


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 6 JULY 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
 Ranger Coordinator
 Strategic Transport Coordinator
 Transport Project Officer
 Transport Project Officer
 Traffic 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
 Ms Leila Kazemnezhad
 Mr Luke Nickson
 Mr Brian Duong
 Mr Ali Samimi Haghighi
 Mr Yuan Ren
 Mr Michael Davey
 Ms Michelle Carter
 Mrs Kajal Todd
 Mr Phillip Gray
 Mr Jenzy Ocampo
 Mrs Karen Menzies
 Ms Robynann Dixon
 Ms Josephine Butler
 Mr Nicholas Murace
 Ms Caty Pilley
 Ms Sandra Calci

Visitors

Nil

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

to be held via remote Teams on Tuesday 6 July 2021

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10am

1.0 APOLOGIES

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

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NEXT MEETING Tuesday 3 August 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 1 JUNE 2021

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 1 June 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	NARRABEEN PARK PARADE - EXTENSION OF NO STOPPING RESTRICTION
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/252138
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.700958, 151.306519

REPORT

BACKGROUND

Council has received a request from a local resident requesting the extension of the No Stopping restriction on Narrabeen Park Parade, due to parked vehicles adjacent to the existing double white lines. It is reported that long vehicles and buses are forced to cross over the double white lines, creating unsafe road conditions.

LOCATION

Narrabeen Park Parade is a local road of 9.5m in width, carrying high volumes of two-way traffic. The proposed location on Narrabeen Park Parade intersects Walsh Road at its northern side and it intersects Malcolm Street at its southern side. There is an existing no stopping restriction at the southern side of the proposed location between the existing bus zone and the pedestrian crossing. A bus route services Narrabeen Park Parade.

ISSUES

Parked vehicles on Narrabeen Park Parade create unsafe conditions for the passage of long vehicles and buses, so these vehicles are forced to cross over the existing double white line, creating unsafe road conditions.

PROPOSAL

Council has undertaken a review of the location and proposes the extension of 60m No Stopping (L) restriction on the western side of Narrabeen Park Parade - from opposite to No.3 Narrabeen Park Parade to the end of the existing double barrier white line opposite to No.11 Narrabeen Park Parade.

- Extension of 60m No Stopping (L) restriction on western side of Narrabeen Park Parade from opposite to No.3 Narrabeen Parade to the end of the existing double barrier white line opposite to No.11 Narrabeen Park Parade.
- The proposal will help to improve safety for the passage of long vehicles and buses on the western side of Narrabeen Park Parade.

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 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.
- A total of 2 submissions were received with no objections and 2 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Extension of 60m No Stopping (L) restriction on the western side of Narrabeen Park Parade from opposite to No.3 Narrabeen Parade to the end of the existing double barrier white line opposite to No.11 Narrabeen Park Parade.
-



<u>Table of Consultation</u>		
Address	<u>Narrabeen Parade, NORTH NARRABEEN</u>	
Proposal	<u>Extension of No Stopping Restriction</u>	
Properties Consulted	13	
Responses Received	2	
Support	2	
Do Not Support	Nil	
Issue	Resident Comment	Council Response
Lack of Parking	The addition of cars parked on a narrow road poses a real safety risk which would be largely alleviated by this simple proposal.	The extension of the No Stopping restriction will provide a clear lane for passage of various vehicles at the proposed location and the amount of risk will be minimised accordingly.
Lack of Visibility	Vehicles are parked adjacent to the double white lines, vehicles and particularly buses are forced to cross over the double white lines and therefore present "a bad accident waiting to happen".	Council proposes a 60m the extension of No Stopping restriction in order to resolve the issue.

ITEM 4.2	DALY STREET, BILGOLA PLATEAU - TRAFFIC CALMING AND PARKING RESTRICTIONS
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2021/313957
ATTACHMENTS	1 ↓ Daly Street, Bilgola Plateau - Plan 2 ↓ Table of Consultation

GEOCODES: -33.646295, 151.314536, -33.645766, 151.314920, -33.645110, 151.315532

REPORT

BACKGROUND

Council has received concerns from local residents and State Transit regarding the narrow road width and sight distances when vehicles park on both sides of Daly Street, Bilgola Plateau.

LOCATION

- Daly Street is a local road with a 50km/h speed limit. The street is approximately 400m in length and connects The Outlook with Grandview Drive.
- The road width is 7.3m wide between kerbs, and there is no constructed footpath.
- Dividing barrier lines have been installed for a length of 15m on the approach to the intersection with Grandview Drive and for a length of 40m on the curve outside No.40. The existing pavement width does not permit parking within 3m of the dividing barrier lines.
- Parking is generally unrestricted on both sides of the road, except for the statutory 'No Stopping' restrictions 10m from the intersection, and 20m before and 10m after the bus stop sign.
- The 191 bus route - Avalon Beach to Taylors Point (Loop Service) operates from north to south along Daly Street, and the bus stop is located on the eastern side of the road outside No.12.

ISSUES

- Vehicles parked on both side of the road and on the approaches to the bus stop, affect bus accessibility and create a potential traffic hazard to road users by restricting the road width for through traffic.
- The parking issues also affects access for larger vehicles; which include emergency services, construction trucks and delivery vehicles.
- Traffic sight distances are reduced when vehicles park on the curve near No.40 Daly Street.
- Many properties have skewed driveways with difficult driveway access. Some properties do not have existing driveways when the property was developed, and a number of secondary dwellings and multiple households result in additional parking demands on the street due to insufficient off-street parking.
- Some residents have raised concerns regarding the inappropriate speed of vehicles and concerns for pedestrian safety due to lack of a footpath.

PROPOSAL

- Council has undertaken a review of Daly Street and consulted on a proposal which includes traffic calming devices, formalising the 'BUS ZONE', extension of dividing barrier lines and the installation of 'NO PARKING' restrictions and 'NO STOPPING' lines (unbroken yellow line). A plan of the proposal is shown in Attachment 1 - Daly Street, Bilgola Plateau - Plan.
- The traffic calming devices are to be located at 3 locations along Daly Street (outside No. 9, 19 and 33) where there are existing street lighting and adequate sight distance. The full width speed cushions are situated in the centre of the road, without the removal of on-street parking. The extension of the dividing barrier lines and installation of 'NO STOPPING' lines (unbroken yellow line) will prevent parking on the curve and near the intersection where sight distances are restricted. Sections of 'NO PARKING 6AM-7PM' restrictions at the northern end of Daly Street further restrict parking on the inside of the curve. The restrictions apply during the period where the majority of traffic occurs, and allows for overnight parking. The installation of 'NO PARKING' restrictions between the driveways of No.27 and 29 and the formalisation of the 'Bus Zone' will provide passing areas for through traffic.
- Transport for NSW (TfNSW) are responsible for the planning and scheduling of bus routes. Public transport options are limited on the Northern Beaches and the 191 bus route - Avalon Beach to Taylors Point (Loop Service) provides an important service to residents in the area who are unable to drive. TfNSW has no plans to change the existing route, which has been in operation for many years. The 189X bus route - Avalon Beach to City Wynyard (Express Service), was withdrawn late last year as part of service changes across the Northern Beaches, and was replaced by additional services on the 191 bus route.
- Road closures have significant impacts to larger impacts on the surrounding areas. Council is unable to consider any road closures unless appropriate measures can be taken to control access and mitigate the impacts. A permanent closure of Daly Street will adversely affect both the community and the provision of existing services, which include the 191 bus route, waste collection, and emergency services. Signposting of road closures are ineffective unless there are additional changes to the road environment, which deter access as continuous enforcement of permanent closures is not always possible. Any physical means to try to restrict access would not greatly inhibit general vehicles from entering the road, as smaller traffic islands would need to be installed to facilitate the larger turning manoeuvres of buses and waste collection vehicles.
- The majority of properties have skewed driveways with related access difficulties as a result of the topography and development of the area. It is recommended that vehicles enter and exit properties in a forward direction for safety reasons. However, some properties have limited or no turning areas on the private property, which means that off-street parking areas can only be accessed by driving in or reversing in from one direction only. Daly Street cannot be converted into a 'One Way' street, as these access limitations can aggravate existing issues and create additional conflict between traffic flow and vehicles entering/exiting on to the public road.
- Council previously consulted on a proposal to install 'No Parking' restrictions on the eastern side of Daly Street along the bus route, however, the majority of the responses did not support the proposal and issues were raised regarding the loss of on-street parking and increased traffic speeds, if parking were to be removed.

- The new proposal attempts to minimise the impacts to parking by providing additional passing areas along Daly Street, instead of permanently removing parking on one side of the road. The proposed traffic calming devices will help reduce overall traffic speeds and also improve the utilisation of all passing areas. It is recommended that the proposed measures be implemented to improve safety and access in Daly Street without affecting existing services.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

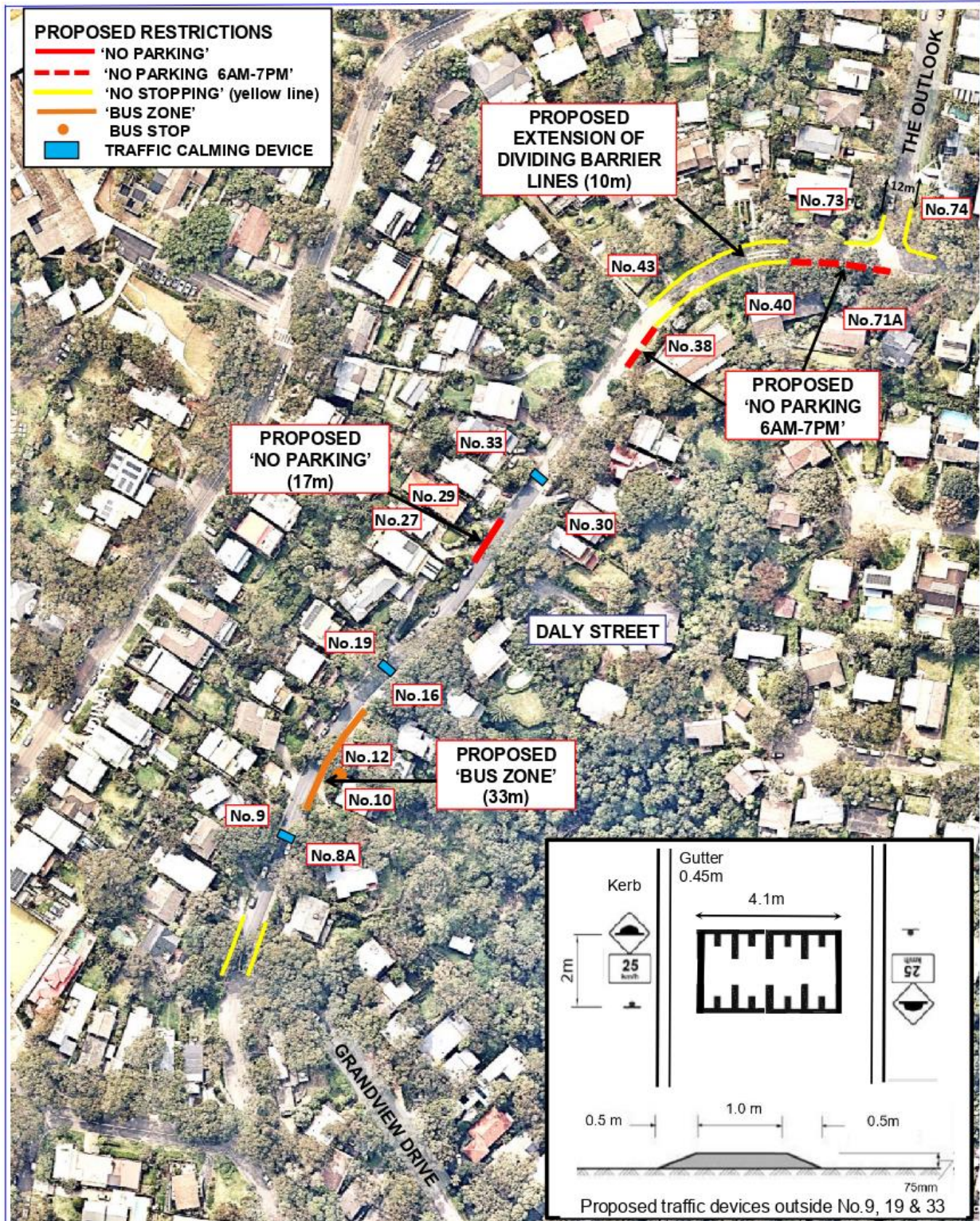
CONSULTATION

Consultation letters have been distributed to 51 properties within the immediate vicinity of the location providing notification of the proposal. A summary of the responses is noted in Attachment 2 - Table of Consultation

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following proposals in Daly Street, Bilgola Plateau:

- A. Installation of traffic calming device outside No.9 (northbound) and No.8A (southbound).
- B. Installation of traffic calming device outside No.19 (northbound) and No.16 (southbound).
- C. Installation of traffic calming device outside No.33 (northbound) and No.30 (southbound).
- D. Installation of 'BUS ZONE' restrictions, from the southern driveway edge of No.10 to the southern driveway edge of No.12.
- E. Installation of 'NO PARKING' restrictions, from the southern driveway edge of No.27 to the northern driveway edge of No.29.
- F. Extension of dividing barrier lines outside No.40 eastwards for 10m.
- G. Installation of 'NO STOPPING' lines (unbroken yellow line) on both sides of the road, from the driveway of No.43 to 3m east of the extended dividing barrier lines.
- H. Installation of 'NO PARKING 6AM-7PM' restrictions on the inside of the curve, from east of the 'NO STOPPING' line to the driveway of No.71A.
- I. Installation of 'NO PARKING 6AM-7PM' restrictions on the inside of the curve, from west of the 'NO STOPPING' line to the driveway of No.38.
- J. Installation of 'NO STOPPING' line (unbroken yellow line), from 12m south of the driveway of No.73 The Outlook to 10m west of the intersection.
- K. Installation of 'NO STOPPING' line (unbroken yellow line), from 12m south of the driveway of No.74 The Outlook to 10m east of the intersection.
- L. Installation of 'NO STOPPING' lines (unbroken yellow line) on both sides of the road, from the intersection of Grandview Drive to 3m north of the existing dividing barrier lines.



PROPOSAL



DALY STREET, BILGOLA PLATEAU
TRAFFIC CALMING AND PARKING RESTRICTIONS

Drawn RK

Approved *P. Dea*

Table of Consultation

Address	Daly Street, Bilgola Plateau
Proposal	Traffic Calming and Parking restrictions

Properties Consulted	51
Responses Received	10
Support	7
Do Not Support	3

Issue	Resident Comment	Council Response
'No Parking' restrictions	<p>- It is suggested you revert to your original proposal of restricting parking on the eastern side of Daly St with a simple yellow line thus removing the necessity of visual metal signs. We conclude by stating the road should be made safe for all users at all times.</p> <p>- The problem is not vehicles being parked on both sides of the street (as fire appliances fit happily) but in oncoming traffic. If Daly St was made one way southbound from The Outlook to Grandview Drive it would solve all problems. This would fit in with the direction of the Bus Route and still allow residents to park vehicles safely.</p> <p>- This area outside our house is used for parking daily by various cars including our visitors. We would rather see an alternative solution proposed, such as the banning of parking for trailers/boats and the restriction of parking to one side of the road at a time i.e. you cant park opposite a car thats already parked.</p>	<p>- The consultation on the proposal for 'No Parking' restrictions on the eastern side of the road was not supported by the majority of respondents. Issues raised regarding the loss of on-street parking and increased traffic speeds if parking were to be removed. Due to the high demand for parking in the area, Council has amended the proposal to minimise the impact to on-street parking by providing additional passing areas along Daly Street with the addition of traffic calming devices to reduce traffic speed.</p> <p>- The proposed 'No Parking' restrictions between the driveways of No.27 and 29 provides a necessary passing area mid-way along Daly Street. The restrictions will also improve visibility when reversing out of the driveway and only result in the loss of 1 car park space. The Road Rules require that the driver must position the vehicle so there is at least 3m of the road alongside the vehicle that is clear for other vehicles to pass. The existing road width therefore allows for parking on both sides of the road, and visitors can still access parking nearby.</p>
Traffic calming devices and 'Bus Zone'	<p>- Great job on this proposal for traffic calming/parking restrictions at Daly Street! It's super clear and well thought out. I had a few minor recommendations based on some of the observations I've had since moving here but overall I support the proposal as is.</p> <ol style="list-style-type: none"> 1. I recommend traffic calming at No. 26 (either in addition or instead of the one at No. 33) 2. Move the bus zone markings 2 meters further North East 3. Traffic Calming at 40 4. Increase traffic calming effectiveness 	<p>- It is recommended that traffic calming devices are spaced between 80-100m apart along straight sections of road. The proposed devices are located at 3 locations approximately 80m along Daly Street (outside No. 9, 19 and 33) where there are existing street lighting and adequate sight distance.</p> <p>- Further extension of the 'Bus Zone' is not required and could reduce the availability of parking.</p> <p>- Encroachments in the Public Road Reserve are to be assessed by Council's Transport & Civil Infrastructure Assets section. The proposed future footpath along the eastern side of Daly Street would require the removal of any obstructions a minimum 1.5m behind the kerb.</p>

ITEM 4.3 **KENDAL CRESCENT WHEELER HEIGHT- INSTALLATION OF
NO STOPPING RESTRICTION****REPORTING OFFICER** **TRAFFIC OFFICER****TRIM FILE REF** **2021/343395****ATTACHMENTS** 1 [↓ Plan](#)
2 [↓ Table of Consultation](#)**GEOCODES:** -33.728699, 151.281616**REPORT****BACKGROUND**

Council has received concerns from local residents regarding parking of vehicles and trailers close to the corner of Kendal Crescent and Carlisle Street. Additionally, parked vehicles on southern side of the driveway at 20 Kendal Crescent create insufficient sight distances and unsafe conditions to allow vehicles to exit from the driveway safely.

LOCATION

Kendal Crescent is a local road of 6.5m in width, carrying medium volumes of two-way traffic. This road meets Carlisle Street on its northern side and it meets Ettalong Street on its eastern side. The proposed driveway has been located 15m away from southern side of the intersection of Kendal Crescent and Carlisle Street. No parking restrictions have been allocated to Kendal Crescent. There are no bus routes that service Kendal Crescent and Carlisle Street.

ISSUES

- Parked vehicles and trailers on southern side of the driveway at No. 20 Kendal Crescent, create insufficient sight distances and cause unsafe conditions to allow vehicles to exit from the driveway safely.
- Vehicles and trailers parking close to the corner of Kendal Crescent and Carlisle Street create unsafe conditions for the exiting vehicles from Kendal Crescent into Carlisle Street and vice versa.

