the south/east direction.

Drivers waiting to turn left at the holding lines at Aquatic Drive are able to see circulating vehicles, vehicles waiting at other legs and also vehicles on the eastern/southern leg for at least 70m without any obstruction. This sightline achieves the requirements for the Austroads Guide to Road Design Part 4B – Roundabout – Section 3.2.2.

The proposed shared path connection will be able to accommodate the existing and envisaged cyclists using this route. Cyclists waiting at the path are able to see oncoming vehicles without any obstructions for at least 70m. The splitter island can accommodate a cyclist waiting for a staged crossing opportunity. Stencilled pavement marking (LOOK) will be installed at the path near the crossing. Give Way signs and line marking are not required at the path, as motorists at Aquatic Drive have right of way over the path users. The Give Way signs might increase confusion at other locations without these treatments in similar situation.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will improve the safety of the people cycling and will connect the new shared path with the new shared path.
- The proposal will improve the existing pedestrian refuge facility and connect the shared path.

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Creation of the additional lane on Aquatic Drive at the western approach leg of the roundabout with Allambie Road.
- B. Installation of associated pavement arrows, signs and lane markings.
- C. Installation of stencilled pavement markings (LOOK) at the path near the intersection.



PROPOSAL

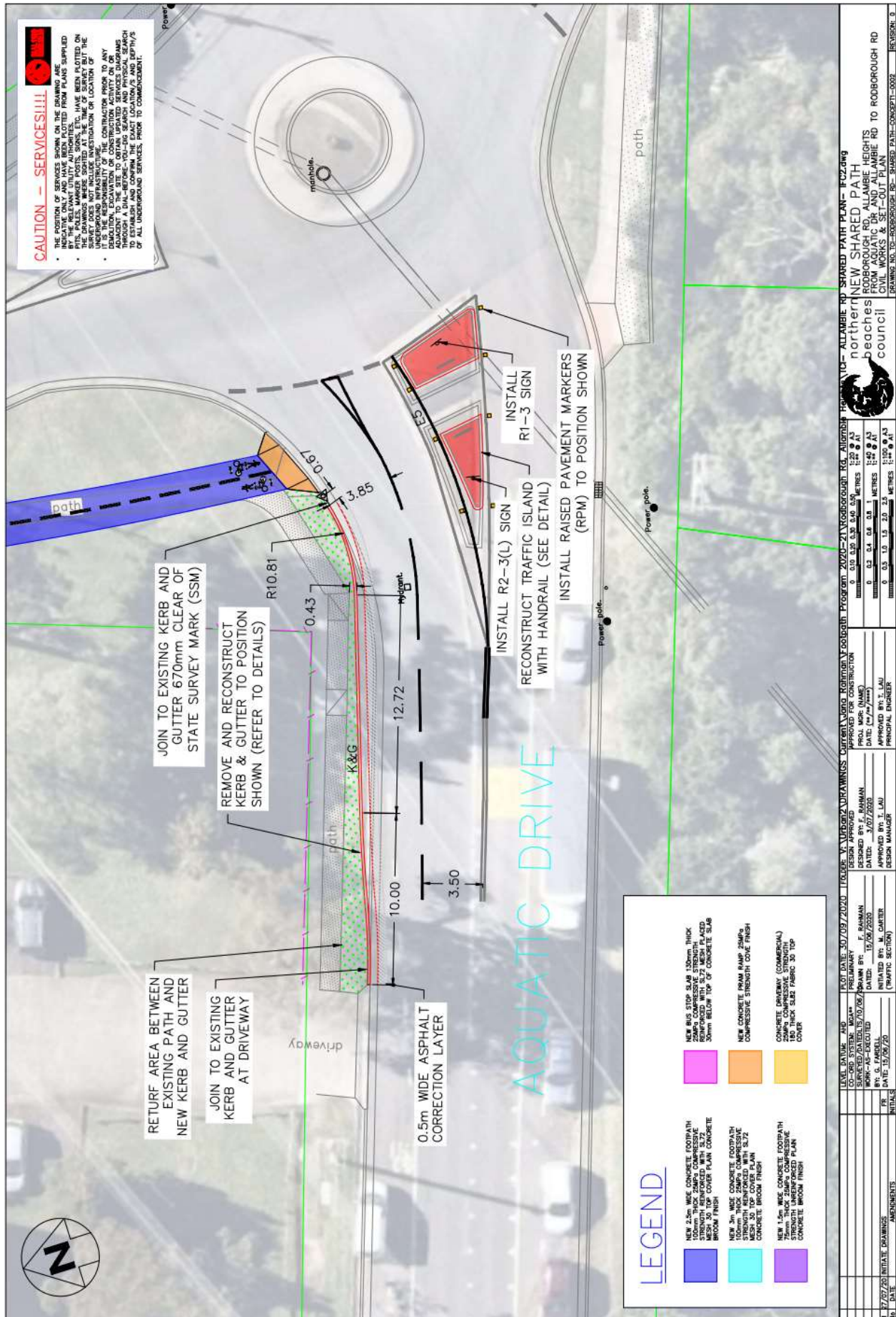
Aquatic Drive and Allambie Road, Allambie Heights
Roundabout Improvement

