

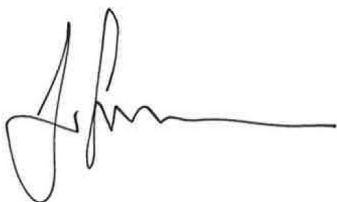
AGENDA

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 on

TUESDAY 7 SEPTEMBER 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
 Ms 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

Ms Ann Cameron – re: Bower Street, Manly – No Parking
 Ms Lara McGuire – re: Bower Street, Manly – No Parking

Resident
 Resident

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

to be held via Teams on Tuesday 7 September 2021

Commencing at 10am

1.0 APOLOGIES

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

2.1 Minutes of Northern Beaches Council Local Traffic Committee held 3 August 2021

2.2 Declaration of Pecuniary and Conflicts of Interest

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION6

4.1 McKillop Road, Beacon Hill - Intersection Improvement.....6

4.2 Arthur Street, Dee Why - Timed Parking Restrictions 10

4.3 Aubreen Street COLLAROY PLATEAU - Installation of "No Parking, Motor Vehicles Excepted" Restriction 14

4.4 Blandford Street COLLAROY PLATEAU- Installation of "NO PARKING, MOTOR VEHICLES EXCEPTED" Restriction..... 18

4.5 Maybrook Avenue CROMER - Extension of No Stopping Restriction.....22

4.6 Seaforth Oval, SEAFORTH - Traffic Calming Device26

4.7 South Creek Road, CROMER - Installation of 8P Time Parking Restrictions29

4.8 Dreadnought Road, OXFORD FALLS - Installation of No Stopping Restrictions33

4.9 Tourmaline Street, NARRABEEN - Installation of 15 minutes parking restriction37

4.10 Irrubel Road, Newport - No Parking restrictions41

4.11 Alfred Street, Narrabeena - Accessible Parking.....46

4.12 Campbell Avenue & Michele Road, Cromer - No Parking Restrictions.....49

4.13 Nareen Parade, NORTH NARRABEEN- Installation of "No Parking, Motor Vehicles Excepted" Restriction52

4.14 Pacific Parade, Dee Why - Timed Parking Restrictions.....56

4.15	Lake Park Road, NORTH NARRABEEN- Installation of 1P Time Parking Restriction.....	60
4.16	Anzac Avenue, Collaroy - Timed Parking Restrictions	64
4.17	Brooker Avenue, Beacon Hill - Shared Zone.....	68
4.18	Kenneth Road, Manly Vale - No Stopping.....	75
4.19	Tramore Place, Killarney Heights - One Way Proposal.....	80
4.20	Katoa Close, North Narrabeen – 8P Timed Parking.....	84
4.21	Bower Street, Manly - No Parking.....	88
4.22	South Creek Road, Cromer – Converting 8P into Authorised Vehicles Parking.....	95
4.23	Carawa Road, Lillihina Avenue and Caroola Road, Cromer - Raised Intersection.....	98
4.24	50-52 Golf Avenue, Mona Vale - Loading Zone	101
4.25	Fisher Road, Cromer - Do Not Queue Across Intersection.....	105
5.0	MATTERS FOR NOTATION	108
5.1	Request for Works Zone	108

NEXT MEETING Tuesday 5 October 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 3 AUGUST 2021

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 3 August 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	MCKILLOP ROAD, BEACON HILL - INTERSECTION IMPROVEMENT
REPORTING OFFICER	CONTRACTOR - TRAFFIC ENGINEER
TRIM FILE REF	2021/343454
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.751237, 151.266664

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles parking within 10m of intersection and obscuring visibility at the intersection.

LOCATION

- McKillop Road is a local road with a speed limit of 50km/h.
- McKillop Road is a two-way road with a pavement width of approximately 9.5m.
- This section of McKillop Road under consideration forms a left-right T-intersection with Carolyn Avenue and Cooper Place.
- McKillop Road and the surrounding streets are comprised of predominantly residential properties with low density residential housing.

ISSUES

- Parked cars at this section of McKillop Road between Carolyn Avenue and Cooper Place obstructs visibility of oncoming traffic.
- Vehicles exiting Carolyn Avenue and Cooper Place find it difficult to see traffic on McKillop Road due to the parked cars.

PROPOSAL

Council has undertaken a review of the above location and proposes to install No Stopping – Unbroken Yellow Lines, Double Barrier Line & Give Way Lines. These measures will deter illegal parking near intersection and improve lines of sight for vehicles exiting Carolyn Avenue & Cooper Place into McKillop 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 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.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of the No Stopping Restriction as per the attached plan.
- B. Installation of Give Way Lines and 10m Double Barrier Line at Cooper Place and Carolyn Avenue.