PROPOSAL

Council has undertaken a review of the location and proposes the installation of 32m No Stopping yellow line at eastern side of the intersection of Kendal Crescent and Carlisle Street, in addition to the installation of 20m No Stopping yellow line at western side of the this intersection.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

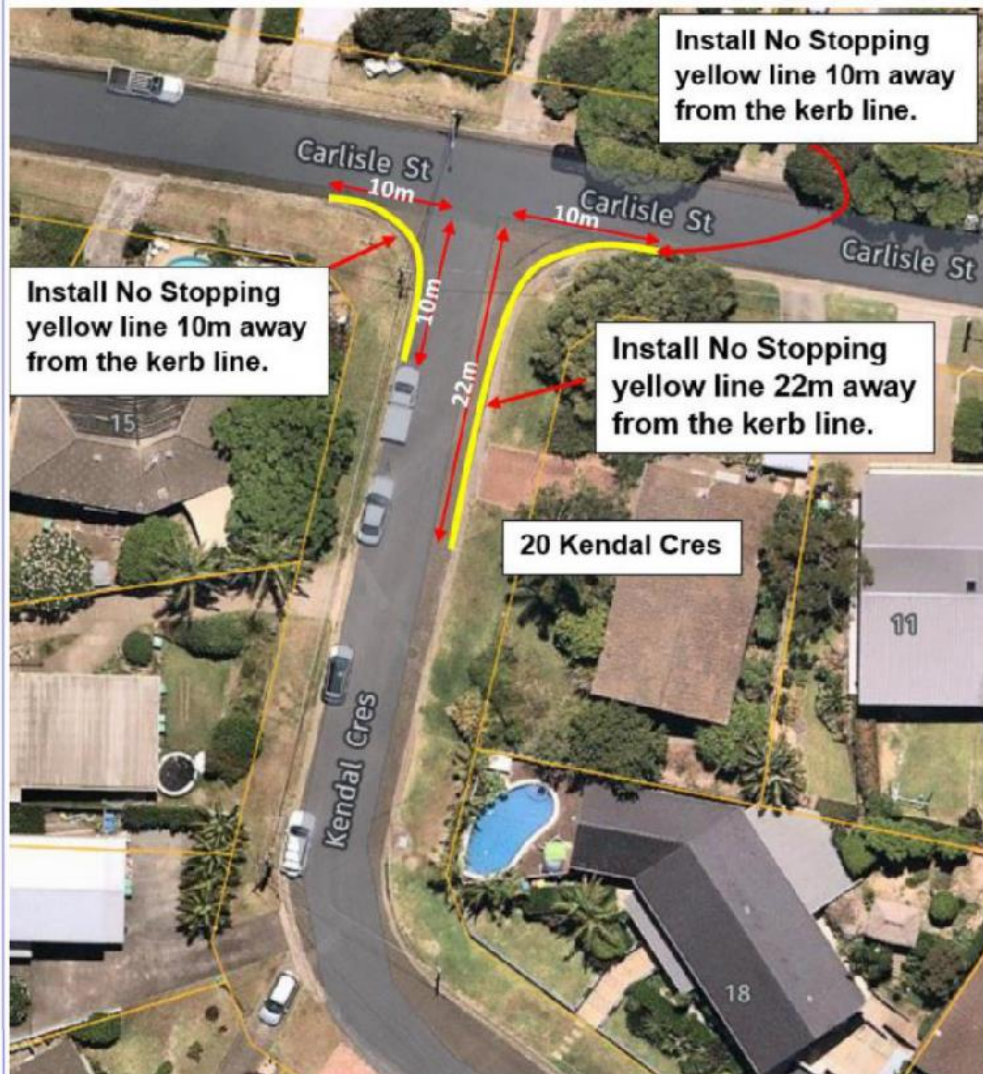
Consultation letters have been distributed to 21 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

- A total of 6 submissions were received, with 3 objections and 3 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. The installation of 32m No Stopping yellow line at eastern side of the intersection of Kendal Crescent and Carlisle Street in addition to the installation of 20m No Stopping yellow line at western side of the this intersection.



PROPOSAL

**Intersection of Kendal Cres & Carlisle St
Installation of No Stopping Yellow Line**

Drawn: A.S.H

Approved





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<u>Table of Consultation</u>		
Address	<u>Kendal Crescent</u>	
Proposal	<u>Installation of No Stopping Yellow Lines</u>	
Properties Consulted	21	
Responses Received	6	
Support	3	
Do Not Support	3	
Issue	Resident Comment	Council Response
Temporary Unsafe	The only reason parking became a problem was when 2 houses opposite Kendal Cres and 1 on the corner of Carlisle and Kendal were all being renovated at the same time, hence there were tradesman's vehicles parking wherever.	The installation of No Stopping yellow lines will restrict all illegal parking of the vehicles and trailers to ensure that safety can be provided at all times.
Lack of Safety/Visibility	A trailer parked between 20 & 18 Kendal Crescent since January 2021. This trailer does not belong to any direct resident in Kendal Crescent. There has been several near misses in hitting this trailer. This road is regularly used at school pick up times and the trailer parked there constantly is a nuisance.	Council proposes the installation of No Stopping restrictions in order to provide more visibility/safety for the existing vehicles from Kendal Crescent into Carlisle Street and vice versa.

ITEM 4.4	ADDISCOMBE ROAD, MANLY VALE - BUS ZONE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/378545
ATTACHMENTS	1 ↓ Addiscombe Road, Manly Vale - Plan

GEOCODES: -33.78609, 151.27488

REPORT

BACKGROUND

Council has received a request from the State Transit Authority to investigate in the bus stop at the intersection of Addiscombe Road and Fairway Close, Manly Vale.

LOCATION

- Addiscombe Road a local road, carrying low volumes of traffic.
- The available road width in this area is approximately 5m.
- Adjacent land use consists medium density housing.
- School Bus 620N serves this area on Addiscombe Road.
- Footpath is available on the west side of the road.
- Parking is not allowed on Addiscombe Road between Kenneth Road and Fairway Close.

ISSUES

- A bus stop sign was found on a power pole at the abovementioned intersection, inside an existing No Stopping zone.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a bus zone for this bus stop, inside the existing No Parking zone, on Addiscombe Road before Fairway Close.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

No consultation was conducted, as the proposed bus zone will be fully located inside the existing No Parking zone.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of Bus Zone on Addiscombe Road before Fairway Close.



ITEM 4.5	OZONE STREET, FRESHWATER - NO STOPPING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/412753
ATTACHMENTS	1 ↓ Ozone Street, Freshwater - Plan 2 ↓ Table of Consultation

GEOCODES: -33.77410, 151.27438

REPORT

BACKGROUND

Council has received concerns from local residents regarding cars parking at 32 Ozone Street, Freshwater, at the intersection of an access lane that serves a number of properties off Ozone Street.

LOCATION

- Ozone Street is a local road connecting Wyadra Avenue and Coles Road, carrying small amounts of traffic.
- The studied location of Ozone Street has an available road width of approximately 7m, between two sections of double unbroken road centrelines.
- No parking restrictions exist in the studied location.

ISSUES

- Cars regularly parked in this location obstruct road width and create access difficulties for vehicles entering and exiting the laneway.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a length of unbroken yellow line to introduce a No Stopping restriction. The change will improve safety at the junction of the access lane with Ozone Street.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE


That the Traffic Committee supports the:

- A. Installation of unbroken No Stopping yellow line at 32 Ozone Street, Freshwater.



PROPOSAL

32 Ozone Street, Freshwater
No Stopping at the intersection and the turning circle

DRAWN	YR	APPROVED	
LAYOUT	1 OF 1	REVISION NO.	A DATE 3/May/2021



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Table of Consultation

Address	Ozone Street, Freshwater
Proposal	No Stopping

Properties Consulted	25
Responses Received	7
Support	7
Do Not Support	0

Issue	Resident Comment	Council Response
Traffic calming	Suggested speed bump. Suggested 40km/h speed limit.	No traffic calming measures will be introduced due to low volume and speed of traffic but council will continue to monitor.
Road rule	Suggest Give Way control at the intersection.	No signs will be introduced due to the small volume of cars entering Ozone Street from the laneway.

ITEM 4.6	POWDERWORKS ROAD NORTH NARRABEEN- INSTALLATION OF NO STOPPING YELLOW LINE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/420367
ATTACHMENTS	1 ↓ Plan 2 ↓ Table of Consultation

GEOCODES: -33.698559, 151.288162

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles on Powderworks Road that create a lack of visibility and insufficient sight distances to allow vehicles to exit from driveway safely into the main road.

LOCATION

Powderworks Road is a regional road of 9m in width, carrying medium volumes of two-way traffic. This road meets Bolwarra Road on its north-east side and it meets Coolina Road on its west side. Powderworks Road meets Amelia Place at its eastern side. The proposed location has been located between two painted traffic islands. No parking restrictions have been allocated on Powderworks Road. There is a bus route that services Powderworks Road.

ISSUES

- Parked vehicles along 89 - 85 Powderworks Road cause a lack of visibility and insufficient sight distances for the exiting vehicles from driveways No. 85 & 87 to allow vehicles to exit the abovementioned driveways safely onto the main road.
- Parked vehicles at the curve point on Powderworks Road 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 70m No Stopping yellow line starting from the eastern side of driveway at No.89 Powderworks Road to the boundary of No.81 and No. 83 Powderworks Road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 19 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. The installation of 70m No Stopping yellow line starting from the eastern side of driveway at No.89 Powderworks Road to the boundary of No.81 and No. 83 Powderworks Road.



	PROPOSAL		 northern beaches council
	Powderworks Road NORTH NARRABEEN Installation of No Stopping Restriction		
	Drawn: A.S.H	Approved 	

<u>Table of Consultation</u>		
Address	<u>PowderWorks Road, NORTH NARRABEEN</u>	
Proposal	<u>Installation of No Stopping Yellow Lines</u>	
Properties Consulted	19	
Responses Received	1	
Support	1- (Conditionally Support)	
Do Not Support	1	
Issue	Resident Comment	Council Response
Lack of Safety/Visibility	When cars are parked there it blocks the view for numbers 85 & 87 Powder Works Rd as it is merely impossible to see traffic coming until we are halfway across the road, making it a hazard.	Council proposes the installation of No Stopping yellow lines on Powderworks Road in order to improve the site views for the exiting vehicles from driveways at the bend point due to parking of vehicles at the abovementioned location.
Lack of Safety	Both 85 & 87 have young children in their vehicles 99% of the time and this will at some point cause a major accident, or possibly death, if we cannot see. No parking at all outside 89 would prevent this from occurring.	Installation of No Stopping restriction at the existing bend point will eliminate the risk of car collisions and will provide more safety for passage of various vehicles including the existing vehicles from the abovementioned driveways.

ITEM 4.7	CLEARVIEW PLACE, BROOKVALE - HATCHINGS, NO STOPPING & TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/431267
ATTACHMENTS	1 ↓ Clearview Place, Brookvale - Plan 2 ↓ Clearview Place, Brookvale - Table Of Consultation

GEOCODES: -33.762070, 151.262580

REPORT

BACKGROUND

Council has received concerns from local businesses regarding limited access to and turnover of on-street parking caused by the long term parking of boat and box trailers, caravans and trucks in Clearview Place, Brookvale. Council has undertaken a review and propose to make the following changes to existing on-street parking conditions:

LOCATION

- Clearview Place, Brookvale is a local road that caters for two-way traffic, with a speed limit of 50km/h.
- On-street parking is generally unrestricted on the northern and southern side of Clearview Place, with the exception of No Parking restrictions on the southern side outside the rear of No.98 Old Pittwater Road, Brookvale. A double centre line is located at the intersection of Clearview Place and Old Pittwater Road, Brookvale.
- Adjacent land use consists of industrial, commercial and mixed business on the northern and southern side of Clearview Place, Brookvale correspondingly.

ISSUES

- Long term parking of boat and box trailers, caravans and trucks in Clearview Place, Brookvale.
- Illegal parking such as vehicles not parallel to the left, double parking, parking on path/strip and across driveways.
- Limited parking opportunities and parking turnover due to existing unrestricted parking.
- Abandoned vehicles and dumped waste.

PROPOSAL

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

- Install a No Stopping Unbroken Yellow Kerb Line, on the inside kerb of the turning circle located in the cul de sac of Clearview Place, Brookvale.
- Install No Stopping restrictions to be consistent with the completion of the existing dividing barrier lines at the entrance and exit of Clearview Place from the roundabout located at the intersection of Old Pittwater Road & Clearview Place, Brookvale.
- Install eight hour (8P) 8am-6pm Everyday Timed Parking restrictions in the existing unrestricted sections of Clearview Place from the proposed No Stopping areas on the northern and southern side of the road from the existing dividing barrier lines at the entrance and exit of Clearview Place from the roundabout located at the intersection of Old Pittwater Road & Clearview Place, Brookvale.
- Remove existing No Parking & install a Hatching outside the rear of No.98 Old Pittwater Road and a further hatching at footpath exit between No 14 & No.15 Clearview Place, 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 134 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Stopping Unbroken Yellow Kerb Line, on the inside kerb of the turning circle located in the cul de sac of Clearview Place, Brookvale.
- B. Installation of a No Stopping restrictions to be consistent with the completion of the existing dividing barrier lines at the entrance and exit of Clearview Place from the roundabout located at the intersection of Old Pittwater Road & Clearview Place, Brookvale.
- C. Installation of an eight hour (8P) 8am-6pm Everyday Timed Parking restrictions in the existing unrestricted sections of Clearview Place from the proposed No Stopping areas on the northern and southern side of the road from the existing dividing barrier lines at the entrance and exit of Clearview Place from the roundabout located at the intersection of Old Pittwater Road & Clearview Place, Brookvale.
- D. Removal of the existing No Parking & install a Hatching outside the rear of No.98 Old Pittwater Road and a further hatching at footpath exit between No 14 & No.15 Clearview Place, Brookvale.

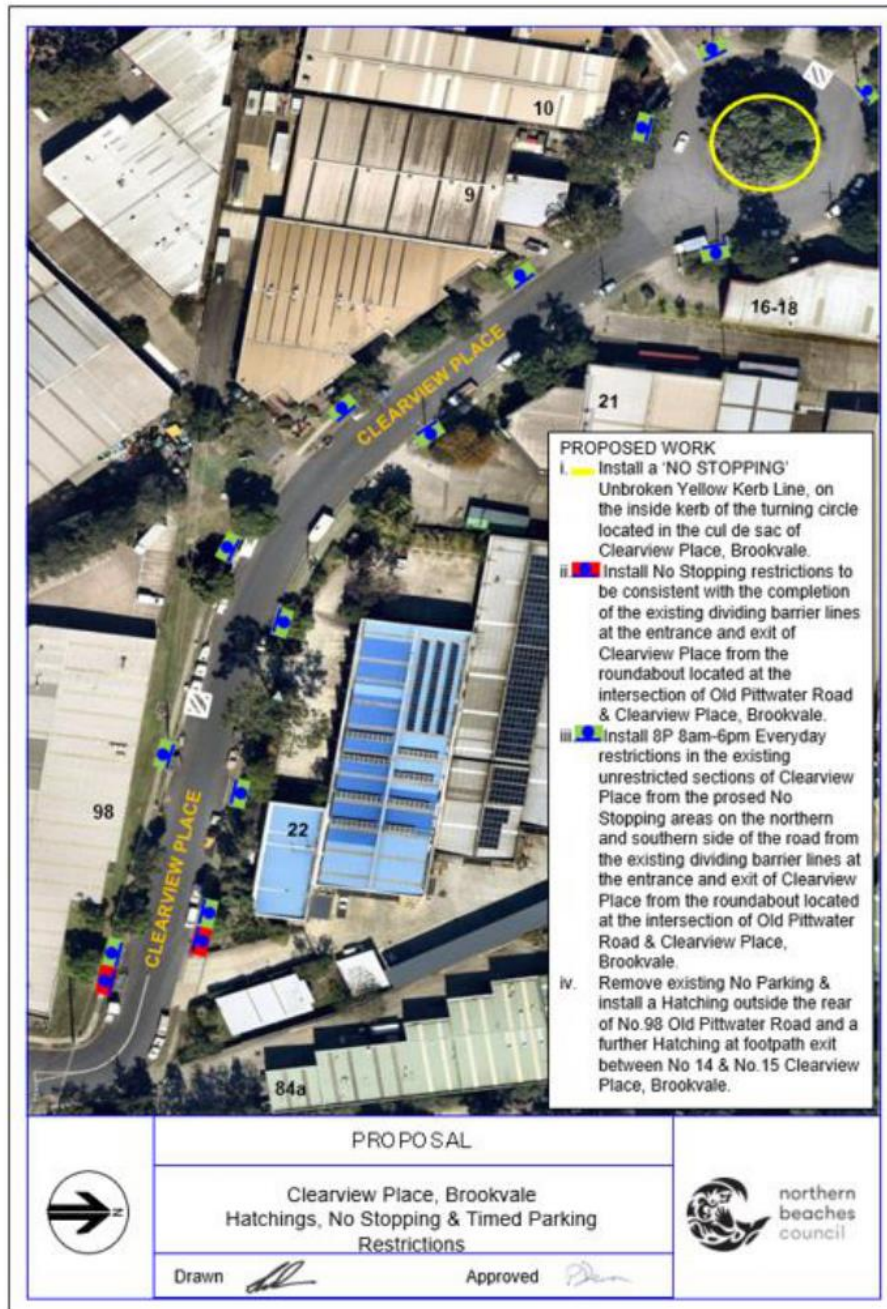


Table of Consultation

Address	Clearview Place, Brookvale
Proposal	Timed Parking Restrictions

Properties Consulted	134
Responses Received	26
Support	25
Do Not Support	1

Issue	Resident Comment	Council Response
Effects Private Property owners	We agree to (8P) 8am – 6pm BUT NOT Everyday – this should ONLY be Monday – Friday. We are in the distribution business and our vans and trucks get parked over the weekend. You should also consider the same for the Long Weekends, Public Holidays, and during Christmas Break.	The proposal will increase available parking for businesses, deliveries and customers alike. The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking. □
Loss of Parking	My strongest view with the proposal is to retain the parking around the inside kerb, as this hasn't been an issue with any traffic to date and is critical to retain the number of street parking required.	All vehicles parked in this location are illegally parked not parallel to the left, therefore, the No Stopping Yellow Kerb Line reinforces the illegal parking area. Council Rangers will monitor all illegal parking in this area.
Additional Comments	It would be a good idea to introduce a 12 hr parking limit in both Clearview Place and Old Pittwater Rd so as to stop people from permanently parking boats, trailers and caravans in these streets and taking up much needed parking. Would it be possible to have the 4 street parking spots outside our retail store to be converted to 30 minute or 1 hour parking? They are often occupied by trucks or vans that aren't moved for days or weeks making it difficult for customers to find parking easily.	The intention of the proposal is to improve parking availability and turnover. 12P allows no vehicle movement for the duration of a day and maybe ineffective in the movement of boat trailers. 12P limits Council Rangers ability to enforce the restriction. Council will review if any further amendments are required if proposal is approved.