Drawn AS

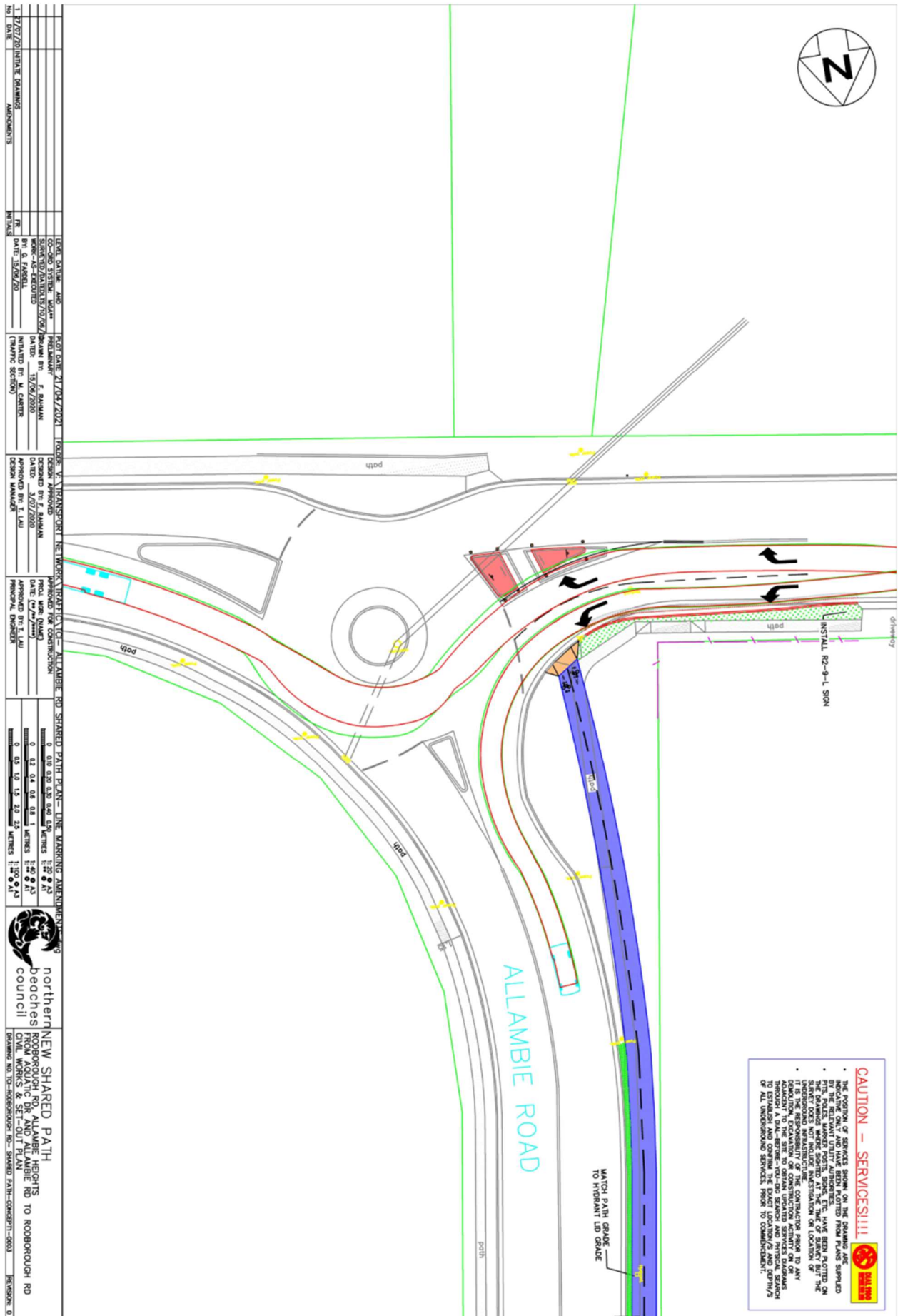
Approved 



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ITEM 4.21	GLENAEON AVENUE, BELROSE - ROUNDABOUT & MARKED PEDESTRIAN CROSSING
REPORTING OFFICER	CONTRACTOR - TRAFFIC ENGINEER
TRIM FILE REF	2021/356163
ATTACHMENTS	1 Plan 2 Kerb and Pavement Plan 3 Swept Path