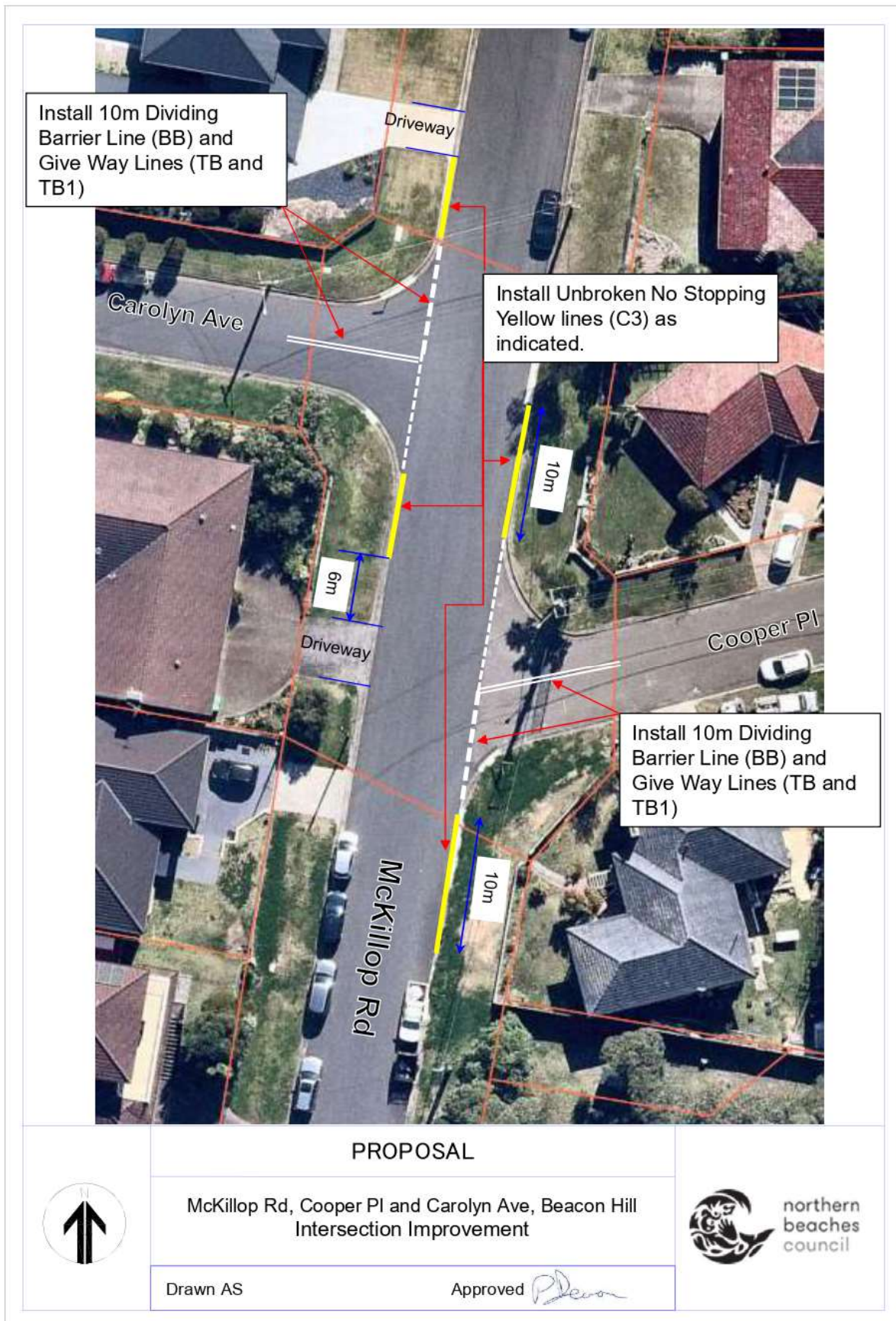


Table of Consultation

Address	Mckillop Road, Beacon Hill
Proposal	Intersection Improvement

Properties Consulted	21
Responses Received	4
Support	3
Do Not Support	1

Issue	Resident Comment	Council Response
Loss of Parking	This will remove parking	Council is only formalising the Statutory 10m No Stopping Restriction near the intersection.
Trailer Parking	Long term parking of trailers near the McKillop Reserve	Council will monitor this location and take action as necessary.