ITEM 4.8	DYMPNA STREET, CROMER - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/434142
ATTACHMENTS	1 ↓ Dympna Street, Cromer - Plan 2 ↓ Dympna Street, Cromer - Table Of Consultation

GEOCODES: -33.733769379305095, 151.28262538298767

REPORT

BACKGROUND

Council has received concerns from local business regarding limited access to and turnover of on-street parking due to the long term parking of box and boat trailers, caravans and trucks in Dympna Street, Cromer.

LOCATION

- Dympna Street, Cromer, is a local road that caters for two-way traffic, with a speed limit of 50km/h.
- On-street parking is unrestricted on the eastern and western side of Dympna Street with the exception of No Parking restrictions at the intersection of Dympna Street and Middleton Road and the intersection of Dympna Street and Boola Place. A double centre line is located at the intersection of Dympna Street and Middleton Road, Cromer.
- Adjacent land use consists of industrial, commercial and mixed business on the eastern and western side of Dympna Street correspondingly.

ISSUES

- Long term parking of boat and box trailers, caravans and trucks in Dympna Street, Cromer
- Illegal parking such as vehicles not parallel to the left, double parking, parking on path/strip and across driveways.
- Limited parking opportunities and parking turnover due to existing unrestricted parking.
- Abandoned vehicles and dumped waste.

PROPOSAL

Council has undertaken a review of the location and proposes to introduce eight hour (8P) 7am-7pm Everyday timed parking restrictions in the existing unrestricted sections on the eastern and western sides of Dympna Street, between the statutory No Stopping restrictions at the intersection of Dympna Street and Middleton Road and the cul-de-sac at the northern end of Dympna Street, Cromer.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 72 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 eight hour (8P) 7am-7pm Everyday timed parking restrictions in the existing unrestricted sections on the eastern and western sides of Dympna Street, between the statutory No Stopping restrictions at the intersection of Dympna Street and Middleton Road and the cul-de-sac at the northern end of Dympna Street, Cromer.

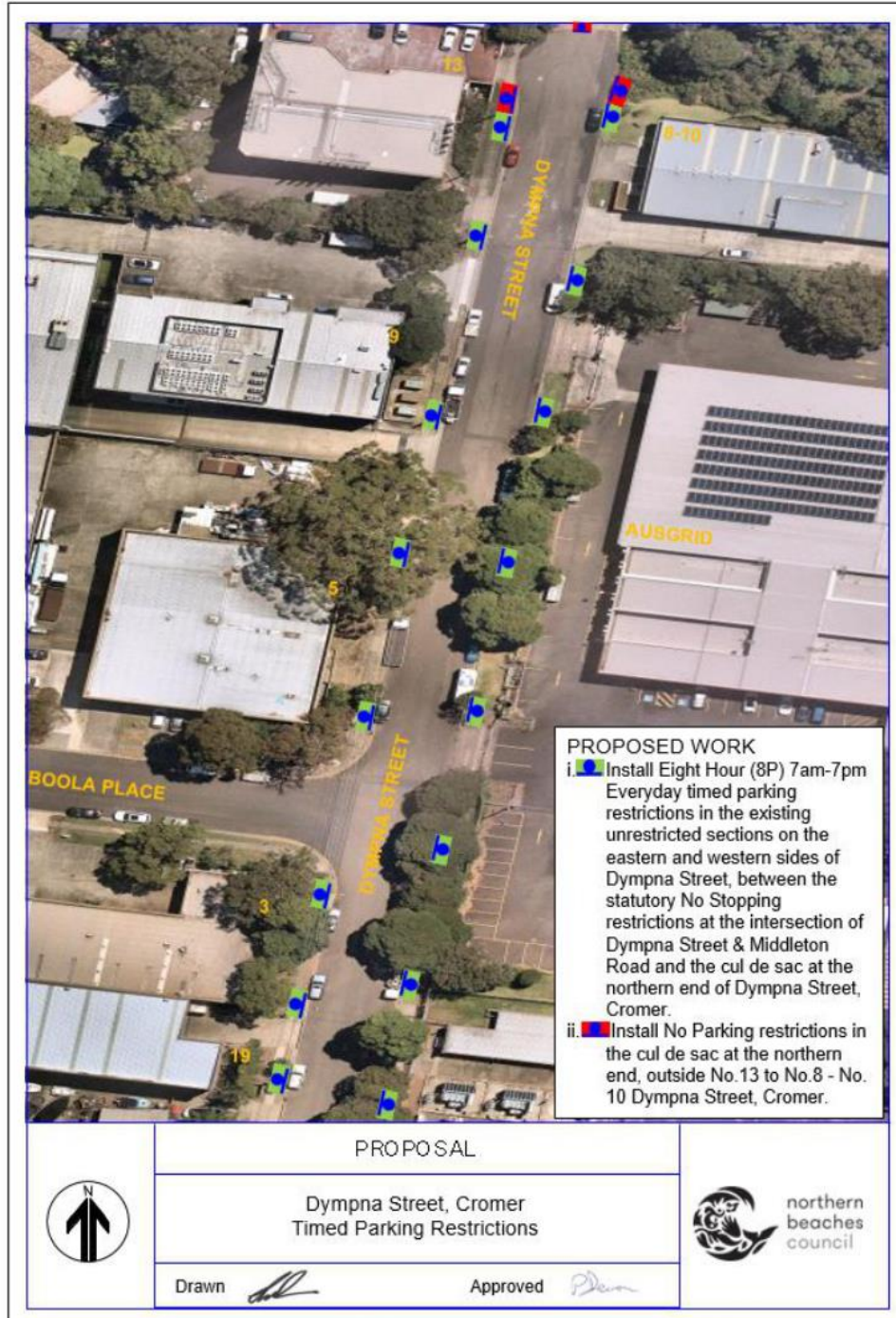


Table of Consultation

Address	<u>Dympna Street, Cromer</u>
Proposal	<u>Timed Parking Restrictions</u>

Properties Consulted	72
Responses Received	6
Support	5
Do Not Support	1

Issue	Resident Comment	Council Response
Effects Private Property owners	Occasionally we need to move our own trucks out of our yard to work through a heavy day of stock transfers coming and going which may mean moving our smaller trucks to be parked on Dympna St (or Boola Place if we can find space) for longer than the 8hrs allowed while we get through this workload, we are not a 7am – 3.30pm or 9am – 5pm business, we are an exhibition/events/conference business that operates 24/7 when we are in peak periods. How does the Council parking enforcers distinguish between legitimate business needs for the local business's against those that abuse the parking system?	The proposal will increase available parking for businesses, deliveries and customers alike. The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking. □
Additional Comments	Is there a local parking sticker that can be applied to alleviate this so businesses can park trucks for longer occasionally if needed?	The intention of the proposal is to improve parking availability and turnover. 12P allows no vehicle movement for the duration of a day and maybe ineffective in the movement of boat trailers. 12P limits Council Rangers ability to enforce the restriction. Council cannot provide local parking stickers as the street would not meet the RMS Guidelines for a resident parking scheme.

ITEM 4.9	DUNDILLA ROAD, FRENCHS FOREST - NO PARKING RESTRICTIONS
REPORTING OFFICER	ENGINEERING INTERN
TRIM FILE REF	2021/434380
ATTACHMENTS	1 ↓ Dundilla Road, Frenchs Forest - Plan

GEOCODES: -33.745135, 151.224092

REPORT

BACKGROUND

Council has received concerns from local residents regarding the difficulties that Waste Services trucks face when they are collecting waste from No.9 through to No.19 Dundilla Road, Frenchs Forest. The properties are connected via a common driveway and there are multiple bins to be accessed by the trucks for collection at the kerb side.

LOCATION

- Dundilla Road is a local road with a speed limit of 50km/h.
- Dundilla Road is a two-way road with a pavement width of approximately 10m.
- This section of Dundilla Road under consideration lies opposite the T-intersection with Ardsley Avenue, next to the driveway of No.9–19 Dundilla Road.
- Dundilla Road is a residential street with low density residential housing.

ISSUES

- Waste collection days (Tuesdays) are difficult for waste collection trucks.
- Residents of No.9–19 Dundilla Road are connected to a common driveway with multiple waste bins to be accessed for collection

PROPOSAL

Council has undertaken a review of the above location and proposes to install a No Parking Restriction applying 6AM – 4PM TUESDAY starting from the north side of No. 7 Dundilla Road driveway & finishing approximately 15 metres north. This area will provide space for residents of No.9 through to No.19, Dundilla Road, to place their waste and recycling bins. The concept plan is enclosed with this letter for your information.

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

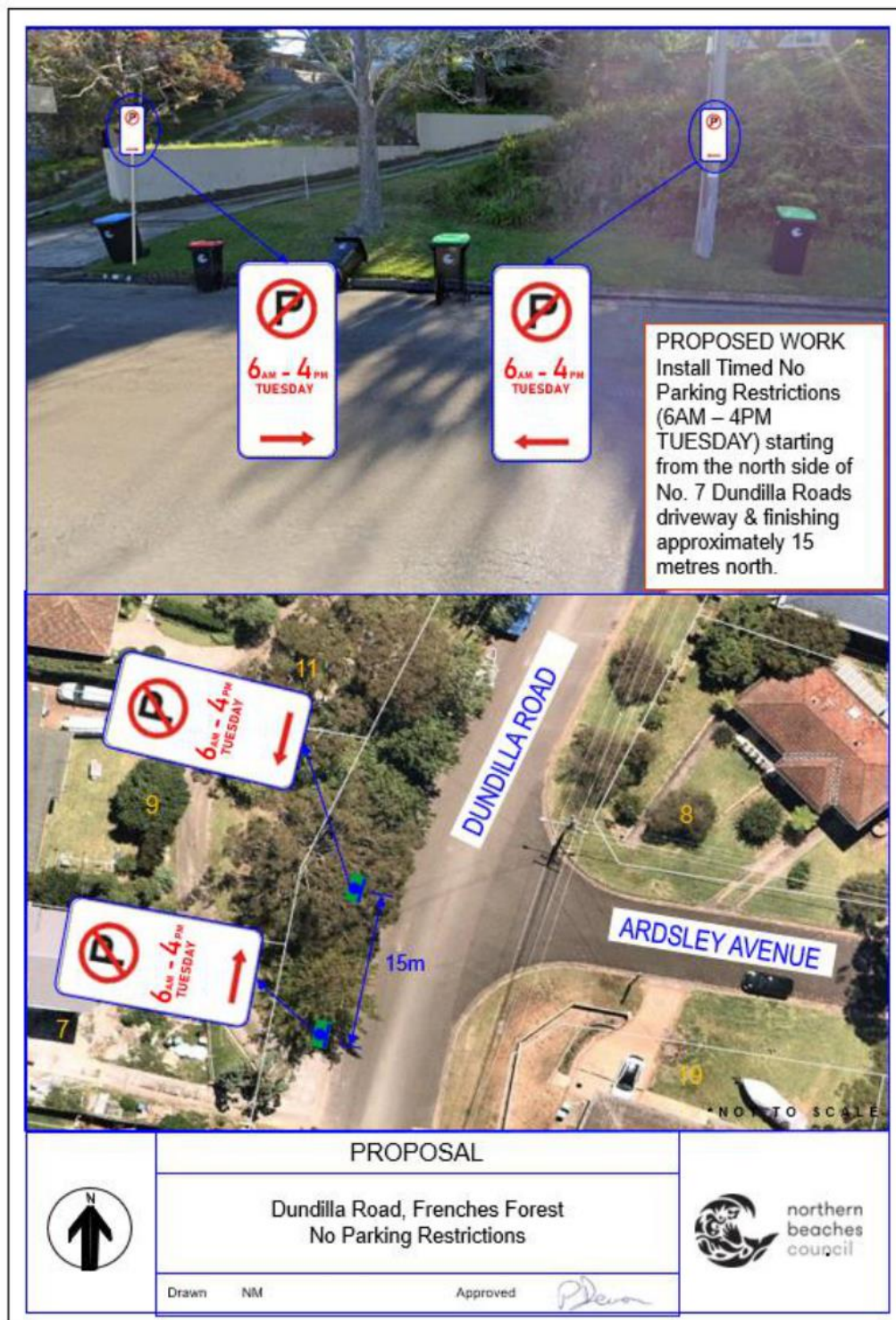
CONSULTATION

Consultation letters have been distributed to 11 properties within the immediate vicinity of the location providing notification of the proposed changes. Three responses were received in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Parking Restriction applying 6AM – 4PM TUESDAY, 15m from the driveway of No. 7 Dundilla Road, Frenchs Forest.



**ITEM 4.10 BALGOWLAH ROAD, BALGOWLAH - RELOCATION AND
INSTALLATION OF CENTRELINES****REPORTING OFFICER****TRIM FILE REF 2021/434632****ATTACHMENTS 1 [↓](#) Balgowlah Road, Balgowlah - Plan
 2 [↓](#) Table of Consultation****GEOCODES: -33.78972, 151.26246****REPORT****BACKGROUND**

Council has received concerns from local residents regarding vehicles travelling along Balgowlah Road, Balgowlah, between West Street and Woodland Street. Parked vehicles along the road obstruct carriageway width.

LOCATION

- The studied section of Balgowlah Road is local collector road, connecting Balgowlah and North Balgowlah, carrying medium to large volumes of traffic.
- The available road width is approximately 10 metres.
- There are low density houses on the south side of the road. On the north side, there are nature reserves, followed by apartment blocks.
- The 172x Bus service is an all-day service passing through this section of road.
- Footpath is available on both sides of the road.
- There is no existing parking restriction in this area.
- Statutory No Stopping restriction was not enforced at the intersection of Balgowlah Road and West Street.

ISSUES

- Parked vehicles on north side of the road obstruct carriageway width.
- Parked vehicles near the intersection were found too close to the corners.
- Buses and other large vehicles were found difficult to pass with parked vehicles aside.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install and relocate road centrelines on Balgowlah Road, and to install unbroken yellow lines at the intersection of Balgowlah Road and West Street.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 58 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation and relocation of road centerlines on Balgowlah Road.
- B. Installation of unbroken yellow lines at the intersection of Balgowlah Road and West Street.





	PROPOSAL					
	Balgowlah Road, Balgowlah Installation and Relocation of Road Centrelines					
	DRAWN	YR	APPROVED			
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	5/May/2021

Table of Consultation

Address	Balgowlah Road, Balgowlah
Proposal	Relocation and Installation of Centrelines

Properties Consulted	58
Responses Received	8
Support	3
Do Not Support	4
Neither Support or Non-Support	1

Issue	Resident Comment	Council Response
Speeding	Suggested to reduce speed limit down to 40 km/h. General speeding issues.	All Council roads have a default speed limit of 50 km/h, enforceable by the Police. Council will continue to monitor the conditions, and may reduce the speed limit further when necessary
Lack of parking spaces.	Lack of parking spaces on Balgowlah Road and Woodland Street.	Parking will be permitted along the south side of the studied section of Balgowlah Road, and on the 90-degree angle parking spaces.
Parking bays	Suggested to install painted parking spaces.	Parking spaces with a fixed length reduces the number of available parking spaces, and is not suitable for an area with low residential density.
Road rules	Unsure about parking restrictions along the relocated centrelines.	Parking is permitted as long as a trafficable width of 3 metres is maintained.
Disabled access	Requested disabled access.	Disabled parking spaces are offered in an area with a higher demand.
Access	Concerns to enter and leave a driveway by crossing centreline.	Crossing a double unbroken centreline is allowed to enter or leave a driveway.

ITEM 4.11 KAMBORA AVENUE, DAVIDSON - NO PARKING MOTOR VEHICLES EXCEPTED**REPORTING OFFICER TRAFFIC OFFICER****TRIM FILE REF 2021/434837****ATTACHMENTS**
1 [↓ Kambora Avenue, Davidson - Plan](#)
2 [↓ Kambora Avenue, Davidson - Table Of Consultation](#)**GEOCODES: -33.740854934355646, 151.19896265445672****REPORT****BACKGROUND**

Council has received concerns from local residents regarding a proliferation of boat trailers parking in a section of Kambora Avenue and limiting the availability of parking for residents, visitors and those seeking parking for uses associated with the Cemetery.

LOCATION

- Kambora Avenue, is a local road that caters for two-way traffic, with a speed limit of 50km/h.
- On-street parking is generally unrestricted on the northern and southern side of Kambora Avenue with the exception of No Parking restrictions located at the Bus Zones running along the street.
- Adjacent land use consists of residential, public and private areas on the northern and southern side of Kambora Avenue, Davidson correspondingly.

ISSUES

- Long term parking of boat and box trailers, caravans and trucks in Kambora Avenue, Davidson.
- Limited parking opportunities and parking turnover due to existing unrestricted parking.
- Abandoned vehicles and dumped waste.

PROPOSAL

Council has undertaken a review of the location and proposes to install a No Parking Motor Vehicles Excepted restriction beginning at the existing No Stopping opposite the rear of St Martin's Catholic Church & Primary School, approximately 225m in length to the existing Bus Zone opposite the rear of No.153 Prahran Avenue, on Kambora Avenue, Davidson.

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of No Parking Motor Vehicles Excepted restrictions, beginning at the existing No Stopping opposite the rear of St Martin's Catholic Church & Primary School, approximately 225m in length to the existing Bus Zone opposite the rear of No.153 Prahara Avenue, on Kambora Avenue, Davidson.