GEOCODES: -33.720095, 151.218796

REPORT

BACKGROUND

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

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

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

LOCATION

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

ISSUES

- The proposed development is anticipated to generate additional vehicular trips at this location. The roundabout will give turning opportunity for vehicles entering Glenaeon Avenue mistakenly.
- To meet the Warringah Local Environmental Plan 2000 (WLEP 2000) and State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 (SEPP 2004) objectives, development for the purpose of housing for older people or people with disabilities must provide residents with adequate access to:
 - Shops, bank service providers and other retail and commercial services that residents may reasonably require.
 - Community services and recreation facilities.
 - The practice of a General Medical Practitioner.
- The proposed development will generate additional pedestrians (predominantly aged or impaired) movements along Glenaeon Avenue.
- Future pedestrians, particularly those with mobility issues, are exposed when they cross between the two properties.
- Marked pedestrian crossings may be considered if the location meets the specified Transport for NSW (TfNSW) guidelines and warrant criteria for pedestrian and traffic volumes. Reduced warrants apply to pedestrian crossing sites predominantly used by schoolchildren. For locations used predominantly by an aged or impaired pedestrian, the warrant requires for each 3x one-hour periods:
 - The number of pedestrians (P) must exceed 30 pedestrians crossing the road.
 - The number of vehicles (V) passing the proposed crossing location must exceed 200 vehicles.
 - The product of the number of pedestrian and vehicles (PV) to be over 60,000.
- The nature of residential care facilities results typically in relatively low levels of traffic generation that is reflected in the low car parking generation rates for these uses. Furthermore, it is expected that a significant number of visitors to the residential care facility will be by residents from the Retirement Living Precinct visiting their friends, family and partners that have moved into the residential care facility.

PROPOSAL

The developers of Glenaeon Retirement Village are proposing a **Roundabout** and a **Marked Pedestrian Crossing** on Glenaeon Avenue, Belrose.

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

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

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

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

PEDESTRIAN AND 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.
- The proposal improves pedestrian safety amenity and links with proposed footpath facilities on Glenaeon Avenue.
- The proposal will improve pedestrian amenity and safety by providing a prioritised crossing facility for pedestrians, people cycling and children.

CONSULTATION

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

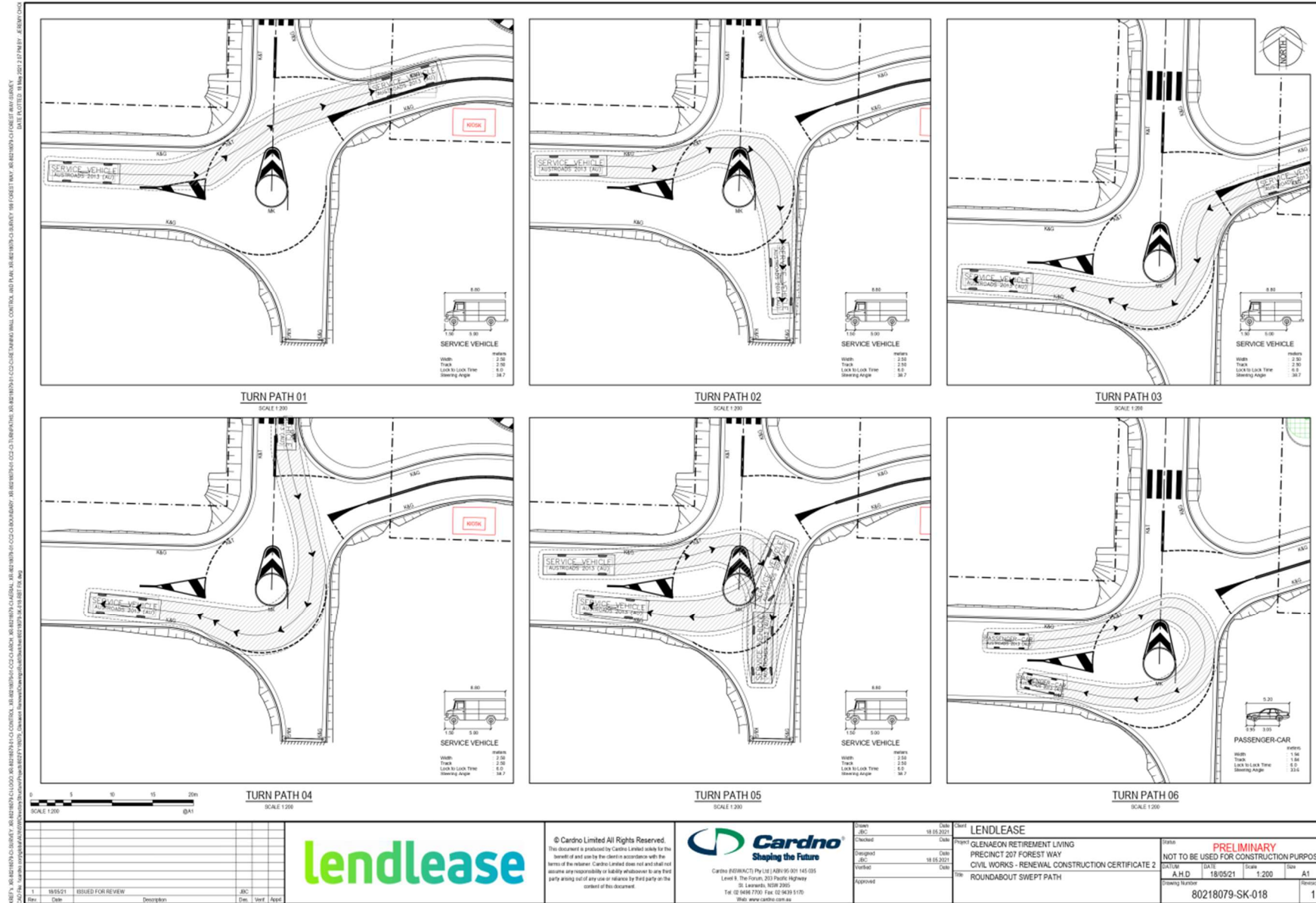
RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a roundabout at the eastern end of Glenaeon Avenue and the private roads.
- B. Installation of a Marked Pedestrian Crossing on Glenaeon Avenue, Belrose, with all costs associated with the implementation of the above works borne by the developer.