ITEM 4.2	ARTHUR STREET, DEE WHY - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/436058
ATTACHMENTS	1 Arthur Street, Dee Why - Plan 2 Arthur Street, Dee Why - Table Of Consultation

GEOCODES: -33.74865564579037, 151.2843586995229

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

- Arthur Street is a local road of approximately 8.3m in width. Parking is generally unrestricted on both sides of Arthur Street, however, No Stopping restrictions exist at the southern end at the intersection of McIntosh Road, Dee Why.
- The street is situated within relatively close proximity to Dee Why Public School, Dee Why/Cromer Scout Hall, Arthur Reserve, Dee Why town centre and bus routes located on McIntosh Road, Fisher Road and Pittwater Road, Dee Why.
- Adjacent land use consists of low to medium density housing on the eastern and western side of Arthur Street, Dee Why 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 trailers, caravans and trucks.
- Limited parking opportunities and parking turnover due to existing unrestricted parking.

PROPOSAL

Council has undertaken a review of the location and proposes to install six hour (6P) 7am-7pm Everyday Timed Parking restrictions on the eastern side of Arthur Street, in the existing unrestricted section outside the reserve, between No.27 approximately 100 metres south to the northern side of the driveway of No.17 Arthur Street, Dee Why.

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 26 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation. The proposal was amended in consultation for four hours to six hours to accommodate residents and visitors in Arthur Street. The change of hours does not affect safety concerns and can be reviewed in six months if approved.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of six hour (6P) 7am-7pm Everyday Timed Parking restrictions on the eastern side of Arthur Street, in the existing unrestricted section outside the reserve, between No.27 approximately 100 metres south to the northern side of the driveway of No.17 Arthur Street, Dee Why.



Table of Consultation

Address	<u>Arthur Street, Dee Why</u>
Proposal	<u>Timed Parking Restrictions</u>

Properties Consulted	26
Responses Received	12
Support	5
Do Not Support	7

Issue	Resident Comment	Council Response
Effects Private Property owners	We believe this will only push traffic to either end of Arthur St which is already very narrow and congested. We already struggle to get a park outside of our house at number 11, due to city commuters parking daily, as well as local business workers such as Dee Why Police staff.	The proposal will increase available parking for residents and visitors alike. The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking. Council will monitor any changes and may update the current proposal if required.
Loss of Parking	We propose an alternate option which is 4p for the whole street with resident stickers, or no restrictions as is in place today	Arthur Street residential has sufficient off-street parking, therefore, the street would not be consistent with guidelines for a RMS residential parking scheme.
Additional Comments	The proposal is fair and reasonable in that it will deter non-residents from parking in front of the reserve, which has become a problem over many years, as it is common for non-residents to use Arthur Street as a long-term parking station for their caravans, trailers, trucks and discarded and unregistered cars. However, this proposal will simply move the problem and create another issue, whereby the people who park in front of the reserve will simply move to another location in the street. They will be parking in front of the houses of residents, making it unsightly and also restricting resident's ability to park on the street in front of their houses.	The proposal will increase available parking for residents and visitors alike. The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking. Council Rangers can investigate any heavy/long vehicles parking in built up areas.

**ITEM 4.3 AUBREEN STREET COLLAROY PLATEAU - INSTALLATION
OF "NO PARKING, MOTOR VEHICLES EXCEPTED"
RESTRICTION**

REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/491229
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.729641, 151.292618**REPORT****BACKGROUND**

Council has received concerns from local residents regarding parking of trailers for long periods of time on Aubreen Street, Collaroy Plateau.

LOCATION

Aubreen Street is a local road of 9.5m in width, carrying medium volumes of two-way traffic. Aubreen Street meets Grevillea Street on its north-eastern side and it meets Telopea Street at its southern side. There is an existing 9m "No Parking" restriction between No.38 Aubreen Street and Plateau Park's driveway. No Bus route services Aubreen Street.

ISSUES

- Parked trailers on Aubreen Street create a shortage of parking for the residents in the area and the visitors of Plateau Park.

PROPOSAL

Council has undertaken a review of the location and proposes the installation of 100m "No Parking, Motor Vehicles Excepted" restrictions starting from the existing No Parking restriction - from the northern side of Plateau Park's driveway to the boundary of No.40 Aubreen Street and Plateau Park.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

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




- A total of 31 submissions were received with 2 objections and 12 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 100m “No Parking, Motor Vehicles Excepted” restrictions starting from the existing No Parking restriction - from the northern side of Plateau Park’s driveway to the boundary of No.40 Aubreen Street and Plateau Park.