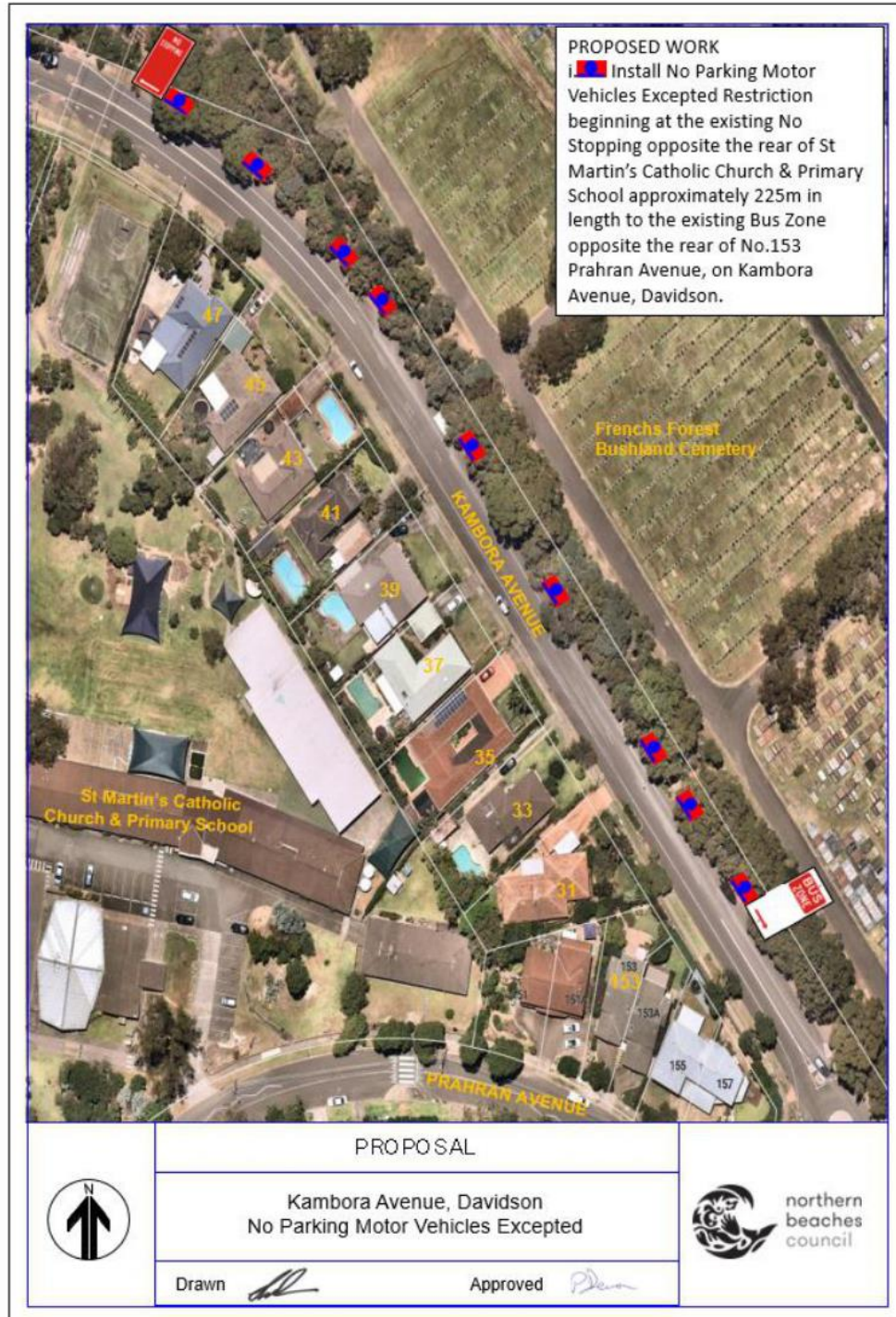


Table of Consultation

Address	<u>Kambora Avenue, Davidson</u>
Proposal	<u>No Parking Restrictions Motor Vehicles Excepted</u>

Properties Consulted	23
Responses Received	5
Support	5
Do Not Support	0

Issue	Resident Comment	Council Response
Effects Private Property owners	<p>I would suggest you consider extending the No Parking zone to cover the area on Kambora Ave between Prahara Ave and Hakea Avenue. If this is not done, all that will happen is that the boat trailers will be moved from their current location another 100-200 Meters along Kambora Avenue to this area.</p> <p>Nevertheless I feel that the no parking for boats etc should be extended to the roundabout at the corner of Kambora Ave to Aranda Drive. ☐</p>	<p>The proposal will increase available parking for residents and visitors alike.</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>Council will monitor any changes and may update the current proposal if required.</p>

ITEM 4.12	STUART STREET, MANLY - LOADING ZONE
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2021/435882
ATTACHMENTS	1 ↓ Stuart Street, Manly - Plan

GEOCODES: -33.806197, 151.287331

REPORT

BACKGROUND

Council has received a request from the developer of Ripples Café at Little Manly Beach, requesting the creation of a Loading Zone on Stuart Street, Manly. The creation of a Loading Zone is required to facilitate deliveries and serving of the café and its creation is a Condition of Consent under DA2020/1027.

LOCATION

Stuart Street is a local road carrying low volumes of traffic. It is approximately 9.5m in width with parking permitted on both sides of the road. Ripples Café, which caters for visitors to Little Manly Beach, is sited on the western side of Stuart Street to the south of Craig Avenue and the Little Manly carpark & boat ramp.

ISSUES

- There is a high demand for parking in Stuart Street, given the proximity of Little Manly Beach and the boat ramp.
- Ripples Café has no off-street parking and requires regular deliveries and servicing.
- Stuart Street is served by the Hop Skip Jump Bus service and one of the stops for this community bus service is sited on the west side of Stuart Street adjacent to the café.
- A disabled parking space and ramped access to the café and beachfront reserve have been created near the café.
- To facilitate drop-off and pick-up for the Hop Skip Jump Bus and also to ensure access to the adjacent pram ramps and beachfront reserve, driveways are kept clear of parked vehicles - a No Parking zone of 26m in length has been created on the west side of Stuart Street near the café.
- The No Parking zone would not adequately meet the short term needs for deliveries to the café as the driver making deliveries would need to leave the vehicle.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to create a Loading Zone of 8m in length in place of the southern end of the existing No Parking zone on the western side of Stuart Street. The Loading Zone will allow delivery drivers to stop for up to 15minutes while delivering to the café. The Loading Zone would also allow the Hop Skip Jump Bus to pull over if needed to pick up or drop off passengers. An 18m length of No Parking would remain in front of (to the north of) the Loading Zone.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have not been distributed as the matter is DA Consent condition to address issues arising during assessment and notification relating to the Development Application. Communication relating to the matter has taken place with the developer and the manager of Council's Hop Skip Jump Bus service.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of an 8m length of Loading Zone on the west side of Stuart Street opposite Marshall Street, in place of the southern end of the existing No Parking zone at that location.



PROPOSAL

Stuart Street, Manly
Loading Zone

Drawn JB

Approved *James Brookland*



ITEM 4.13	STIRGESS AVENUE, CURL CURL - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/436458
ATTACHMENTS	1 ↓ Stirgess Avenue, Curl Curl - Plan 2 ↓ Stirgess Avenue, Curl Curl - Table Of Consultation

GEOCODES: -33.76838354952241, 151.28643331477025

REPORT

BACKGROUND

Council has received concerns from a local community group regarding the parking of box and boat trailers, caravans and trucks limiting sight distances and restricting parking opportunities for parents to safely park and attend nearby facilities

LOCATION

- Stirgess Avenue, Curl Curl is a local road and has a 50km/h speed limit.
- Parking is unrestricted on both sides of the street.
- The street is situated within relatively close proximity to Curl Curl beach, Harbord Bowling Club, Weldon Oval & John Fisher Park, Harbord Scout Hall and Stirgess Reserve.
- Adjacent land use consists of low to medium density housing on the northern and southern side of Stirgess Avenue, Curl Curl correspondingly.

ISSUES

- Long term parking of boat and box trailers, caravans and trucks in Arthur Street, Dee Why.
- Visibility of pedestrians crossing the road, including children, is affected by the size and position of the boat and box trailers, caravans and trucks.
- Limited parking opportunities and parking turnover due to existing unrestricted parking.
- Illegal parking, weekends in particular.
- Abandoned vehicles and dumped waste.

PROPOSAL

Council has undertaken a review of the location and proposes to install four hour (4P) 7am-7pm Saturday & Sundays Timed Parking restrictions on the northern side of Stirgess Avenue, in three existing unrestricted sections outside the Weldon Oval Carpark, between No.43 & No 37 and No.13 & No.5 Stirgess Avenue, Curl Curl. Further, install No Stopping restrictions across the driveway of No.43 to distinguish proposed 4P area.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 50 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of four hour (4P) 7am-7pm Saturday & Sundays Timed Parking restrictions on the northern side of Stirgess Avenue, in three existing unrestricted sections outside the Weldon Oval Carpark, between No.43 & No 37 and No.13 & No.5 Stirgess Avenue, Curl Curl. Further, install No Stopping restrictions across the driveway of No.43 to distinguish proposed 4P area.



Table of Consultation

Address	<u>Stirgess Avenue, Curl Curl</u>
Proposal	<u>Timed Parking Restrictions</u>

Properties Consulted	50
Responses Received	10
Support	8
Do Not Support	2

Issue	Resident Comment	Council Response
Effects Private Property owners	<p>We do not have enough space on our property to accommodate all these registered vehicles. Why should we be penalised for living in a street that has over the years been used more and more as a shortcut carpark for Netball.</p> <p>I have lived here for many years and I can tell you the other sporting codes do not pose a problem as it is only Netball on a Saturday that causes any issues with parking.</p> <p>There is a greater need to have onsite parking for Netball on the northern side of the lagoon rather than the backstreets.</p>	<p>The proposal will increase available parking for residents and visitors alike.</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>Council will monitor any changes and may update the current proposal if required.</p> <p>Council is in consultation with the sporting associations to improve existing on-street parking conditions.</p>
Loss of Parking	<p>At the very least residents of Stirgess Ave should be exempt from any parking restrictions of their registered vehicles.</p> <p>I would also suggest local parking permit for the street particularly for those neighbours that do own boats , caravans, trailers ect, which could be displayed so they won't get booked but those that do not live in the street will have to park their boats ect elsewhere.</p>	<p>Stirgess Avenue residential has sufficient off-street parking, therefore, the street would not be consistent with guidelines for a RMS residential parking scheme.</p> <p>Council has suggested residents contact their local member in relation to concerns with existing boat, box trailer, caravan and heavy vehicle legislation.</p>

Additional Comments	<p>I find it is too limited as it merely moves an existing problem from the front of council owned properties to the front of adjacent resident properties.</p> <p>I would support a proposal that included a suitable traffic management plan, considering the impacts on sporting groups and residents of Bennett Street and Stirgess Avenue, to alleviate the issues with parking and access during the winter sport period. There has been a significant increase in the level of sports use in winter months over the last decade, with no thought given to the impacts on traffic and parking.</p> <p>I also feel regular patrols by council rangers would limit illegal parking in Stirgess Avenue which is currently a more significant problem than a couple of boat trailers.</p>	<p>The proposal will increase available parking for residents and visitors alike.</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>Council Rangers have been requested to conduct regular patrols and can investigate any heavy/long vehicles parking in built up areas.</p>
Compliance	<p>I also feel regular patrols by council rangers would limit illegal parking in Stirgess Avenue which is currently a more significant problem than a couple of boat trailers.</p> <p>I would also suggest more Rangers patrolling on the weekends as cars are illegally parking on the southern side corner of Stirgess Ave, opposite Weldon Oval and the Harbord Bowling Club, maybe a No Parking zone could be placed there.</p> <p>Cars are also parking over driveways obstructing sight and residents right to use their cars.</p>	<p>The proposal will increase available parking for residents and visitors alike.</p> <p>Council Rangers have been requested to conduct regular patrols and can investigate any heavy/long vehicles parking in built up areas.</p>

ITEM 4.14	LAWRENCE STREET, FRESHWATER, 2P PARKING
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2021/436853
ATTACHMENTS	1 ↓ Plan

GEOCODES: -33.778645, 151.282968

REPORT

BACKGROUND

Council has received concerns from a local resident regarding disabled parking spaces to be installed between the two driveways for the Anglican Church Property at 4 Oliver Street, Freshwater.

The resident has been advised that it is not possible to install on-street disabled parking spaces that comply with Australian Standards in a parallel parking configuration. It has also been advised that it is not safe to introduce disabled parking on Lawrence Street, given the high volumes of passing traffic and the higher speed limit than required according to the Australian Standards.

Council's preference is that accessible parking spaces be provided off-street and within the property, to maximise safety when entering and exiting the vehicle and to ensure that the spaces are within close proximity to the destination.

As an alternative, Council has proposed that the section between the two driveways (approximately 10m) be signposted as 2P parking (6am–10am) on Sundays.

LOCATION

- Oliver Street is a Regional Road carrying over 900 vehicles per hour in peak periods. It is of variable width generally with two travel lanes in either direction.
- Lawrence Street is a local road carrying moderate volumes of traffic (over 200 vehicles per hour) in two directions. It forms a signalised intersection with Oliver Street.
- The intersection lies at the western extremity of the Freshwater shopping strip.

ISSUES

- There are no disabled parking spaces within the immediate vicinity of Anglican Church Property at 4 Oliver Street.
- Residents with disabled parking permits can park on an unrestricted basis within any time-restricted parking zone of 30 minutes or more and would therefore be able to park on an unrestricted basis within the 2P permit parking zone.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install an AM peak 2P Parking restriction on the north side of Lawrence Street. The restriction will apply between 6:00am and 10:00am on Sundays for a distance of approximately 10m between the two driveways for the Anglican Church Property.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have not been distributed regarding this matter as it has a very low level of impact.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 2P Parking signs (6:00am to 10:00am on Sundays) on the north side of Lawrence Street between the two driveways for the Anglican Church Property.



ITEM 4.15	WHISTLER STREET, MANLY - PART TIME LOADING ZONE
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2021/436933
ATTACHMENTS	1 ↓ Whistler St, Manly - Plan

GEOCODES: -33.796797, 151.285569

REPORT

BACKGROUND

Council has received concerns about inadequate facilities for Loading and Unloading from operators of the Fresh Food markets that operate in the Sydney Road Plaza on Sundays. It has been requested that a Loading Zone be created on Whistler Street near its junction with Sydney Road.

The previous No Stopping Zone also provided an opportunity for the Manly Congregational Church to place temporary signage for use of this area for weddings and funeral vehicles. This proposal will not affect the temporary implementation of this restriction in the future.

LOCATION

Whistler Street is a local road carrying moderate volumes of traffic. North of Sydney Road traffic flow is One Way in a northbound direction. It is 7.7m in width with parking permitted on both sides of the road.

ISSUES

- There is a high demand for parking on Whistler Street to support local business
- When the Shop-Top Housing development was completed at 21 Sydney Road a pre-existing Loading Zone on Whistler Street opposite that site was removed with 1P parking introduced.
- The Fresh Produce Markets are sited at the Whistler Street end of Sydney Road and operate only on Sundays when parking demands are lower. The introduction of a Loading Zone on Whistler Street near the Sydney Road Plaza would assist market stallholders without unduly impacting on parking for other uses

PROPOSAL

Council has undertaken a review of the location and the issues and proposes to reinstate the pre-existing Loading Zone but have it apply only on Sundays with 1P parking applying at other times

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

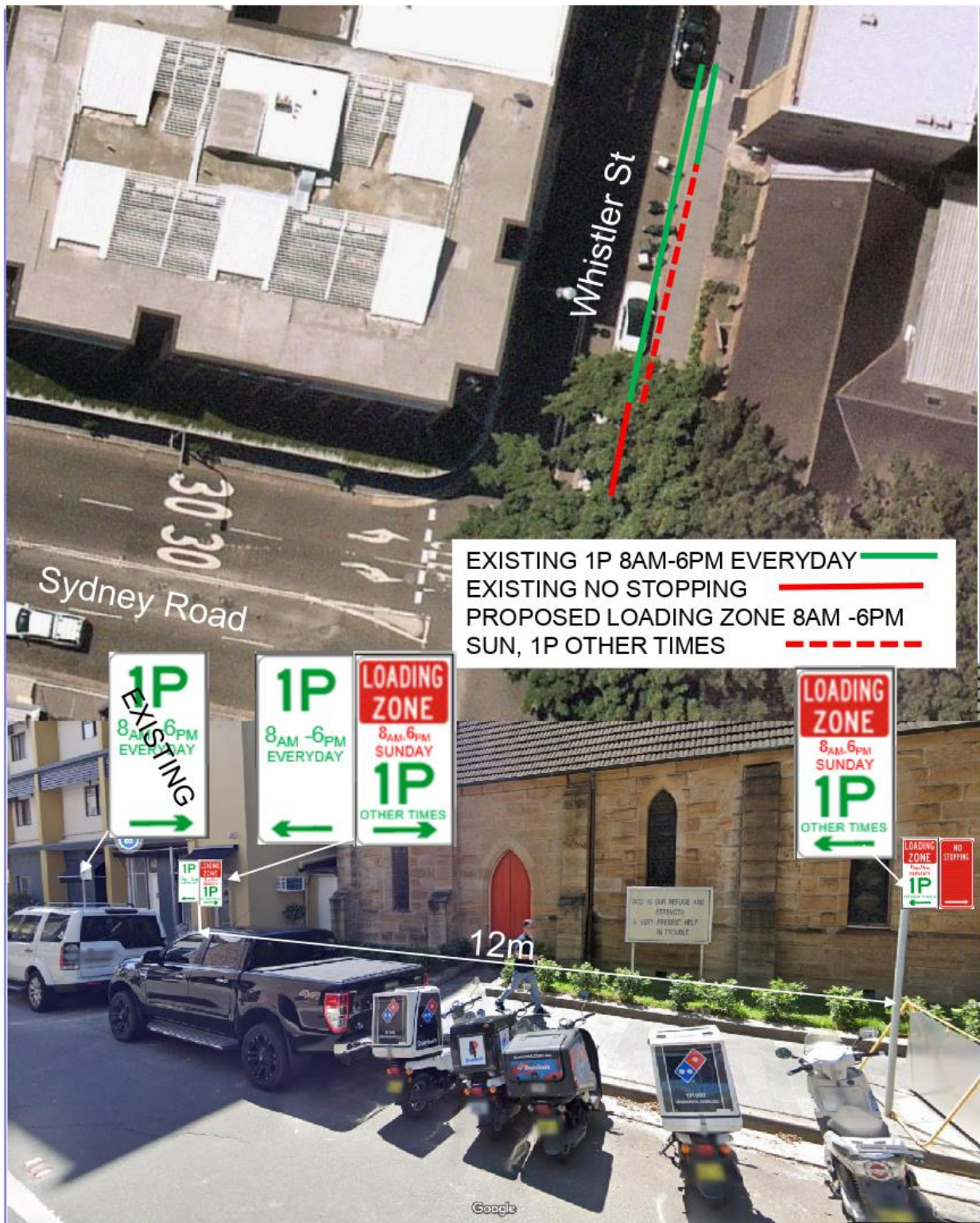
CONSULTATION

Consultation has taken place through Council's Mainstreet Coordinator who has been liaising with market stallholders and local businesses regarding the matter.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of a Loading Zone of 12m in length and applying 8am-6pm on Sunday on the east side of Whistler Street north of Sydney Road. Parking to revert to 1P at other times



PROPOSAL

Whistler Street, Manly
Part Time Loading Zone

Drawn JB

Approved *James Brookstone*



northern
beaches
council

ITEM 4.16	OLIVER STREET, FRESHWATER - NO STOPPING
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2021/437004
ATTACHMENTS	1 ↓ Oliver St, Freshwater - Plan

GEOCODES: -33.770206, 151.285084

REPORT

BACKGROUND

Council has received concerns from local residents regarding poor sight lines when exiting Brighton Street into Oliver Street, especially when turning right. The intersection of Oliver Street and Brighton Street has been the scene of a number of recent crashes, including a pedestrian fatality and safety improvements are being investigated.

LOCATION

Oliver Street is a Regional Road carrying moderate volumes of traffic in both directions. It is approximately 12.5m in width with parking generally permitted on both sides of the road. Oliver Street is used in both directions by the 166 & 167 Bus Route and bus stops are sited on both sides of Oliver Street south of its intersection with Brighton Street. A pedestrian refuge is located on Oliver Street north of Brighton Street.

ISSUES

- There is a single parking space located on the east side of Oliver Street between an existing Bus Zone and a No Stopping zone at the intersection with Brighton Street. Vehicles parked in this space impede sightlines to the south for vehicles exiting the eastern leg of Brighton Street.
- There are pram ramps on both sides of Oliver Street south of Brighton Street and pedestrians cross at this point to and from the bus stops. The parked vehicle also obstructs sight lines for pedestrians.
- A crash recently occurred with a vehicle crashing through the front wall of No.117 Oliver Street sited on the south-east side of the intersection.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to extend the existing No Stopping zone on the east side of Oliver Street by approximately 6m.