ITEM 4.22	PERONNE AVENUE, CLONTARF - PROPOSED CONVEX MIRROR
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/356185
ATTACHMENTS	1 Peronne Avenue, Clontarf - Aerial 2 Peronne Avenue, Clontarf - Photographs 3 Peronne Avenue, Clontarf - Plan 4 Peronne Avenue, Clontarf - Traffic Survey Summary

GEOCODES: -33.804656, 151.253849

REPORT

BACKGROUND

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

LOCATION

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

ISSUES

- The property is located on the high side (eastern side) of Peronne Avenue.
- Access to the property is adjacent to a retaining wall due to the topography of Peronne Avenue.
- The driveway crossing has a high profile due to the topography of the land.
- Vision coming out of the property is further obstructed by the bends in the road.
- Council arranged for a 7-day traffic survey to be undertaken at the location to determine whether it meets the criteria for the provision of a traffic mirror. A summary of the investigation is included in Attachment 3 : Peronne Avenue, Clontarf – Traffic Survey Summary.

- The traffic survey revealed an 85% percentile speed of 56 km/h for both the north-east and south-west direction. The average 85% percentile speed is greater than the maximum 50km/h criteria.
- The seven-day AADT was recorded as 445 vehicles for the northbound direction and 244 for the southbound.
- The combined AADT on Peronne Avenue is 688 vehicles. The combined AADT is considered as low volume, typically less than 2,000 vehicles per day (250 vehicles per hour).
- All requirements for the installation of the traffic mirror (including distorted image sign G9-266) must be met.
- It is considered reasonable that the request is granted as it meets the criteria for the provision of a traffic mirror and would assist the visibility of vehicles approaching the curve when exiting the driveway.

PROPOSAL

Council has undertaken a review of the location and issues, and proposes to install a convex mirror including a DISTORTED IMAGE (G9-266) sign, on Peronne Avenue, Clontarf. It is proposed that a convex mirror be located on Peronne Avenue, opposite the driveway to No18 (refer to Attachment 1: Peronne Avenue, Clontarf – Plan).