	PROPOSAL	
	Aubreen Street, COLLAROY PLATEAU Installation of "No Parking, Motor Vehicles Excepted" Restriction	 northern beaches council
	Drawn: A.S.H. Approved: 	

<u>Table of Consultation</u>		
Address	<u>Aubreen Street, COLLAROY PLATEAU</u>	
Proposal	<u>Installation of No Parking, Motor Vehicles Excepted Restriction</u>	
Properties Consulted	31	
Responses Received	14	
Support	12	
Do Not Support	2	
Issue	Resident Comment	Council Response
Shortage of Parking	There are multiple boats, boat trailers, ordinary trailers and caravans permanently parked there in a long line often taking up every space. These are almost never moved, have flat tyres, are covered in rubbish and debris and appear to attract vermin seeking shelter with droppings around them. These are also creating a shortage of parking for users of the park and for residents.	Council proposes the installation of "No Parking, Motor Vehicles Excepted" restriction in order to resolve the issue by providing more spaces available for standard vehicles.
Lack of Parking Spaces	The trailers are at times poorly parked or wide and create a traffic hazard causing vehicles to deviate when travelling on Aubreen Street. Given the large number of children who utilise the park the trailers create safety issues for pedestrians and motor vehicles utilising Aubreen Street	The proposal will minimise the amount of risks and hazards for passage of vehicles on Aubreen Street by substituting of boats and trailers with the standard vehicles that occupy the smaller volumes on the road.

ITEM 4.4 **BLANDFORD STREET COLLAROY PLATEAU- INSTALLATION
OF “NO PARKING, MOTOR VEHICLES EXCEPTED”
RESTRICTION**

REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/499989
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.729671, 151.291428**REPORT****BACKGROUND**

Council has received concerns from local residents regarding parking of trailers for long periods of time in the existing car park on Blandford Street, which is located on the southern side of Plateau Park.

LOCATION

Blandford Street is a local road of 7m in width, carrying medium volumes of two-way traffic. Blandford Street meets Telopea Street on its southern side and it ends at an existing carpark on southern side of Plateau Park. No Bus route services Blandford Street. No parking restrictions are allocated in Blandford Street or at the proposed location in the existing carpark.

ISSUES

Trailers are being parked for long periods of time in the existing car park on Blandford Street on the southern side of Plateau Park, creating a shortage of parking for users of the park and for residents who live in the area.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the installation of “No Parking, Motor Vehicles Excepted” restrictions in the Blandford Street 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 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.

- A total of 23 submissions were received with 1 objection and 3 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of “No Parking, Motor Vehicles Excepted” restrictions in the Blandford Street carpark.



<u>Table of Consultation</u>		
Address	<u>Blandford Street, COLLAROY PLATEAU</u>	
Proposal	<u>Installation of No Parking, Motor Vehicles Excepted Restriction</u>	
Properties Consulted	23	
Responses Received	4	
Support	3	
Do Not Support	1	
Issue	Resident Comment	Council Response
Lack of Parking Spaces	Parking is constantly used for parking trailers and a fold down caravan that has been there forever. Usually at least 4 spaces occupied constantly	Council proposes the installation of "No Parking, Motor Vehicles Excepted" restriction in order to resolve the issue by providing more spaces available for standard vehicles.
Lack of Parking Spaces	Trailers have not been moved for several weeks. Reducing the already limited parking for this reserve. Can Council please investigate the installation of signs - NO PARKING EXCEPT MOTOR VEHICLES. I have noticed this type of parking signage at several locations.	Council has investigated and proposes the installation of "No Parking, Motor Vehicles Excepted" restriction in order to resolve the issue.

ITEM 4.5	MAYBROOK AVENUE CROMER - EXTENSION OF NO STOPPING RESTRICTION
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/509848
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.734970, 151.263184

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles and caravans on Maybrook Avenue that obstruct sightlines for vehicles exiting Jersey Place into Maybrook Avenue.

LOCATION

Maybrook Avenue is a local road of 9m in width, medium volumes of two-way traffic. Maybrook Avenue meets Rawson Place on its eastern north side and it intersects Jersey Place on its western side. A Bus route services Maybrook Avenue. There is a "No Stopping restriction at the frontage of No.55 Maybrook Avenue.

ISSUES

- Parked vehicles and caravans on Maybrook Avenue obstruct sightlines for vehicles exiting Jersey Place into Maybrook Avenue.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the extension of the existing No Stopping zone at the frontage of No.55 Maybrook Avenue by 10m in an easterly direction.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 14 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

- A total of 3 submissions were received with no objections and 3 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. The extension of the existing No Stopping zone at the frontage of No.55 Maybrook Avenue by 10m in an easterly direction.
-



**Extension of 10m No
Stopping (R) sign at
55 Maybrook Avenue**

PROPOSAL



**55 Maybrook Avenue, CROMER
Extension of "No Stopping" Restriction**



northern
beaches
council

Drawn: A.S.H

Approved 

Table of Consultation		
Address	Maybrook Avenue, CROMER	
Proposal	Extension of No Stopping Restriction	
Properties Consulted	14	
Responses Received	3	
Support	3	
Do Not Support	0	
Issue	Resident Comment	Council Response
Lack of Site View	I have to admit I have found it tough looking around as I leave every day. What makes it worse currently is that the car is parked (illegally – pictures attached) over the no parking sign.	Council proposes 10m the extension of No Stopping restriction on Maybrook Avenue in order to improve the sight views for the exiting vehicles from Jersey Place into Maybrook Avenue.
Lack of Safety	The risk of accident is heightened with older drivers and they are understandably concerned	The proposal will reduce the amount of risk and hazards for the existing vehicles from Jersey Place into Maybrook Avenue by providing a clear sight line on Maybrook Avenue.