Further investigations are also being undertaken to explore safety improvements to slow traffic on approach to the intersection.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Communication has taken place with the resident at No.117 Oliver Street and notification letters have been sent to properties within the immediate vicinity of the location providing notification of the proposed changes.

The affected resident at 115 Oliver Street is also in support of the proposal. No other responses were received from the public.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Extension of the existing No Stopping zone on the east side of Oliver Street outside No.117 Oliver Street by approximately 6m in a southerly direction



PROPOSAL

Oliver Street, Freshwater
Extend No Stopping

Drawn JB

Approved *James Brookstone*



northern
beaches
council

ITEM 4.17	WEST STREET, BALGOWLAH - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/440376
ATTACHMENTS	1 ↓ West Street, Balgowlah - Plan 2 ↓ West Street, Balgowlah - Table Of Consultation

GEOCODES: -33.797974483379086, 151.25965684707197

REPORT

BACKGROUND

Council has received concerns from State Transit Authority regarding the difficulties that Waste Removal Trucks face whilst entering and exiting West Street, Balgowlah, particularly in the cul-de-sac.

LOCATION

- West Street is a local road that caters for two-way traffic, with a speed limit of 50km/h. The road lies between the intersection of Sydney Road and Kitchener Street, Balgowlah.
- The section of West Street under consideration is located between Upper Beach Street and White Street and has unrestricted kerbside parking available on both sides of the road.
- Adjacent land use consists of low to medium density housing
- Pedestrian access to West Street is available by a footpath located from Upper Beach Street

ISSUES

- Vehicles are parking all around the cul-de-sac that is located on the southern end of the street.
- Illegal parking does occur with vehicles parking across driveways and double parking.

PROPOSAL

Council has undertaken a review of the location and proposes to install 3 X No Parking Signs (6AM – 4PM THURSDAY) to aid the Waste Removal Trucks.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 8 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 3 X No Parking Signs (6AM – 4PM THURSDAY) to aid the Waste Removal Trucks.

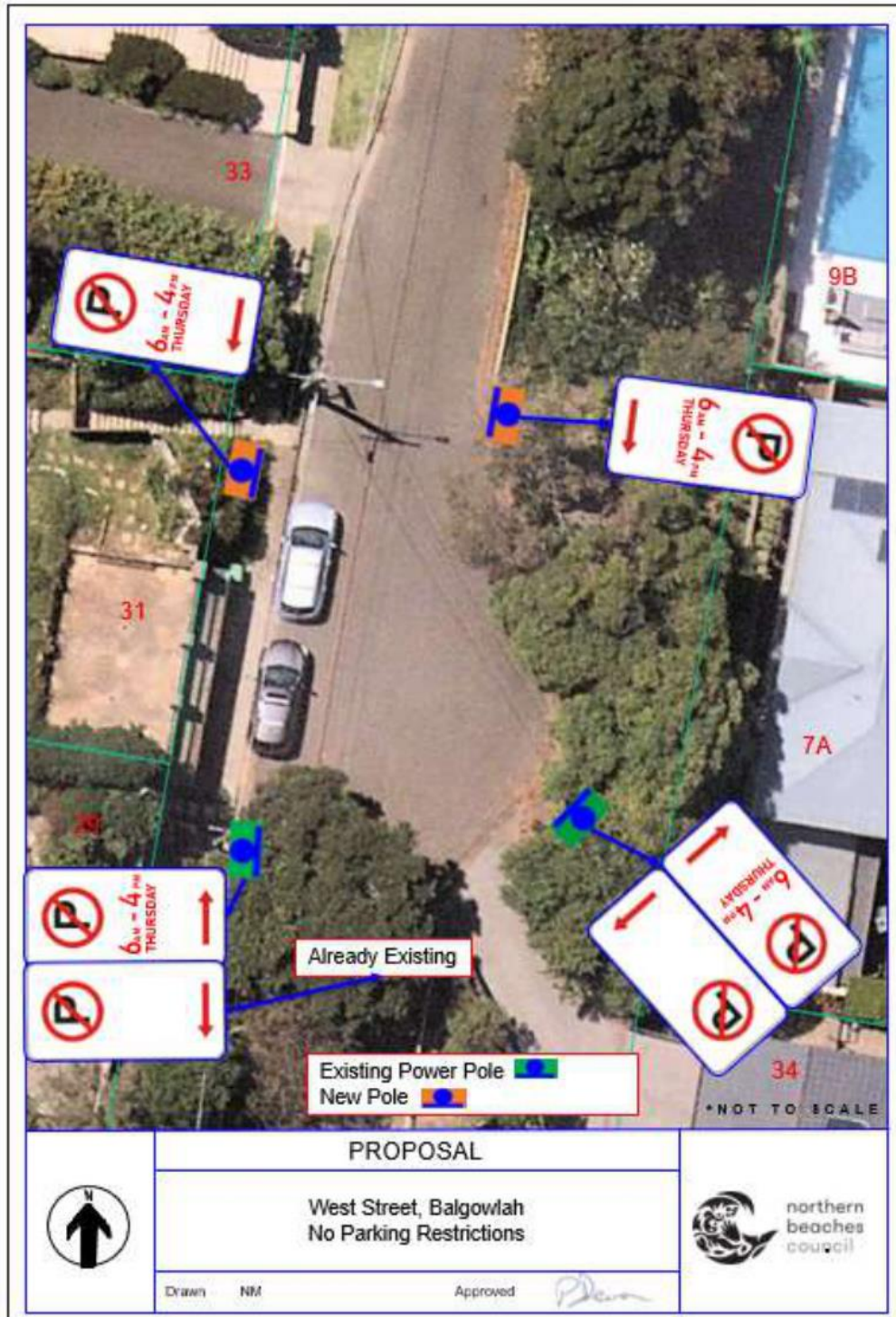


Table of Consultation

Address	<u>West Street, Balgowlah</u>
Proposal	<u>Timed Parking Restrictions</u>

Properties Consulted	8
Responses Received	4
Support	3
Do Not Support	1

2 Requesting Amendments

Issue	Resident Comment	Council Response
Affects Private Property owners	Request council to install a no parking sign (anytime) on the verge immediately in north front of our property while you undertake the above work	Council will investigate and may install a hatching or motorcycle only bays.
Loss of Parking	We do not have access to our house from our garage area, the only access to the house is up a flight of 47 steps! Further to this, at present our garages are used for storage as we are approaching DA submission for a renovation, we cannot physically move many of our possessions up to the house as the steps are very narrow, steep and uneven. We will rectify the access issues during the renovation, but for the next 12-24 months, we have to park on the street outside our house. Additionally, for security reasons, we prefer to have our cars parked outside the house whenever we are away. None of this would be permitted should the proposed restrictions be implemented, and we will have to leave our cars parked somewhere up the street when we are away. □	The location has sufficient off-street parking and areas of unrestricted on-street parking, further there is access to on-street parking on Seaview Street.

Additional Comments	<p>I find it is too limited as it merely moves an existing problem from the front of council owned properties to the front of adjacent resident properties.</p> <p>I would support a proposal that included a suitable traffic management plan, considering the impacts on sporting groups and residents of Bennett Street and Stirgess Avenue, to alleviate the issues with parking and access during the winter sport period. There has been a significant increase in the level of sports use in winter months over the last decade, with no thought given to the impacts on traffic and parking.</p> <p>I also feel regular patrols by council rangers would limit illegal parking in Stirgess Avenue which is currently a more significant problem than a couple of boat trailers.</p>	<p>The proposal will increase available parking for residents and visitors alike.</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>Council Rangers have been requested to conduct regular patrols and can investigate any heavy/long vehicles parking in built up areas.</p>
Additional Comments	<p>We request the reinstatement of the No Parking sign between the end of the driveway 25 West Street and the cul-de-sac.</p>	<p>The proposal has been amended per the request.</p>

**ITEM 4.18 33 TRUMAN AVENUE, CROMER - INDENTED ACCESSIBLE
PARKING BAY****REPORTING OFFICER TRAFFIC OFFICER****TRIM FILE REF 2021/441982****ATTACHMENTS 1 [↓](#) 33 Truman Avenue, Cromer – Aerial
 2 [↓](#) 33 Truman Avenue, Cromer - Photographs
 3 [↓](#) 33 Truman Avenue, Cromer - Detailed Design Plans****GEOCODES: -33.73482679245878, 151.26438209097694****REPORT****BACKGROUND**

Development Consent (DA2005/0168) was granted for the construction of 33 Truman Avenue, Cromer into a proposed mixed-use residential and commercial building.

As part of the process, Council is to review and assess the provision of an accessible parking bay, associated with the Development Consent. Such changes to traffic conditions and parking restrictions on a Council road will require the approval of the Northern Beaches Local Traffic Committee.

LOCATION

- The parcel of land is situated on 33 Truman Avenue, Cromer and lies between the intersection of Truman Avenue and Maybrook Avenue and at the intersection of Maybrook Avenue and Belmore Lane.
- The section under consideration is on Truman Avenue, between Howse Crescent and Maybrook Avenue.
- This section of Truman Avenue is a local road with a speed limit of 50km/h.
- The carriageway of Truman Avenue has a measured width of 9.5 metres from kerb to kerb and caters for two-way traffic.
- On-street parking is generally unrestricted except for the statutory 'No Stopping' 10m from the intersection. The statutory 10m 'No Stopping' restrictions are not signposted.
- The land use of the surrounding area is predominantly low-density residential housing and local businesses and shops situated on the eastern and western side of the road, correspondingly.
- 178 Bus route services this section of Truman Avenue.
- There is a footpath on the western side along the frontages of the local businesses and shops.

ISSUES

- The Developer has submitted a Detailed Design Plan for approval by the Northern Beaches Local Traffic Committee (refer to Attachment 3: 33 Truman Avenue, Cromer - Detailed Design Plans).
- The approval of an accessible parking bay along the frontage of Truman Avenue is a requirement of the Conditions of Consent, prior to the issue of the Construction Certificate.
- As part of the total car-parking requirements, the development is required to provide one (1) accessible parking bay to ensure equity of access and appropriate facilities are available for people with disabilities.

- The accessible parking bay is required to meet the provisions of AS 2890.5 and shall incorporate kerb ramps to access pedestrian footpaths in accordance with AS 1428.1.

PROPOSAL

Council has undertaken a review of the above location and the proposed indented accessible parking on Truman Avenue is considered to be reasonable to improve access for people with disabilities.

The Detailed Design Plan includes the following treatments:

- Reconstructing and realignment of existing kerb and gutter.
- Identifying the indenting parking space by the installation of accessible parking signs and the associated pavement marking.
- Constructing and reconstructing kerb ramps to Council's specifications.
- Reconstructing concrete footpath along the frontage of the development to Council's specifications.

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

Public consultation is not necessary as the impact on residents is very low and the proposal enhances safety. 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. Proposed indented accessible parking bay and 'P Disability Only' parking restriction with associated pavement marking along the frontage of 33 Truman Avenue, Cromer as shown in the detailed Design Plans, prepared by Wayne Ellis Architect.
- B. Installation of 'No Stopping' restriction at the intersection of Truman Avenue and Maybrook Avenue, Cromer.





VIEW OF SOUTHBOUND TRAFFIC



VIEW OF NORTHBOUND TRAFFIC

DA 2005/168

PUBLIC DOMAIN WORKS CIVIL ENGINEERING PLANS FOR CONSTRUCTION CERTIFICATE 33 TRUMAN AVENUE, CROMER

GENERAL NOTES.

1. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH WARRIMARR CITY COUNCIL'S DEVELOPMENT ENGINEERING STANDARD UNLESS OTHERWISE NOTED.
2. ALL DESIGN AND REMEDIATION CONTROL MEASURES ARE TO BE CARRIED OUT IN ACCORDANCE WITH COUNCIL'S CODE OF PRACTICE FOR EROSION AND SEDIMENT CONTROL. THE DESIGNER IS RESPONSIBLE FOR OBTAINING MAINTENANCE OF EROSION AND SEDIMENT CONTROL MEASURES.
3. ALL UTILITIES ARE TO BE AS SHOWN ON THE PLANS PRIOR TO CONSTRUCTION. ALL UTILITIES TO BE RELOCATED OR DELETED MUST BE RELOCATED OR DELETED PRIOR TO COMMENCEMENT OF ANY WORKS.
4. SUPERVISING ENGINEER IS TO BE NOTIFIED PRIOR TO THE COMMENCEMENT OF ANY WORKS.
5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ALL WORKS ARE CARRIED OUT IN ACCORDANCE WITH WORK HEALTH AND SAFETY ACT 2011.
6. APPROVED EROSION AND SEDIMENT CONTROL MEASURES MUST BE CARRIED OUT DURING CONSTRUCTION TO BE OBTAINED AND SUBMITTED TO COUNCIL PRIOR TO COMMENCEMENT OF ANY WORKS.
7. ALL WORKS AS A RESULT OF THE SUBMITTED PLANS IS TO BE CARRIED OUT TO THE SUPERVISING ENGINEER'S SATISFACTION.
8. ANY DISTURBED LANDSCAPING AREA IS TO BE SHARED AND TYPED.
9. ALL DRAINAGE GRATES TO BE SAVED TO LAND TYPE CLASSIFIED AS PER AS 3900-2008 (LOAD CLASSIFICATION) GRATES TO BE TYPED AS PER TYPICAL ON-SITE PLAN.
10. ALL EXISTING TREES TO BE REMOVED OR PRUNED TO MAINTAIN A MINIMUM CANOPY OVERHANG OF 2.5M TO THE CURB OR TO THE PROPERTY BOUNDARY. ALL EXISTING TREES TO BE REMOVED OR PRUNED TO MAINTAIN A MINIMUM CANOPY OVERHANG OF 2.5M TO THE CURB OR TO THE PROPERTY BOUNDARY. ALL EXISTING TREES TO BE REMOVED OR PRUNED TO MAINTAIN A MINIMUM CANOPY OVERHANG OF 2.5M TO THE CURB OR TO THE PROPERTY BOUNDARY.
11. A ROAD-OPENING POWER SHALL BE OBTAINED FOR WORKS IN THE ROAD.
12. ALL ROAD-OPENING POWER SHALL BE OBTAINED FOR THE REMOVAL AND REPAIR OF THE ROAD SURFACE. APPROVED LANE MARKINGS FROM COUNCIL AND/OR OTHERS SHALL BE REFLECTIVE WHITE THERMOPLASTIC OR SIMILAR.
13. SERVICES SHOWN ON THESE PLANS HAVE BEEN LOCATED FROM INFORMATION PROVIDED BY THE CLIENT AND/OR OTHERS. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL SERVICES PRIOR TO CONSTRUCTION. THE LOCATION OF SERVICES SHOWN ON THIS DRAWING HAVE BEEN LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION PROVIDED. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL SERVICES PRIOR TO CONSTRUCTION. THE LOCATION OF SERVICES SHOWN ON THIS DRAWING HAVE BEEN LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION PROVIDED.
14. NO CONCRETE SHALL BE POURED PRIOR TO THE EXCAVATION AND FORMWORK.
15. HAVE BEEN INSPECTED FROM AN AQUA-RIED AND PRACTICAL CIVIL ENGINEER.
16. CERTIFICATION FROM PRACTISING ENGINEER TO BE SUBMITTED TO COUNCIL.



LOCALITY PLAN
N.T.S.

Drawing No.	DESCRIPTION	Rev
C101	GENERAL NOTES, LOCALITY PLAN & DRAWING SCHEDULE	H
C102	DATA WORK SHEET PLAN	H
C201	DRIVEWAY PROFILE - LONGITUDINAL SECTIONS	B
C301	WARRIMARR AVENUE - LONGITUDINAL SECTION	B
C102	TRUMAN AVENUE - LONGITUDINAL SECTION	E
C401	WARRIMARR AVENUE - CROSS SECTIONS	D
C402	TRUMAN AVENUE - CROSS SECTIONS	E
C501	TYPICAL CROSS SECTIONS	D
C601	CONSTRUCTION NOTES AND DE TAIL SHEET 1 OF 2	C
C602	CONSTRUCTION NOTES AND DE TAIL SHEET 2 OF 2	A

DANGER

LOCATION OF ALL EXISTING UNDERGROUND SERVICES SHOWN ARE APPROXIMATE TAKEN OFF OF INFO. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL SERVICES PRIOR TO CONSTRUCTION. THE LOCATION OF SERVICES SHOWN ON THIS DRAWING HAVE BEEN LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION PROVIDED. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL SERVICES PRIOR TO CONSTRUCTION. THE LOCATION OF SERVICES SHOWN ON THIS DRAWING HAVE BEEN LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION PROVIDED.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT "DIAL BEFORE YOU DIG" FOR THE LOCATION OF EXISTING PUBLIC UTILITIES. PRIOR TO EXCAVATION.