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

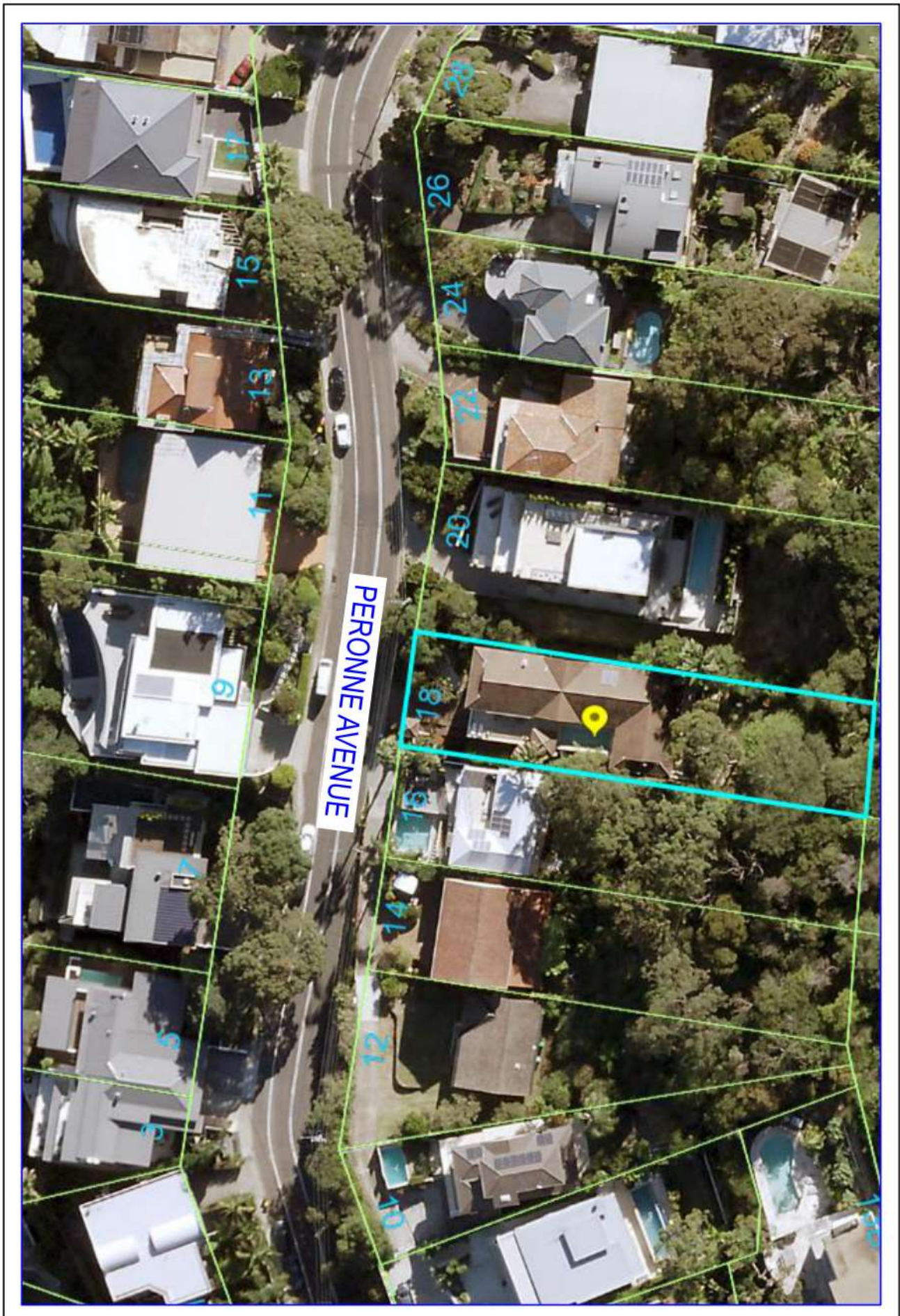
CONSULTATION

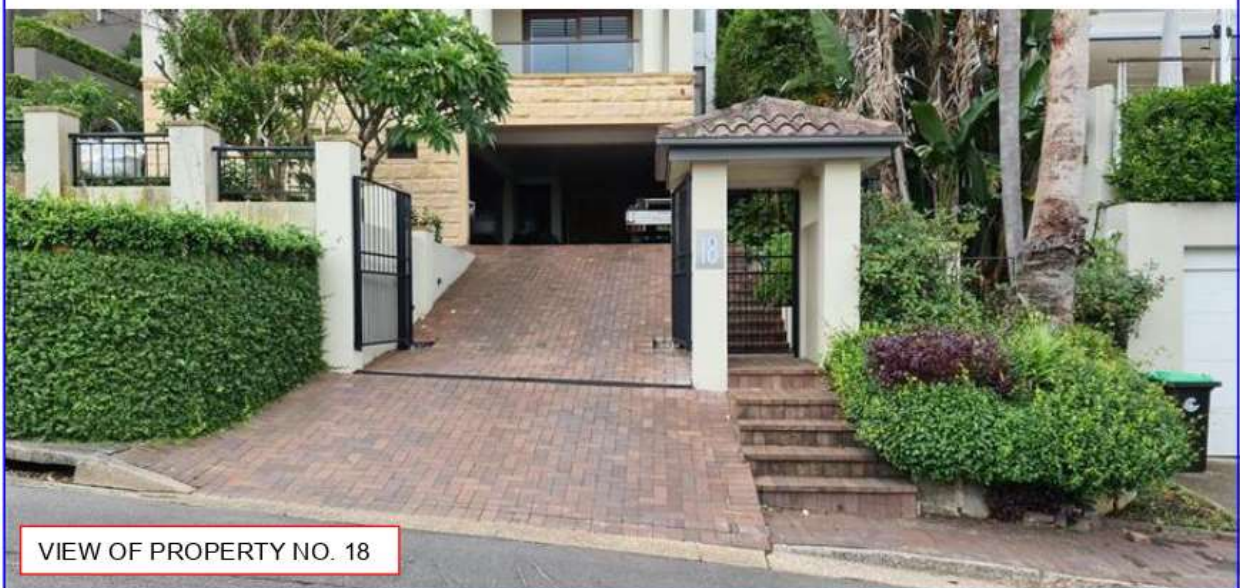
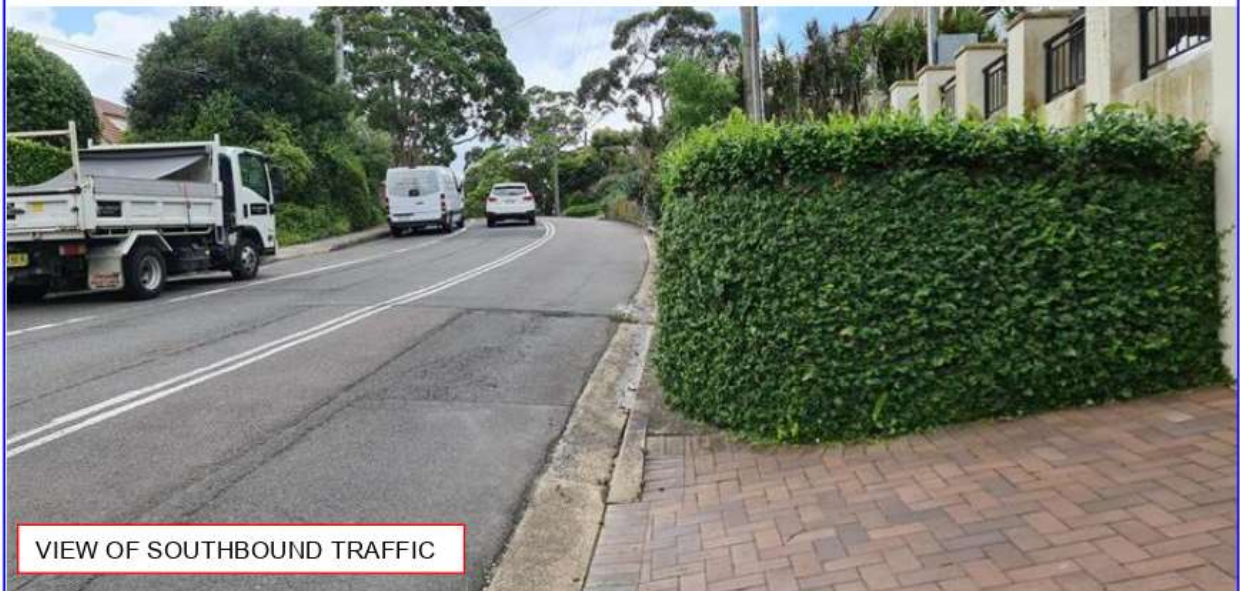
Public consultation was not required as this does not impact the surrounding residents.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