ITEM 4.6	SEAFORTH OVAL, SEAFORTH - TRAFFIC CALMING DEVICE
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2021/521402
ATTACHMENTS	1 Plan

GEOCODES: -33.782675, 151.237732

REPORT

BACKGROUND

Council has received concerns from local residents regarding the inappropriate speed of vehicles travelling from Wakehurst Parkway into Seaforth Oval, at the entrance lane leading to the carparks.

LOCATION

Wakehurst Parkway is a State road, with medium volumes of two-way traffic. Wakehurst Parkway has been branched into a local road and then to Seaforth Oval, carrying low volumes of two-way traffic. The proposed location is located on the Wakehurst Parkway near its junction with Burnt Street on its western side.

ISSUES

- Local residents have raised concerns regarding the inappropriate speed of vehicles travelling along the entrance lane to Seaforth Oval, leading to the carparks.
- There are no constructed paths for pedestrians and there are many pedestrians in this area walking their pets, which is mixed with vehicular traffic.
- There are no traffic calming devices installed in this area.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a pre-fabricated speed hump at the entrance to the carparks. This is to slow traffic entering the area with many pedestrians at this location and prevents traffic racing towards the traffic lights on Wakehurst Parkway to beat the green light.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will improve safety for road users, including people walking their pets or cycling on the road, by reducing traffic speeds. A minimum 1m wide gap will be provided between the speed hump and the kerb to enable people cycling on the road to travel through the area without travelling over the devices.
- The proposed treatments will improve safety for road users, including people cycling on the road, by reducing traffic speeds. The proposal will improve safety for pedestrians who are required to walk on the side of the road where there are no constructed paths by reducing traffic speeds in the area.

CONSULTATION

Consultation letters have not been distributed since the oval is owned and operated by Northern Beaches Council.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of traffic calming device at the following location:

- A. Installation of a pre-fabricated speed hump at the entrance to the carparks as shown in Attachment 1 – Plan.



Install 1 x Prefabricated Speed Hump
at the entrance to the carparks



*NOT TO SCALE



PROPOSAL

Seaforth Oval, Seaforth
Speed Management

DRAWN LK

APPROVED



LAYOUT 1 OF 1

REVISION NO. A

DATE

21/07/2021



northern
beaches
council

ITEM 4.7	SOUTH CREEK ROAD, CROMER - INSTALLATION OF 8P TIME PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/557045
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.737450, 151.282715

REPORT

BACKGROUND

Council has received concerns from local residents regarding the long term parking of vehicles on South Creek Road, creating a shortage of parking for workers and businesses of the area.

LOCATION

South Creek Road is a local road of 12m in width, with medium volumes of two-way traffic. South Creek Road meets Fisher Road on its western side and it intersects with Thew Parade on its north-eastern side, and intersects Dumic Place on its south-eastern side. A Bus route services South Creek Road and a "Bus zone" has been located at frontage of No.173 South Creek Road. There is a "No Parking" zone at frontage of driveway No.150 South Creek Road. Additionally, there is a 17m "No Parking, 8am-9:30am, 2:30pm-4pm, SCHOOL DAYS ONLY" restriction opposite to No.161 South Creek Road. In addition, there is a "No Stopping" zone between No.163 and No.165 South Creek Road.

ISSUES

- Long term parking of vehicles on South Creek Road cause a shortage of parking for workers and businesses of the area.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the installation of 8P time parking restrictions (8P, 8am - 6pm, EVERYDAY), along both sides of South Creek Road, excluding the existing "No Stopping" zone between No.163 and No.165 South Creek Road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 226 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 4 submissions were received with no objections and 8 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. The installation of 8P time parking restrictions (8P, 8am - 6pm, EVERYDAY), along both sides of South Creek Road between Fisher Road and Dumic Place.