DISCLAIMER

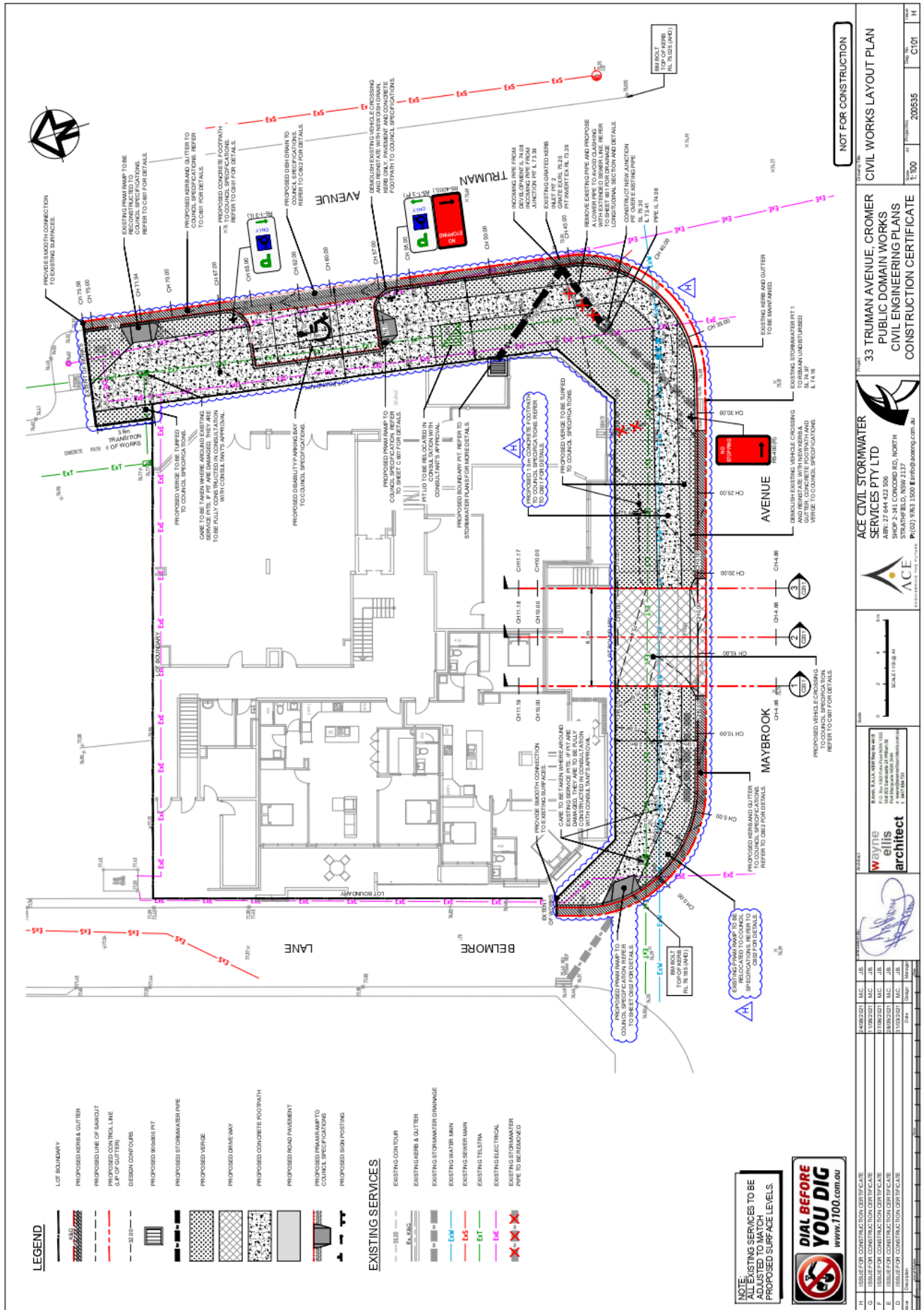
ALL INFRASTRUCTURE INFORMATION (MANS, SEWER, PIPES ETC.) IS DERIVED FROM DIAL BEFORE YOU DIG RECORDS. EVERY EFFORT WAS MADE TO ENSURE ACCURACY OF THESE RECORDS WHEN COMPILED. NO WARRANTY IS GIVEN TO CURRENCY OF DEPTHS AND LEVELS THROUGH FILLING OR EXCAVATION. USERS OF THE INFORMATION IN THIS DRAWING DESIGN SHOULD TAKE ALL REASONABLE STEPS TO VERIFY THE RELEVANT INFORMATION BEFORE COMMENCING EXCAVATING OR CONSTRUCTION WORK.

AUSTRALIAN CONSULTING ENGINEERS TAKE NO RESPONSIBILITY FOR APPARENT ERRORS OR INACCURACIES IN THE INFORMATION PROVIDED.

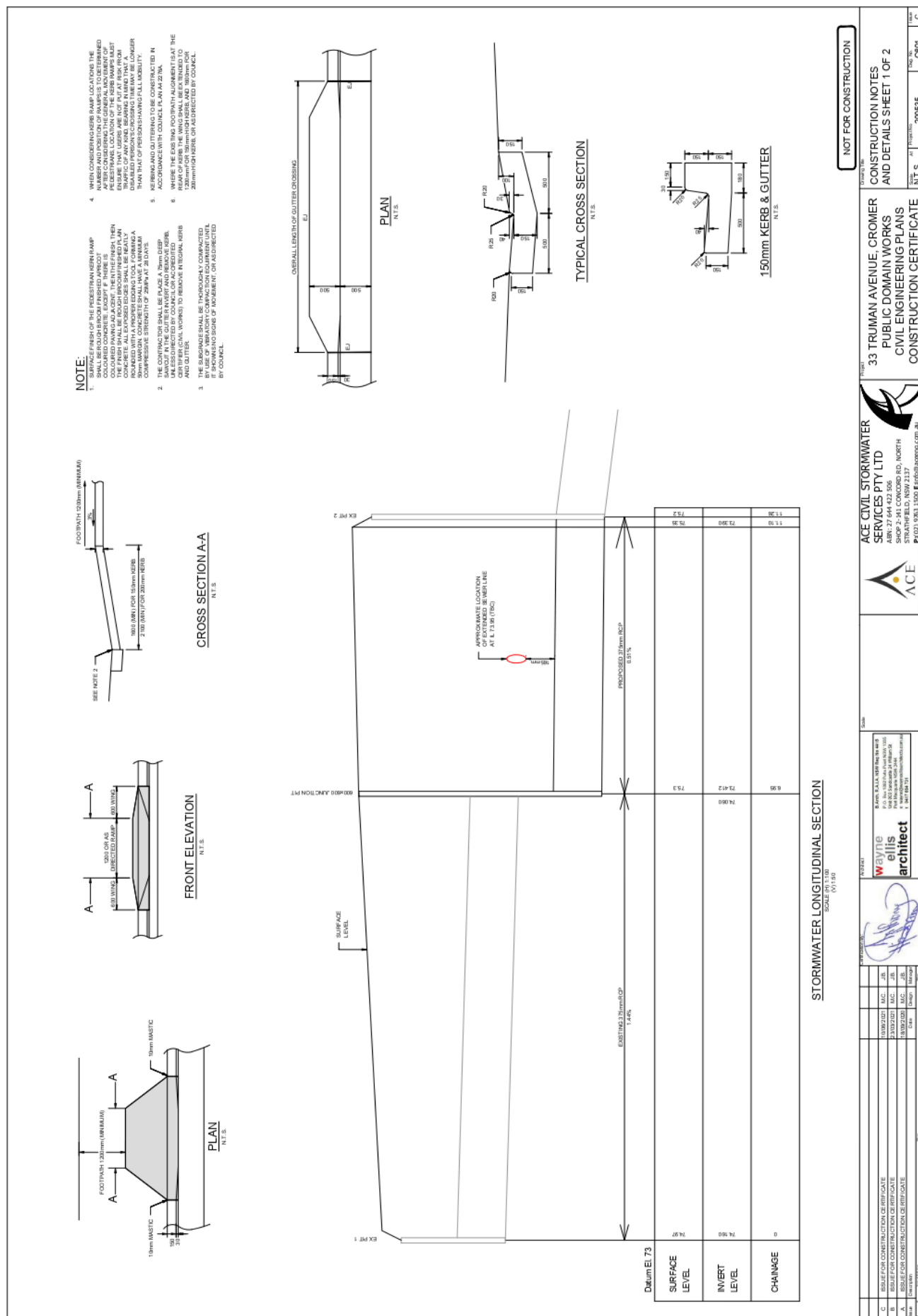
NOT FOR CONSTRUCTION

ACE CIVIL STORMWATER SERVICES PTY LTD SHOP 2-3/41 CONCORD RD, NORTH STRATHFIELD, NSW 2137 P(02) 9563 1500 E info@aceengineering.com.au		wayne ellis architect 6/101 RAILWAY RD, WARRIMARR WARRIMARR NSW 2284 P 02 444 4444 F 02 444 4444		33 TRUMAN AVENUE, CROMER PUBLIC DOMAIN WORKS CIVIL ENGINEERING PLANS CONSTRUCTION CERTIFICATE	200535 200535 200535	1/1 1/1 1/1	1/1 1/1 1/1
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ITEM 4.19 **FOAMCREST AVENUE, NEWPORT - EXTENSION OF NO STOPPING RESTRICTIONS****REPORTING OFFICER** **ENGINEER - TRAFFIC****TRIM FILE REF** **2021/442017****ATTACHMENTS**
1 [↓ Foamcrest Ave, Newport - Plan](#)
2 [↓ Table of Consultation](#)**GEOCODES:** -33.653384, 151.320860**REPORT****BACKGROUND**

Council has received concerns regarding reduced visibility along Foamcrest Avenue, when vehicles park adjacent to the access driveway to the Coles car park and shop-top housing at No.377-381 Barrenjoey Road, Newport.

LOCATION

- Foamcrest Avenue is a local road with a 50km/h speed limit located near the Newport Commercial area.
- The road width is 9.6m wide between kerbs and there are constructed footpaths on both sides of the road.
- The driveway to No.377-381 Barrenjoey Road services both the Coles car park and 21 residential units and is accessed off Foamcrest Avenue. The Coles loading dock is located immediately south of the driveway.
- There are existing 'NO STOPPING' signs installed at the intersection of Foamcrest Avenue and Coles Parade. 'NO STOPPING 7AM-8PM MON-SAT 8AM-12PM SUN' restrictions have also been installed for a length of 6m south of the driveway to No.40-44 Foamcrest Avenue.

ISSUES

- Parking is currently unrestricted between the driveways of No.57 Foamcrest Avenue and No.377-381 Barrenjoey Road. Local residents have raised concerns that vehicles parked legally adjacent to the driveway obstruct visibility, causing difficulties for drivers entering into Foamcrest Avenue.
- Trucks of up to 11m in length use the Coles loading dock for deliveries and waste removal between the approved operating hours 7am-8pm Monday to Saturday and 8am-12pm Sunday. Parking restrictions were previously installed opposite the driveway to improve traffic safety and facilitate the manoeuvring of loading trucks to and from the loading dock area.
- The close proximity of the Coles delivery dock, customer car park and residents' access driveways, generate large traffic movements at this location.
- The subject driveways are also situated south of the curve in Foamcrest Avenue, where parked vehicles further reduce traffic sight distances.

PROPOSAL

Council has undertaken a review of the location and proposes to extend the existing 'NO STOPPING' restrictions in Foamcrest Avenue, from the intersection with Coles Parade to the access driveway to the Coles car park and shop-top housing at No.377-381 Barrenjoey Road. A plan of the proposal is shown in Attachment 1 - Foamcrest Avenue, Newport - Plan.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Foamcrest Avenue is part of the proposed Safe Cycling Network. The parking restrictions would provide a wider road width and improve sightlines for through traffic and people cycling on the road.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

CONSULTATION

Consultation letters have been distributed to 98 properties within the immediate vicinity of the location providing notification of the proposal. A summary of the responses is noted in Attachment 2 - Table of Consultation

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Extension of 'NO STOPPING' restrictions in Foamcrest Avenue, Newport; from the intersection with Coles Parade to the access driveway to the Coles car park and shop-top housing at No.377-381 Barrenjoey Road, Newport.






	PROPOSAL		 northern beaches council
	FOAMCREST AVENUE, NEWPORT EXTENSION OF NO STOPPING RESTRICTIONS		
	Drawn RK	Approved 	

Table of Consultation

Address	Foamcrest Avenue, Newport
Proposal	Extension of No Stopping restrictions

Properties Consulted	98
Responses Received	5
Support	3
Do Not Support	2

Issue	Resident Comment	Council Response
Extension of No Stopping restrictions	<p>- The loss of only one parking space provides the benefit of a big improvement in visibility for the now quite substantial traffic leaving the parking area of Coles supermarket.</p> <p>- I support this proposal which will make this busy area a little safer for road users and pedestrians. When walking it is often difficult to see around parked vans in particular when trying to cross to my building on the opposite side of the road and to see which way cars leaving Coles car park are turning.</p> <p>- The delivery drivers ignore the signs, parking illegally and this stops visibility for cars coming out of the driveway at 57 Foamcrest and trying to turn out of Coles Parade. Extending the stopping will only reduce the parking available on the street for no benefit, you need to stop the trucks parking illegally, blocking the corner.</p> <p>- I have little doubt that the changes as proposed are as result of complaints from Coles demanding the Council change the road to make it slightly easier for these trucks to reverse into Coles to make their deliveries, rather than "concerns regarding reduced visibility" from residents. I would strongly recommend that if the goal is to reduce the hazard to vehicles and pedestrians, then the No Stopping areas on Foamcrest Ave should be increased, but on, both the north-east and south-west areas of the intersection.</p>	<p>- The proposed parking restrictions will improve sight distances for drivers exiting the driveway and safety for all road users.</p> <p>- Illegal parking is a compliance matter and should be reported to Council's Rangers for investigation and enforcement.</p> <p>- This proposal was investigated to address concerns raised by residents exiting the development and the Coles car park. The provisions to improve traffic safety and facilitate the manoeuvring of loading trucks to and from the loading dock area, were installed many years ago with the installation of parking restrictions opposite the driveway. The proposed restrictions would prevent vehicles obstructing sight distances to the north beyond the Coles Parade, without significantly impacting the availability of on-street parking.</p>
Signage	<p>- We agree to your proposal but extend also an urgent request that signage be updated the length of Coles Parade as well. Existing signs are old and faded.</p>	<p>- Parking signs are reviewed as part of the ongoing maintenance program and any faded signs can be replaced as part of the works.</p>

ITEM 4.20 **1800 PITTWATER ROAD BAYVIEW - INSTALLATION OF
SHARED ZONE AND NO STOPPING YELLOW LINE****REPORTING OFFICER** **TRAFFIC OFFICER****TRIM FILE REF** **2021/442289****ATTACHMENTS** 1 [↓ Plan](#)
2 [↓ Table of Consultation](#)**GEOCODES:** -33.654202, 151.292053**REPORT****BACKGROUND**

Council is proposing the installation of 30m No Stopping Yellow Line between eastern side of the driveway at 1796 Pittwater Road to the western side of the driveway at 1800 Pittwater Road, in addition to the installation of a 50m shared road zone between the driveways at 1800 and 1808 Pittwater Road respectively.

LOCATION

Pittwater Road is a regional road of 6m in width carrying medium volumes of two-way traffic. This road meets Kananook Avenue on its southern east side and it meets Bakers Road on its northern west side. The proposed location is located on a path of 2.8m in width on northern side of Pittwater carrying low volumes of two-way traffic which it meets 1800 Pittwater Road on its eastern side and it meets 1830 Pittwater Road on its western side. A bus route services Pittwater Road. There are no parking restrictions at the proposed location.

ISSUES

- Parked vehicles between 1796 Pittwater Road to 1800 Pittwater Road cause unsafe conditions for passage of vehicles and pedestrians, due to the narrow condition of the road and the lack of a footpath at the proposed location.
- Speeding vehicles cause dangerous conditions for the passage of pedestrians at the proposed location between 1800 to 1808 Pittwater Road due to the narrow condition of the road and the lack of a footpath.

PROPOSAL

Council has undertaken a review of the location and proposes the installation of 30m unbroken No Stopping yellow line between eastern side of driveway No. 1796 Pittwater Road to the western side of the driveway at 1800 Pittwater Road. Furthermore, Council proposes a 50m shared zone between No. 1800 and 1808 Pittwater Road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

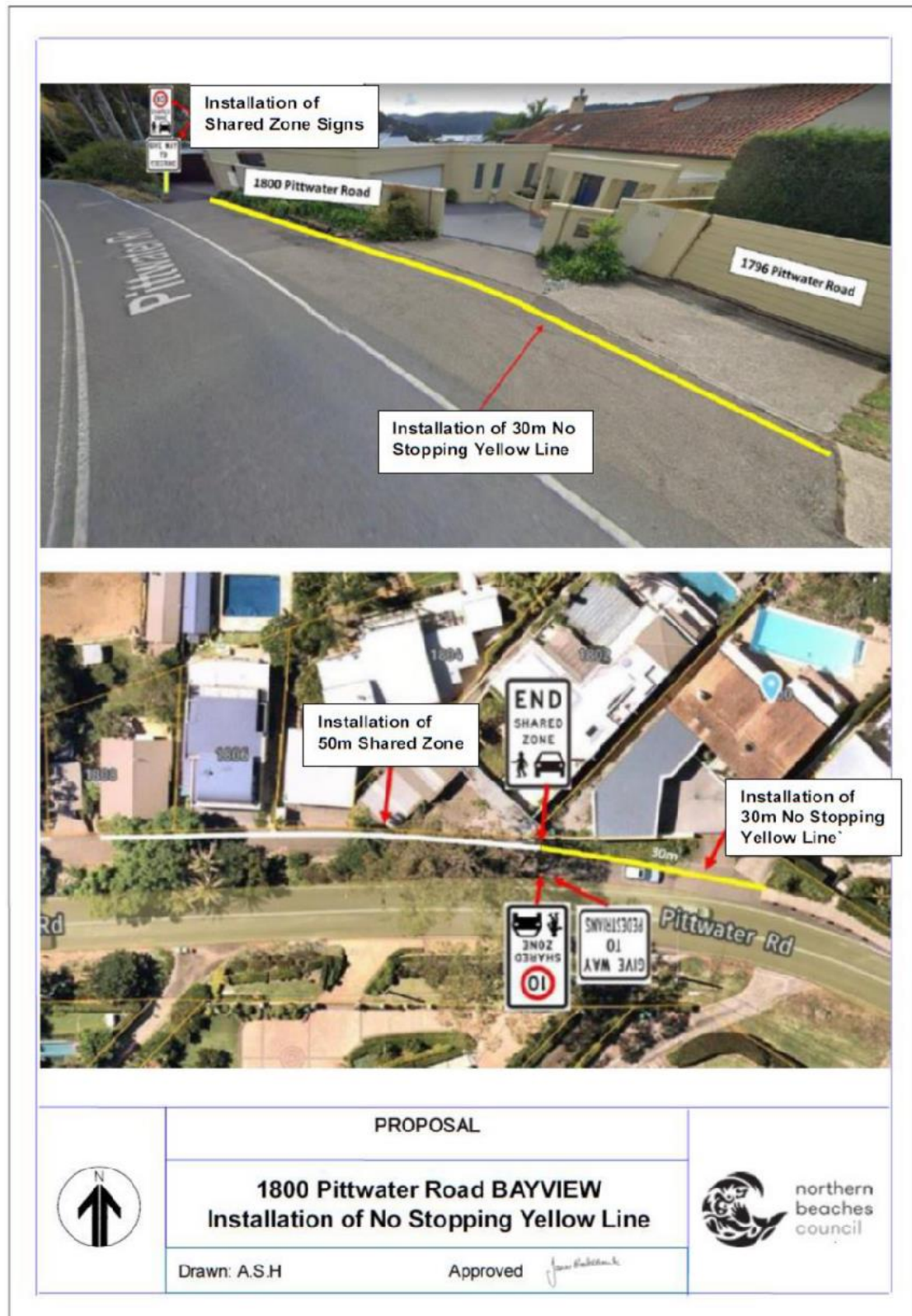
Consultation letters have been distributed to 30 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

- A total of 8 submissions were received with 5 objections and 3 supporting and 1 conditionally supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. The installation of 30m unbroken No Stopping yellow line between 1796 Pittwater Road to the western side of the driveway at 1800 Pittwater Road.
- B. The installation of a 50m shared zone between No. 1800 and 1808 Pittwater Road.