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








PROPOSAL

Peronne Avenue, Clontarf
Convex Mirror

DRAWN	BD	APPROVED	
LAYOUT	1 OF 1	REVISION NO.	A
		DATE	22/01/2021



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

One Page Summary

Count Number 9463

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

Location Near House No. 18, ELP MO25439

Start Date 30-NOV-20
Start Time 1800
Duration 7 DAYS
Interval 1 HOUR

Speed Limit 50

Weekly 50th Percentile Speed

Weekly 85th Percentile Speed

Five Day AADT

Seven Day AADT

SOUTH

NORTH

COMBINED

47

46

46

56

56

56

252

463

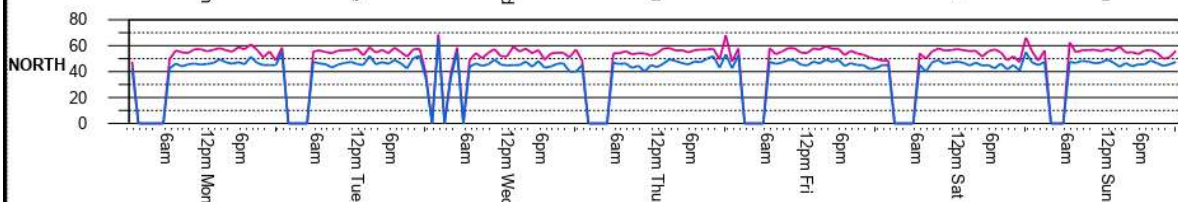
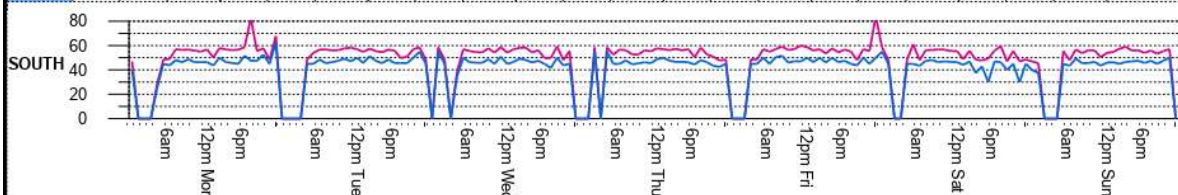
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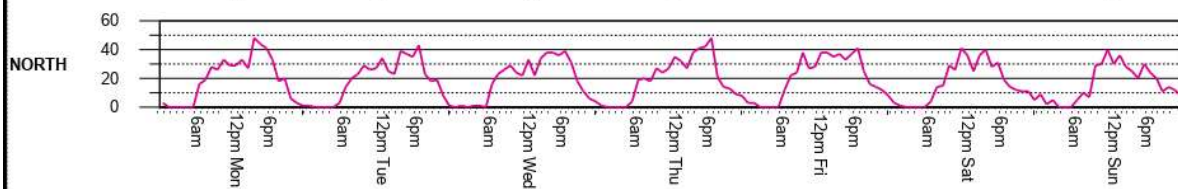
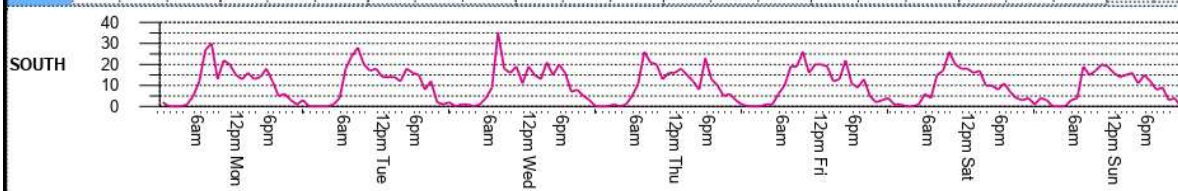
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	MON 30-NOV-20			TUE 01-DEC-20			WED 02-DEC-20			THU 03-DEC-20			FRI 04-DEC-20			SAT 05-DEC-20			SUN 06-DEC-20			SEVENDAY AVERAGE		
	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir
85%ile	56.6	56.6	56.6	56.2	56.4	56.3	56.0	54.8	55.3	55.9	56.0	56.0	57.1	56.6	56.8	54.9	55.8	55.5	55.3	56.0	55.7	56.0	56.0	56.0
50%ile	46.7	46.3	46.4	47.0	46.6	46.7	46.5	45.4	45.8	46.3	46.3	46.3	47.5	46.6	46.9	45.5	45.7	45.8	45.9	46.4	46.3	46.5	46.2	46.3
> 80 k	13	27	40	7	17	24	9	13	22	9	12	21	12	23	35	5	16	21	7	14	21	8.857	17.43	26.29
%age	5.2	5.9	5.8	2.7	3.8	3.4	3.5	2.9	3.1	3.7	2.6	2.9	4.8	4.7	2.3	4.0	3.4	3.1	3.5	3.4	3.8	3.9	3.8	
> 70 k	3	2	5	3	0	3	2	1	3	0	1	1	2	2	4	0	3	3	2	2	4	1.714	1.571	3.286
%age	1.2	.4	.7	1.2	.0	.4	.8	.2	.4	.0	.2	.1	.8	.4	.5	.0	.7	.5	.9	.5	.6	.7	.4	.5