PROPOSAL



South Creek Road CROMER
Installation of 8P Time Parking Restriction



northern
beaches
council

Drawn: A.S.H

Approved



Table of Consultation		
Address	South Creek Road, CROMER	
Proposal	Installation of 8P Time Parking Restrictions	
Properties Consulted	226	
Responses Received	5	
Support	5	
Do Not Support	0	
Issue	Resident Comment	Council Response
Lack of Parking Spaces	We have staff who work at our factory and require parking outside our premises Monday – Friday. There are often cars and trailers that are parked on the street for weeks on end that don't move so this would help remove these long term stayers.	Council proposes 8P time parking restrictions (8P, 8am - 6pm, EVERYDAY) in order to provide more available parking spaces for business holders and their staff or other visitors.
Lack of Safety	One such food truck has sat in the one spot for at least 4 months without being attended to or moved even once. I have witnessed at least 50 near hits of cars exiting the driveway (where the food truck is parked right next to) when cars are trying to exit the driveway and get onto the road, as the big black boxy food truck completely obstructs any possible view of oncoming traffic.	The proposal will resolve the long term parking issues and will minimise the amount of risk and hazards by providing a better side views for the exiting vehicles from driveways into South Creek Road.

ITEM 4.8	DREADNOUGHT ROAD, OXFORD FALLS - INSTALLATION OF NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/557795
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.738331, 151.242706

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles parking on the narrow part of Dreadnought Road west of the St. Pius X College's driveway. Due to the narrow width of the road, parked vehicles impede access across the bridge and create unsafe conditions for the passage of vehicles.

LOCATION

Dreadnought Road is a local road of 4.5m in width, with low volumes of two-way traffic. Dreadnought Road intersects Spicer Road on its western side and it intersects Wakehurst Parkway on its eastern side. No Bus route services Dreadnought Road. There is no parking restriction at the proposed location.

ISSUES

- Parked vehicles on the narrow part of Dreadnought Road impede access across the bridge and create unsafe conditions for the passage of vehicles.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the installation of a No Stopping restriction on both sides of Dreadnought Road between the western St Pius X College's driveway and the intersection with Spicer 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

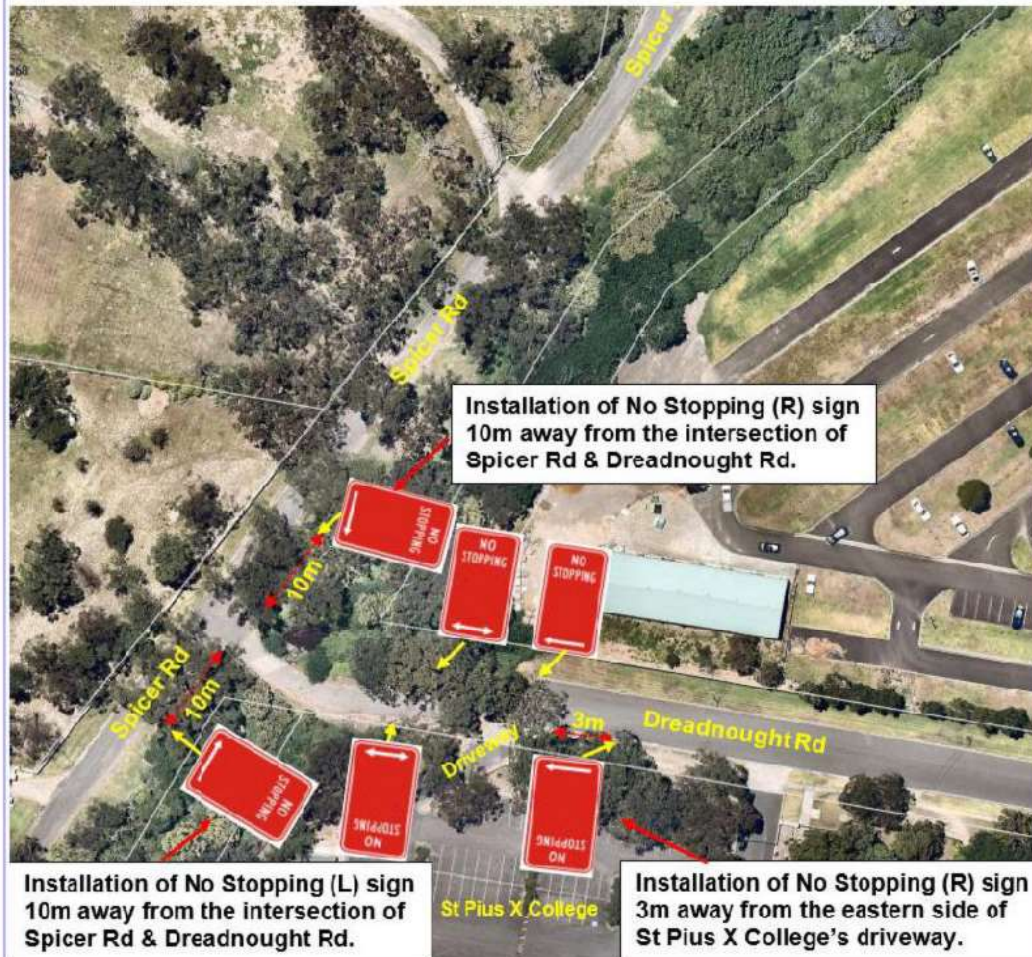
Consultation letters have been distributed to 9 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.