<u>Table of Consultation</u>		
Address	<u>1800 Pittwater Road, BAYVIEW</u>	
Proposal	<u>Installation of Shared Zone And No Stopping Yellow Line</u>	
Properties Consulted	30	
Responses Received	8	
Support	3 + (1 Conditionally Support)	
Do Not Support	5	
Issue	Resident Comment	Council Response
Good History of the Location	The Share way has a long history without incident. We and our two neighbours who use the Share way are long term owners and have coexisted with pedestrians without the need for signage.	An accident may happen at any time and past performance is no guarantee of future results. Council proposes a shared zone in order to reduce the possibility of car accident with pedestrians including young children.
Lack of Safety	When young people generally,young, sometimes older ride their bicycles down the driveway, then I think it is a disaster waiting to happen. Those kids ride their bikes quite fast and if a resident is reversing from their garage at that time, then an accident could well occur. The visibility of the driver is minimal and the reaction time needed is also minimal ,especially for older folk as most of the residents are.	Council proposes the installation of 50m Shared Zone in order to resolve this issue by providing a safer path for passage of vehicles and pedestrians, considering the narrow condition of the road.

ITEM 4.21 **BEACONSFIELD STREET, NEWPORT - NO PARKING RESTRICTIONS****REPORTING OFFICER** **ENGINEER - TRAFFIC****TRIM FILE REF** **2021/443562****ATTACHMENTS** **1 [↓](#) Beaconsfield Street, Newport - Plan****GEOCODES: -33.660603, 151.310289****REPORT****BACKGROUND**

Council has approved a Development Application for the construction of a multi-unit housing development at No.60 Beaconsfield Street, Newport; which includes works in Council's Public Road Reserve.

LOCATION

- The subject site is the amalgamation of No.60 and 62 Beaconsfield Street and No.7, 9, 11 and 13 Queens Parade. Separate driveways are provided from both Beaconsfield Street and Queens Parade to access the respective off-street car parking areas.
- Beaconsfield Street is a local sub-arterial 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 a location 40m east of the eastern property boundary
- Newport Public School is located to the east of the development, and the West Newport shops are situated on the western side of the property boundary.
- Beaconsfield Street has a road width of 11.5m between kerbs and there are constructed footpaths on both sides of the road.
- Parking is unrestricted on the northern side of Beaconsfield Street fronting the development. However, '1P 8.30AM-6PM EVERYDAY' restrictions have been installed further west towards Kalinya Street outside the shops.
- Sections of timed parking restrictions have also been installed on the southern side of the road. '2P 8.30AM-6PM MON-FRI' and '4P 8.30AM-6PM SAT, SUN AND PUBLIC HOLIDAYS' restrictions, apply between the driveways of No.73 and the shared driveway of No.77 and 77A. '2P 8.30AM-6PM EVERYDAY' and 'NO STOPPING 6PM-12AM EVERYDAY TAXIS AND RIDE SHARE EXCEPTED' restrictions, apply between the driveways of No.79-81 and 83-85 Beaconsfield Street.
- The 199 Manly to Palm Beach bus route operates along Beaconsfield Street with services every 10 minutes during peak times.

ISSUES

- The proposed driveway access to the car park off Beaconsfield Street has a combined entry/exit width of 4m.
- The driveway is used by 10 dwellings and therefore the total number of vehicle movements and likelihood of vehicles entering and exiting at the same time is relatively low.

- Access to and from the development would be improved by widening the driveway crossing at the interface with Beaconsfield Street and by providing additional parking restrictions to the west of the driveway.
- Restricting a section of road adjacent to the driveway would improve sight distances and overall safety of drivers exiting the driveway. The provision of parking restrictions would also facilitate waste collection and drop-off of passengers outside the development.
- Council must seek advice of the Local Traffic Committee for the installation of traffic devices and changes to parking restrictions on the public road prior to Council adoption.

PROPOSAL

- A section of 'NO PARKING' restrictions is required on the western side of the Beaconsfield Street driveway, as part of the Conditions of Consent, to improve access for vehicles entering and exiting the development. A plan of the proposal is shown in Attachment 1 - Beaconsfield Street, Newport; Plan.
- The required restrictions will not result in any net loss of parking along the Beaconsfield Street frontage, as the proposal replaces the previous 3 individual driveway accesses.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Beaconsfield Street is part of the existing Road Cycling Network and proposed Safe Cycling Network and the parking restrictions would improve safety when exiting the driveway, by increasing driver sightlines for through traffic and people cycling along the road.
- The proposal will improve pedestrian facilities and people cycling on the footpath with the construction of 2.5m concrete path along the full frontage of the development.

CONSULTATION

Consultation letters have been distributed to 48 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. Installation of 'NO PARKING' restrictions (overall length 13m), for the section of road 6m west and 1m east of the driveway crossing of No.60 Beaconsfield Street, Newport.



BEACONSFIELD STREET, NEWPORT BEACH
'NO PARKING' RESTRICTIONS

Approved 



ITEM 4.22	65-69 LORIKEET GROVE, WARRIEWOOD - NO PARKING WASTE COLLECTION
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/443857
ATTACHMENTS	1 65-69 Lorikeet Grove, Warriewood - Aerial 2 65-69 Lorikeet Grove, Warriewood - Detailed Signage Plan

GEOCODES: -33.728515, 151.276653

REPORT

BACKGROUND

Development Consent (DA2018/0607) was granted for the construction of 65-69 Lorikeet Grove, Warriewood into a proposed residential flat building.

As part of the process, Council is to review and assess the Waste Collection Zones, associated with the Development Consent. Such changes to traffic conditions and parking restrictions on a Council road will require approval from the Northern Beaches Local Traffic Committee.

LOCATION

- The parcel of land under consideration fronts Lorikeet Grove, Warriewood.
- Section of the road lies between the intersections with Bubalo Street and Baz Retreat.
- This section of Lorikeet Grove is a local road with a speed limit of 50km/h.
- Lorikeet Grove has a measured width of 7.7m from kerb to kerb and caters for two-way traffic lanes.
- A shared pedestrian and cyclist path lies along the outer edge of Narrabeen Creek and a footpath lies on the northern side of Lorikeet Grove.
- Parking is generally unrestricted on Lorikeet Grove, except for the statutory 10m 'No Stopping' from the intersection. The statutory 10m 'No Stopping' restrictions are not signposted.
- Adjacent land uses consist of a Council creekline corridor (Narrabeen Creek) and predominantly developing medium-density housing.
- There are no bus routes that service the section of Lorikeet Road.

ISSUES

- The Developer has submitted a Signage Plan to Council for approval by the Northern Beaches Local Traffic Committee (refer to Attachment 2: 65-69 Lorikeet Grove, Warriewood – Detailed Signage Plan).
- The approval of parking restrictions for Waste Operation along the frontage of Lorikeet Grove is a requirement of the Conditions of Consent for the subdivision, prior to the issue of the Construction Certificate.
- The largest expected vehicle to use this parking restriction is the standard Medium Rigid Vehicle (MRV) of 13.5m in length. This vehicle represents a typical garbage vehicle and emergency vehicles such as fire trucks.

PROPOSAL

Council has undertaken a review of the above location and the proposed parking restrictions on 65-69 Lorikeet Grove, Warriewood is considered to be reasonable to improve access for Waste Collection vehicles on collection days..

The Signage Plan includes 'No Parking Waste Collection' signage between hours of 6:00AM to 6:00PM Friday and 13m in length.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- Lorikeet Road is part of the Safe Cycling Network for Local Connections.
- 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

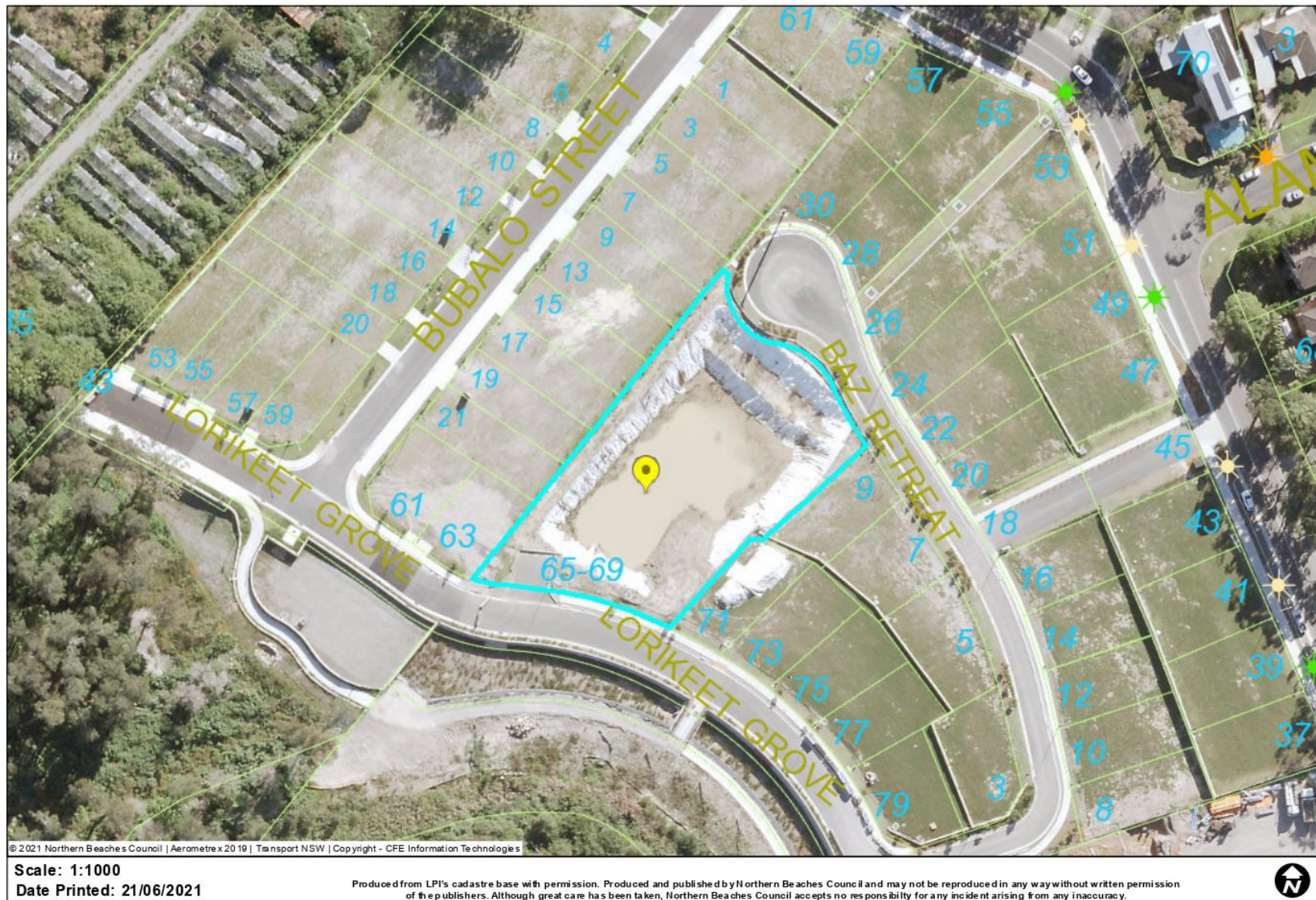
CONSULTATION

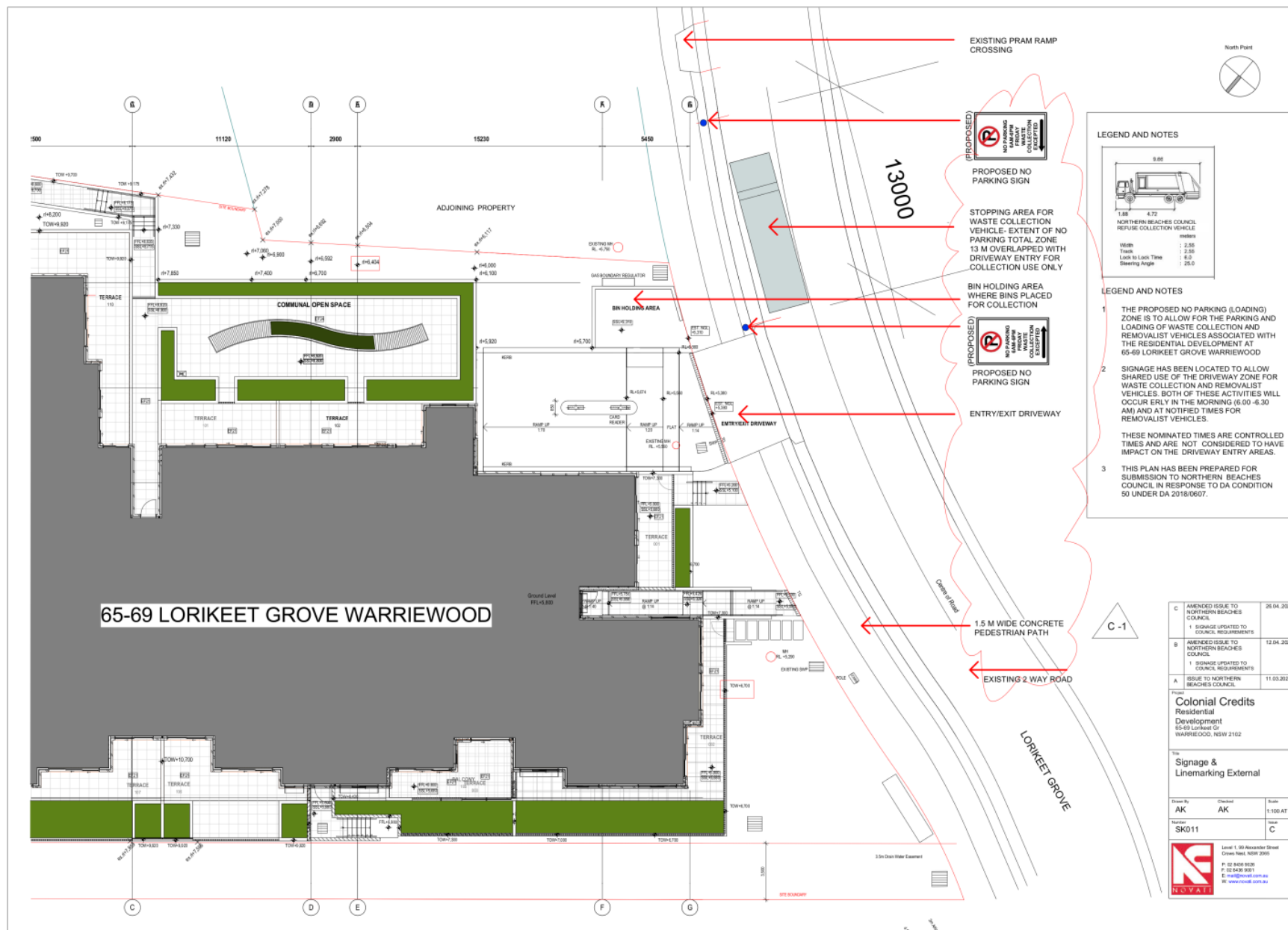
Public consultation is not necessary as the impact on residents is very low and the proposal enhances safety. Affected businesses and/or residents are to be notified in writing of the changes in road conditions with a letterbox drop..

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 13m 'No Parking 6AM-6PM Friday' parking restrictions as shown in 65-69 Lorikeet Grove, Warriewood – Signage Plan, prepared by Novati Constructions.





**ITEM 4.23 2 MACPHERSON STREET, WARRIEWOOD – PROPOSED
ONE-WAY TRAFFIC ARRANGEMENT****REPORTING OFFICER TRAFFIC OFFICER****TRIM FILE REF 2021/443876****ATTACHMENTS**
1 [↓](#) 2 Macpherson Street, Warriewood – Aerial
**2 [↓](#) 2 Macpherson Street, Warriewood – Signage &
Linemarking Plan**
3 [↓](#) 2 Macpherson Street, Warriewood – Swept Paths**GEOCODES: -33.689884, 151.298730****REPORT****BACKGROUND**

Development Consent (DA2019/0887) was granted for the subdivision of 2 Macpherson Street, Warriewood into 22 low-density residential lots with an internal road system. The internal road system within the subdivision will be open to the public, however it will remain as a Community Title road and not be owned by Council.

As part of the process, Council is to review and assess the proposed one-way traffic arrangement within the internal road system associated with the Development Consent. The plan shall address necessary signage to identify the one-way arrangement, as well as entry and exit pavement treatments to differentiate between the private and public road reserves.

Such traffic arrangements on accessible roads within the Council, will require approval by the Northern Beaches Local Traffic Committee.

LOCATION

- The section of Macpherson Street under consideration is located between Warriewood Road and Boondah Road.
- Macpherson Street is a sub-arterial road and is the central access road for the Warriewood Valley Land Release.
- Macpherson Street has a measured road width of 8.5m from kerb to kerb with a speed limit of 50km/h.
- The road cross-section for sub-arterial roads under the Warriewood Valley Land Release comprises two-way traffic lanes with a shared path on both sides of the carriageway.
- On-street parking is restricted due to the existing dividing (barrier) lines on Macpherson Street.
- The land use of the surrounding area is predominantly developing medium-density housing and the Warriewood Wastewater Treatment Plant is situated on the northern and southern side of the road, correspondingly.
- The 182 and 185 Bus Routes service the section of Macpherson Street, along with multiple school bus services.

ISSUES

- The Developer has submitted a Signage & Linemarking Plan to Council for approval by the Northern Beaches Local Traffic Committee (refer to Attachment 2: 2 Macpherson Street, Warriewood – Signage & Linemarking Plans).

- The approval of the one-way traffic arrangement within the development is a requirement of the Conditions of Consent for the subdivision, prior to the issue of the Construction Certificate.
- It is necessary for the Northern Beaches Local Traffic Committee to approve the one-way arrangement, signage and line marking on all accessible roads within the Council.
- As the internal road system within the subdivision will be open to the public, the one-way traffic arrangement needs to be signposted to eliminate the possibility of any confusion to road users, so they do not enter the road in the wrong direction.
- The proposed internal road meets Macpherson Street at the stem of a T-intersection,
- The largest expected vehicle to use the road is the standard Medium Rigid Vehicle (MRV) of 8.8m in length. This vehicle represents a typical garbage vehicle and emergency vehicles such as fire trucks (refer to Attachment 3: 2 Macpherson Street, Warriewood – Swept Paths).

PROPOSAL

Council has undertaken a review of the above location and the proposed one-way arrangement and parking restrictions, with associated signage and pavement marking are considered to be reasonable within the internal road.