Short %	99.6	95.0	96.6	98.8	94.9	96.3	98.8	93.8	95.8	98.0	94.7	95.8	98.4	98.9	97.4	98.6	97.3	97.7	99.1	97.2	97.9	98.8	95.6	96.7
Med %	.4	5.0	3.4	1.2	5.1	3.7	1.2	6.0	4.3	2.0	5.3	4.2	1.6	2.9	2.4	1.4	2.7	2.3	.8	2.8	2.1	1.4	4.3	3.2
Long %	.0	.0	.0	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
AM Pk Vo	30	33	58	28	29	51	35	29	58	26	27	47	26	38	64	26	41	58	20	40	59	27	34	57
PM Pk Vo	18	48	61	18	43	58	21	38	58	23	48	65	22	41	58	18	40	54	18	36	50	16	42	56
7-7pm	213	390	603	210	361	571	218	364	581	201	378	580	206	398	604	188	340	526	188	306	498	203	363	566
AHr Tot	251	457	708	258	448	706	257	453	710	244	466	712	251	491	742	218	401	616	227	395	622	244	445	688
Class 0	3	8	11	4	7	11	10	10	20	3	8	11	4	14	18	5	8	13	3	7	10	9	13	13
Class 1	247	426	673	251	418	669	243	414	657	236	435	671	241	462	703	210	381	591	221	376	597	236	418	652
Class 2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1
Class 3	1	22	23	3	23	28	3	24	27	4	22	26	4	14	18	3	11	14	2	11	13	18	21	21
Class 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



5.0 MATTERS FOR NOTATION

ITEM 5.1	EXTENSION OF NO PARKING RESTRICTIONS AND DIVIDING BARRIER LINES - LOWER PLATEAU ROAD, BILGOLA PLATEAU
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2021/343951
ATTACHMENTS	1 Lower Plateau Road, Bilgola Plateau - Plan

GEOCODES: -33.644731, 151.312315

REPORT

BACKGROUND

- Council previously approved a proposal for the installation of curve warning signs and extension of dividing barrier lines and 'NO PARKING' restrictions, to address concerns with vehicles parking near the bend outside No.218 Lower Plateau Road, Bilgola Plateau.
- The Traffic Committee supported the proposal subject to a review of vehicle speeds following implementation, to assess whether additional traffic calming measures are required.