- A total of 1 submission was received with no objections and 1 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. The installation of a No Stopping restriction on both sides of Dreadnought Road between the western St Pius X College's driveway and the intersection with Spicer Road.



	PROPOSAL		 northern beaches council
	Dreadnought Road, OXFORD FALLS Installation of No Stopping Restriction		
	Drawn: A.S.H	Approved 	

<u>Table of Consultation</u>		
Address	Dreadnought Road, OXFORD FALLS	
Proposal	Installation of No Stopping Restriction	
Properties Consulted	9	
Responses Received	1	
Support	1	
Do Not Support	0	
Issue	Resident Comment	Council Response
Lack of Safety	There are around 40 cars parked on the verges, on the road as well as on the grass area along the narrow road which is blocking the bridge to pass onto Spicer Road. There needs to be signage to prevent any hazard from occurring.	Council proposes "No Stopping" restriction along the narrow section of the Dreadnought Road in order to provide a clear lane for passage of vehicles and to minimise the amount of risks and hazards at that location.

ITEM 4.9	TOURMALINE STREET, NARRABEEN - INSTALLATION OF 15 MINUTES PARKING RESTRICTION
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/559039
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.707480, 151.301610

REPORT

BACKGROUND

Council has received concerns from the Kidz Prints Preschool regarding the unavailability of parking on Tourmaline Street for parents to safely drop off and pick up children attending the preschool.

LOCATION

Tourmaline Street is a local road of 7.5m in width, with medium volumes of two-way traffic. Tourmaline Street intersects Lagoon Street on its eastern side and Lisle Street on its western side. No Bus route services Tourmaline Street. There is no parking restriction on Tourmaline Street.

ISSUES

- Parked vehicles at frontage of Kidz Prints Preschool on Tourmaline Street cause a shortage of parking for parents to safely drop off and pick up children attending the preschool.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the installation of 30m of "15min PARKING, 7:30am - 9:30am, 2:30pm - 5:30pm, MONDAY TO FRIDAY" at the frontage of the preschool on Tourmaline Street. Council also proposes the installation of Unbroken Yellow No Stopping Lines at the intersection of Tourmaline Street and Lagoon Street, to reinforce the statutory 10m No Stopping zone at 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 does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 9 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

- A total of 1 submission was received with no objections and 1 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. The installation of 30m of “15min PARKING, 7:30am - 9:30am, 2:30pm - 5:30pm, MONDAY TO FRIDAY” at frontage of the preschool on Tourmaline Street.
- B. The installation of the statutory No Stopping Unbroken Yellow Line at the south-eastern side of the intersection of Tourmaline Street and Lagoon Street.



<u>Table of Consultation</u>		
Address	<u>Tourmaline Street, NARRABEEN</u>	
Proposal	<u>Installation of 15 Minutes Parking Restriction</u>	
Properties Consulted	9	
Responses Received	1	
Support	1	
Do Not Support	NIL	
Issue	Resident Comment	Council Response
Lack of Safety/ Lack of Parking	There is very limited parking for children and parents to safely park and briefly drop off and pick up their children. A 15 minutes parking would allow our customers to access the business safely.	Council's proposal create more available parking on Tourmaline Street and allow the parents to safely drop off and pick up their children attending the preschool.

ITEM 4.10	IRRUBEL ROAD, NEWPORT - NO PARKING RESTRICTIONS
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2021/566506
ATTACHMENTS	1 Irrubel Road, Newport - Plan 2 Table of Consultation

GEOCODES: -33.655300, 151.312146

REPORT

BACKGROUND

Council has received concerns from local residents regarding the narrow road width when vehicles park on both sides of Irrubel Road affecting through traffic.

LOCATION

- Irrubel Road is a collector road with a 50km/h speed limit.
- The road width is approximately 7.2m between kerbs and there is no constructed footpath.
- King Street intersects Irrubel Road as the stem of a 'T' intersection. Irrubel Road is controlled by 'Stop' signs on both sides of the intersection to prioritise traffic from King Street.
- There are existing dividing barrier lines installed along the centre of the road approaching the Irrubel Road/King Street intersection. A section of dividing barrier lines have also been installed east of the driveway of No.56 due to the crest in the road.
- There are no signposted parking controls in the immediate area, however the pavement width does not permit parking adjacent to the dividing barrier lines.

ISSUES

- Parallel parking is unrestricted on both sides of the road between the sections of dividing barrier lines.
- Vehicles parked on both sides of the road narrow the overall road width for through traffic.
- It is illegal to park within 3m of the continuous line, which is enforceable without additional parking signs or linemarking.