The detailed Signage & Linemarking Plan includes associated entry and exit pavement arrows and 'No Stopping' restrictions at the bends within the internal road. 'One-way' and 'No Entry' signs have been included at the beginning and at the end of the intersection with Macpherson Street.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- Macpherson Street is part of the Road Cycling Network and is included in the Safe Cycling Network for Local Connections.
- 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

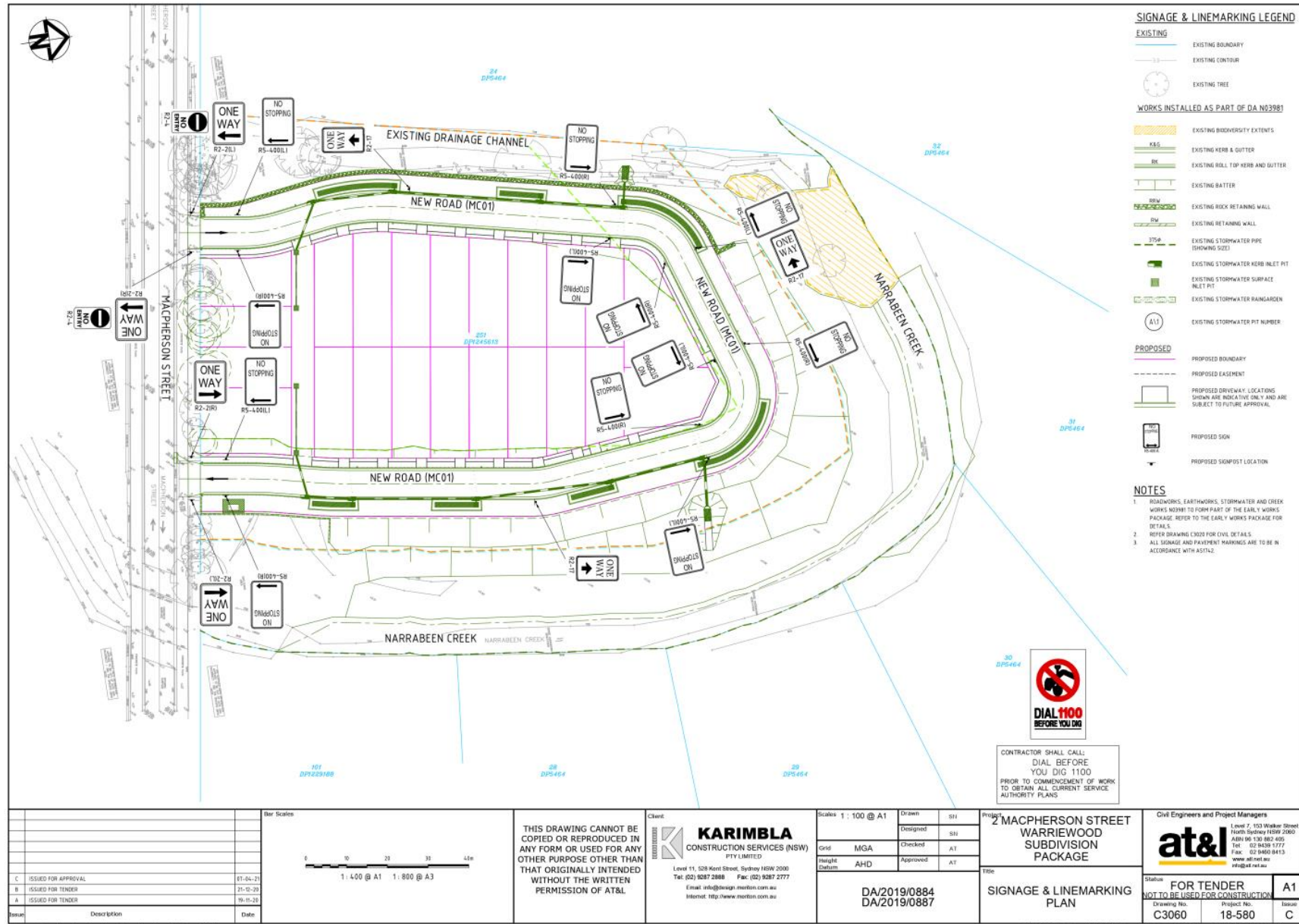
Public consultation is not necessary as the impact on residents is very low and the proposal enhances safety. Affected businesses and/or residents are to be notified in writing of the changes in road conditions with a letterbox drop.

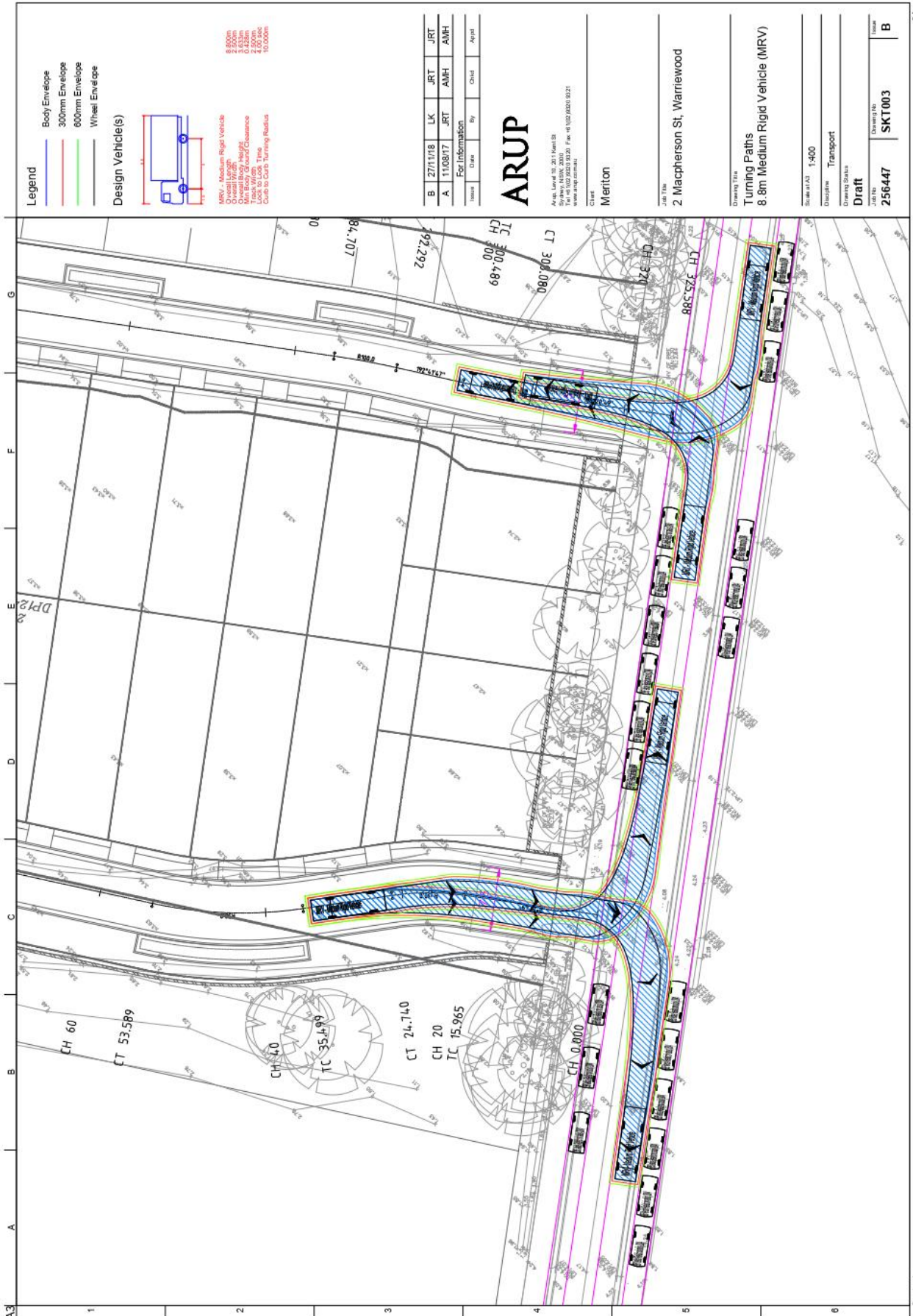
RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Proposed one-way arrangement and 'No Stopping' restrictions within the internal road system as shown in 2 Macpherson Street, Warriewood – Signage & Linemarking Plan, prepared by AT&L Civil Engineers and Project Managers









ITEM 4.24	GREVILLEA STREET COLLAROY PLATEAU- INSTALLATION OF “NO PARKING, MOTOR VEHICLES EXCEPTED” SIGNS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/443924
ATTACHMENTS	1 ↓ Table of Consultation 2 ↓ Plan

GEOCODES: -33.728371, 151.291229

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked trailers for long periods of time in the carpark in Grevillea Street, at the entrance of Plateau Park. Parked trailers at the abovementioned location create a shortage of parking for users of the park and local residents.

LOCATION

Grevillea Street is a local road of 9m in width, carrying medium volumes of two-way traffic. The proposed carpark on Grevillea Street is a 30m in length and 15m in width which meets Plateau Park at its eastern side and meets Stella Street at its western side. There is no bus route that services Grevillea Street. There is a 4m No Parking restriction on eastern part of this carpark.

ISSUES

- Parked trailers for long periods of time in the carpark on Grevillea Street create a shortage of parking for users of the park and local residents.

PROPOSAL

Council has undertaken a review of the location and proposes the installation of “No Parking, Motor Vehicles Excepted” signs at the abovementioned carpark.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

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

- A total of 2 submissions were received with 1 objection and 1 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of “No Parking, Motor Vehicles Excepted” signs in the carpark in Grevillea Street, at the entrance of Plateau Park.

<u>Table of Consultation</u>		
Address	<u>Grevillea Street Carpark, Collaroy Plateau</u>	
Proposal	<u>Installation of "NO PARKING, MOTOR VEHICLES EXCEPTED" Signs</u>	
Properties Consulted	20	
Responses Received	2	
Support	1	
Do Not Support	1	
Issue	Resident Comment	Council Response
Lack of Parking Spaces	There are four box trailers parked in the parking bays. These trailers have not been moved for several weeks. Reducing the already limited parking for this reserve.	Council proposes this installation of "No Parking, Motor Vehicles Excepted" restriction in order to resolve the issue.



PROPOSAL

Grevillea Street COLLAROY PLATEAU
Installation of Motor Vehicles Expected Signs

Drawn: A.S.H

Approved

[Signature]



northern
beaches
council

ITEM 4.25 **CLYDE ROAD, DEE WHY - PEDESTRIAN CROSSING****REPORTING OFFICER** **ENGINEERING INTERN****TRIM FILE REF** **2021/453167****ATTACHMENTS**
1 [↓ Clyde Road, Dee Why - Plan](#)
2 [↓ Clyde Road, Dee Why - Swept Paths](#)**GEOCODES:** -33.753671, 151.294340**REPORT****BACKGROUND**

Council has received funding from the State Government's Department of Planning, Industry and Environment (DPIE) to implement Streets for Shared Space (SFSS) for The Strand, Dee Why. This was adopted in the May Council Meeting. SFSS will cause buses to turn right, into Clyde Road from Howard Avenue, due to a change in bus routes. To improve the pedestrian safety and bus turning movements the refuge islands will be converted into a level pedestrian crossing.

LOCATION

- Clyde Road is a local road with a speed limit of 40km/h.
- Clyde Road has a road width of approximately 12.5m.
- Clyde Road will now have the 166 and 176X bus services.
- Howard Avenue is a direct route for pedestrians travelling from the town centre at Pittwater Road to the Dee Why Beach.

ISSUES

- Residents have raised concerns regarding bus noise and fumes.
- Residents have raised concerns about illegal parking within 10m of the intersection.

PROPOSAL

Council has undertaken a review of the location and issues, and proposes to convert the non-compliant refuge islands on Clyde Road, south of Howard Avenue, into a level pedestrian crossing. This will improve pedestrian safety and crossing opportunities. The pedestrian crossing design has allowed for storm water pits, trees and services. Furthermore, this project proposes to reinforce the No Stopping Restrictions 10m from an 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 will improve crossing opportunities for pedestrians across Clyde Road.

CONSULTATION

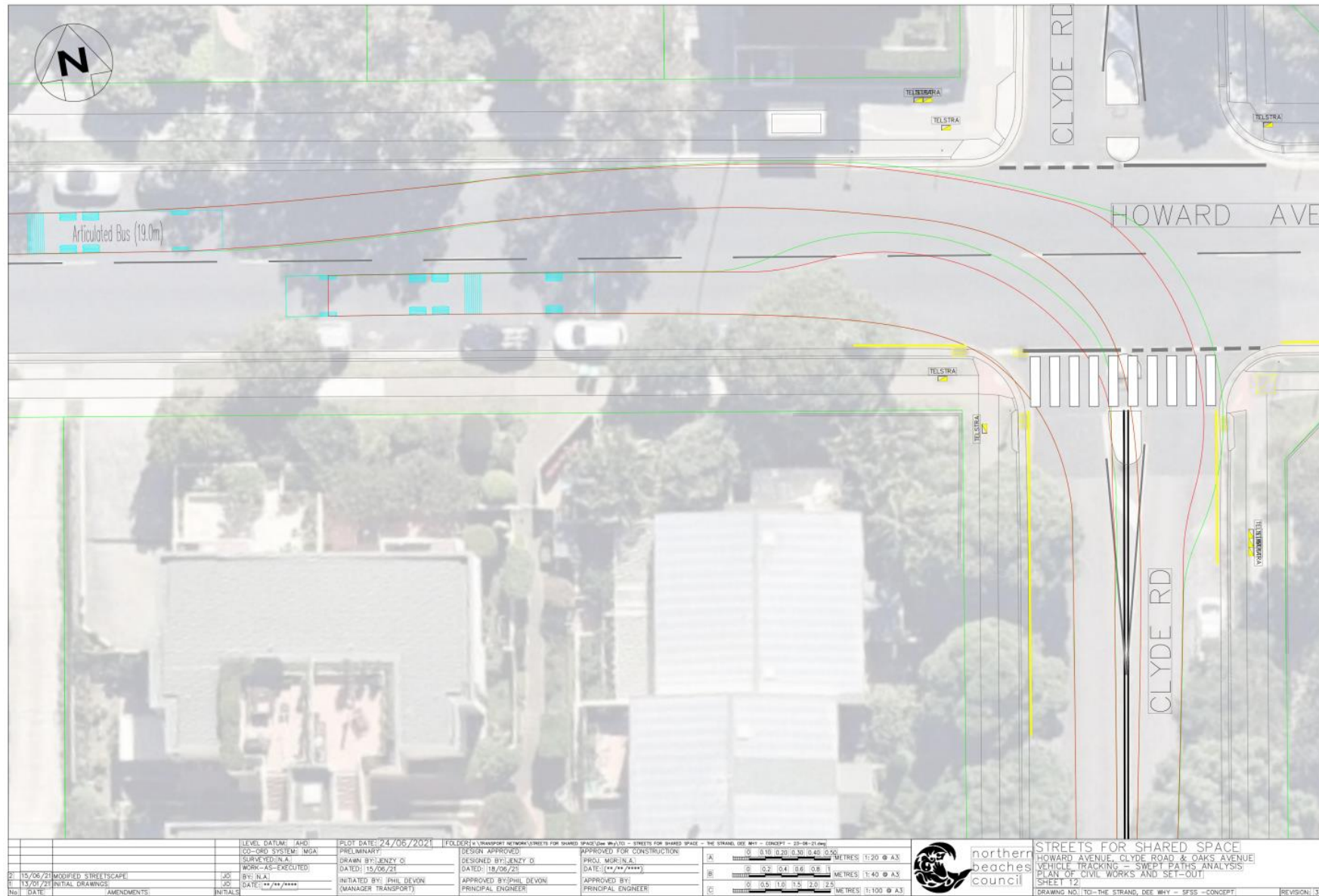
Consultation was conducted through the overall engagement for the Streets for Shared Space project.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Removal of the non-compliant refuge islands on Clyde Road, south of Howard Avenue.
- B. Construction of a level pedestrian crossing on Clyde Road.





5.0 MATTERS FOR NOTATION

ITEM 5.1	REQUEST FOR WORKS ZONE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/443884
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
Extend A Home Constructions 100 Queens Road FIVE DOCK NSW 2046	14 Pine Street, Manly	Length: 6 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	14 June 2021 to 23 August 2021
Bld Projects (Mcarthur Building Pty Ltd) 71 Waratah Parade NARRAWEENA NSW 2099	15 Oyama Avenue, Manly (at the frontage of 11 Oyama Avenue)	Length: 6 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	1 June 2021 to 10 May 2022
JS Architects Pty Ltd PO Box 6967 BAULKHAM HILLS NSW 2153	11 Kanangra Crescent, Clontarf	Length: 12 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	4 June 2021 to 17 March 2022
Golf Avenue Pty Ltd 2/600 Darling Street ROZELLE NSW 2039	50-52 Golf Avenue, Mona Vale	Length: 18 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	11 June 2021 to 9 July 2021

RECOMMENDATION TO TRAFFIC COMMITTEE

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

ITEM 5.2	TABLE OF APPROVALS UNDER DELEGATION
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/443902
ATTACHMENTS	1 Table of Approvals Under Delegation - July 2021

GEOCODES: Various

REPORT

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee:

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

Table of Approvals Under Delegation - 6 July 2021

Location	Action	Consultation	Referral Sent Date	Approval Date
108-110 Addison Road, Manly	- Upgrading part time 'Bus Zone' to full-time	Properties consulted: N/A Support: N/A Object: N/A Reason for approval: This will ensure that buses can access the 'Bus Zone' when needed and can pass through the intersection freely without parked cars obstructing access.	10 June 2021	17 June 2021
Beaconsfield Street and Kalinya Street, Newport	- Extend the 'Bus Zone' northwards (approx. 7m) and reduce the 'No Stopping' restrictions to 10m from the combined raised pedestrian/cycle crossing. - Install new linemarking and remove redundant markings. - Relocate existing signage to the northern end of the extended 'Bus Zone'.	Properties consulted: N/A Support: N/A Object: N/A Reason for approval: Concerns raised by State Transit regarding difficulties for articulated buses to pull into the bus stop and adjacent to the kerb outside The Newport. The changes to extend the 'Bus Zone' is possible following the installation of the new crossing facility, where the kerb extensions allow for the reduction in the 'No Stopping' restrictions.	10 June 2021	17 June 2021
McCarrs Creek Road, Church Point	- Install 'Bus Zone' signage for existing bus stops and bus turning area.	Properties consulted: N/A Support: N/A Object: N/A Reason for approval: Concerns raised by State Transit regarding difficulties for buses to pull into the bus stops and manoeuvre within the turning bay.	10 June 2021	17 June 2021
Ocean Avenue and Neptune Road, Newport	- Adjustment of existing 'Stop' line location on Ocean Avenue at the intersection with Neptune Road.	Properties consulted: N/A Support: N/A Object: N/A Reason for approval: Improve sight distances for vehicles exiting from Ocean Avenue turning into Neptune Road.	10 June 2021	17 June 2021
72-76 Bennett Street, Curl Curl	- Installation of 'Bus Zone' signs at existing bus stop.	Properties consulted: N/A Support: N/A Object: N/A Reason for approval: This will ensure that buses can access the 'Bus Zone' when needed and can pass through the intersection freely without parked cars obstructing access. Extra length is required for articulated buses.	10 June 2021	17 June 2021

Location	Action	Consultation	Referral Sent Date	Approval Date
Upper Clifford Avenue, Fairlight	- Installation of No Stopping unbroken yellow lines at the intersection of Upper Clifford Avenue and Ashley Parade,	Properties consulted: N/A Support: N/A Object: N/A Reason for approval: This is to assist with the enforcement of statutory no stopping 10m from intersections.	10 June 2021	17 June 2021