LOCATION

- Lower Plateau Road is a collector road with a 50km/h speed limit.
- The road width is approximately 8m wide between kerbs.
- Dividing barrier lines run southwards from No.242 Lower Plateau Road and have been extended to the driveway of No.218. The 'NO PARKING' restrictions apply within 3m of the continuous line, and have been extended on the outside of the curve to the driveway of No.212/214.
- Additional 'NO PARKING' signs have been installed between No.218 and 242 and No.263 to 275, to reinforce the restrictions within 3m of the dividing barrier lines. Parking is permitted on the outside of the bend between the driveways of No.234 and 240, where the road is widened and there is more than 3m between a parked vehicle and the dividing barrier lines.
- Kerb and gutter exists on both sides of the road, however, there is no constructed footpath.

ISSUES

- Lower Plateau Road provides the primary connection route for traffic linking Bilgola Plateau to Clareville.
- Vehicles parked on both sides of the road narrow the overall road width for through traffic.
- The installation of dividing barrier lines reduces the availability of on-street parking in Lower Plateau Road. Parking is not permitted within 3m of the continuous line, which affects both sides of the road due to the existing road width.
- Traffic sight distances are reduced when vehicles park on the curve near No.218 Lower Plateau Road.

- Properties on the inside of the bend have a low level skew driveway profile that makes it difficult for vehicles to exit from the driveway.
- The parking of boat trailers and trucks cause obstructions on the road and affect sightlines.
- Heavy and long vehicles cannot stop on a length of road in a built up area for longer than 1 hour. This includes the long term parking of trucks or trailers with a Gross Vehicle Mass (GVM) of 4.5 tonnes or more, or exceeding 7.5m in length. Boat trailers which have not moved for at least 28 days may also be impounded.

ASSESSMENT OF PROPOSAL

- Council undertook traffic counts before and after the implementation of the proposal (shown in Attachment 1 - Lower Plateau Road, Bilgola Plateau - Plan) to investigate the impacts of the proposal and any concerns with respect to increased traffic speeds in the area.



- The 85th percentile speed is defined as the speed which 85% of all vehicles are observed to travel past a specific location. The 85th percentile speed is a widely used traffic measurement for assessing traffic speeds compared to the average traffic speed, as it provides a more practical representation of how the majority of motorists drive according to the road environment.
- The traffic counts installed before the implementation of the proposal, indicated 85th percentile speeds on each approach to the bend at 48km/h (outside No.216) and 46km/h (outside No.224).




Recent traffic counts installed on the bend outside No.218 Lower Plateau Road, recorded the 85th percentile speed to be 47km/h. The Annual Average Daily Traffic (AADT) volumes for both periods of data collection are similar. The traffic data indicates that there has been no significant change in traffic speeds as a result of the restrictions, and therefore additional traffic calming measures is not considered necessary.

- Council's Rangers have been investigating parking enforcement requests along the affected section of Lower Plateau Road, when instances of illegal parking have been reported to Council. There has been a small number of requests, especially at the early stages following implementation, regarding parking within 3m of the dividing barrier lines, parking on the nature strip and the long term parking of boat trailers where they have not moved for 28 days. Following a period of adjustment and awareness of the new restrictions, there has been general compliance with the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

- A. That the Traffic Committee notes that there has been no significant change in traffic speeds following implementation of the parking restrictions and that the proposal be supported without the need for addition traffic calming measures.



	PROPOSAL		 northern beaches council
	LOWER PLATEAU ROAD, BILGOLA PLATEAU EXTENSION OF 'NO PARKING' RESTRICTIONS & DIVIDING BARRIER LINES		
	Drawn RK	Approved 	

ITEM 5.2	TABLE OF APPROVALS UNDER DELEGATION
REPORTING OFFICER	CONTRACTOR - TRAFFIC ENGINEER
TRIM FILE REF	2021/353977
ATTACHMENTS	1 Table of Approvals

GEOCODES: Various

REPORT

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

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

Table of Approvals Under Delegation - 1 June 2021

Location	Action	Consultation	Referral Sent Date	Approval Date
Albert Road, Avalon Beach	<ul style="list-style-type: none"> - Install a 'GIVE WAY' sign and holding line in Albert Road at the intersection with Whale Beach Road. - Install dividing barrier lines in Albert Road, 10m from the intersection with Whale Beach Road. - Extend existing 'No Stopping' restrictions (yellow line) in Albert Road, 5m beyond the dividing barrier lines. 	<p>Properties consulted: No consultation undertaken however notification to residents will be carried out prior to implementation.</p> <p>Support: n/a Object: n/a</p> <p>Reason for approval: Prevent parking near the intersection and improve delineation by formalising the 'Give Way' priorities and separating the opposing traffic flows on the approach.</p>	10 May 2021	17 May 2021
Surf Road and Barrenjoey Road, Palm Beach	<ul style="list-style-type: none"> - Adjustment to 'Stop' line location in Surf Road at the intersection with Barrenjoey Road. 	<p>Properties consulted: No consultation undertaken however notification to residents will be carried out prior to implementation.</p> <p>Support: n/a Object: n/a</p> <p>Reason for approval: Improve sight distances for vehicles exiting from Surf Road turning into Barrenjoey Road.</p>	10 May 2021	17 May 2021