PROPOSAL

Council has undertaken a review of the location and issues and consulted on a proposal to prevent parking on the southern side of Irrubel Road, by installing 'No Parking' restrictions between the sections of dividing barrier lines east of the King Street intersection.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

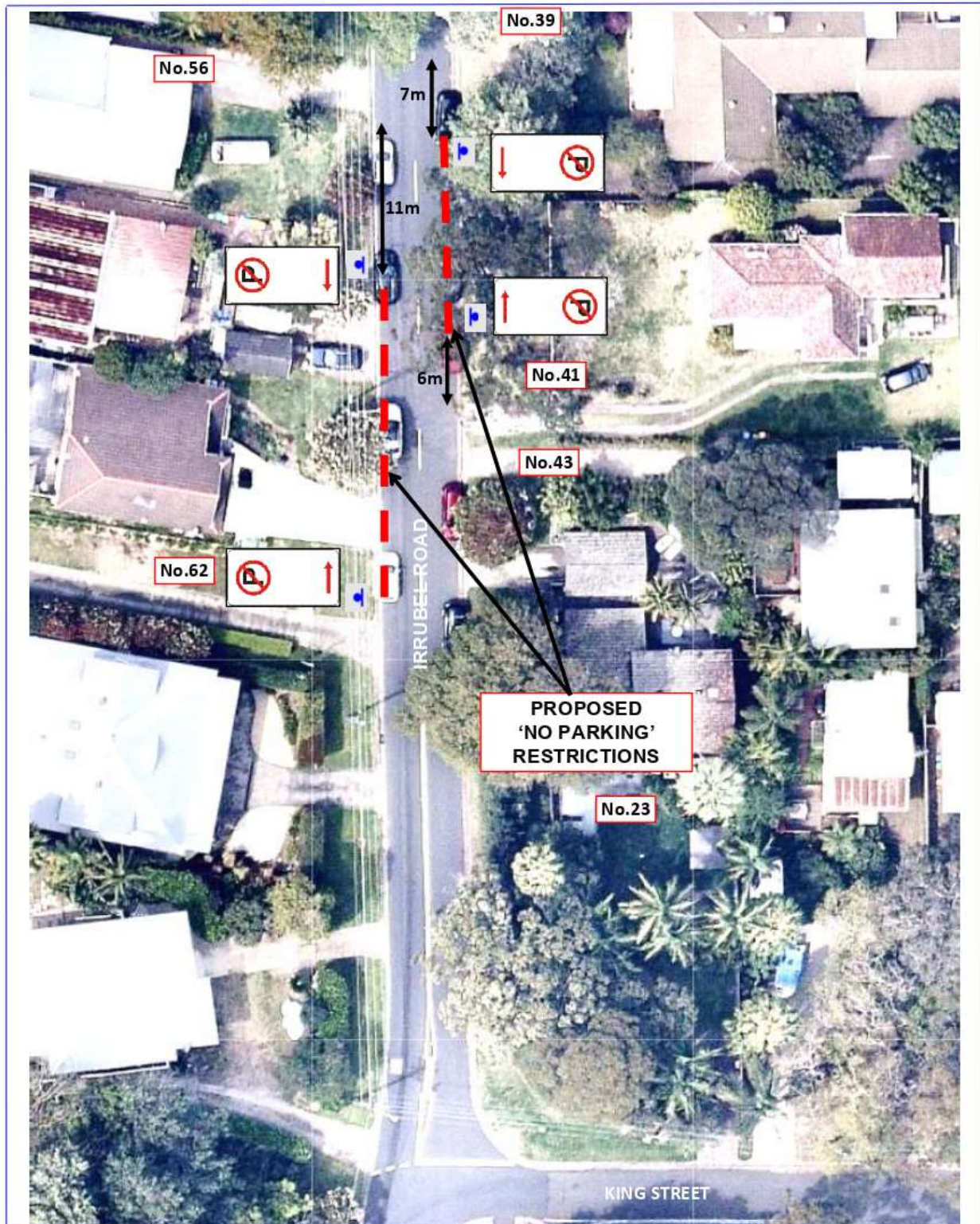
CONSULTATION

- Consultation letters have been distributed to 20 properties within the immediate vicinity of the location providing notification of the proposed changes. A summary of the responses is noted in Attachment 2 - Table of Consultation.
- Council initially consulted on a proposal to install a section of 'No Parking' restrictions on the southern side of Irrubel Road. A total of 5 submissions were received, with one fully supporting the proposal and one objection concerned with the loss of on-street parking. The remaining three responses supported some form of parking restrictions but on the northern side or both sides of the road.
- Council has noted some of the comments received and has amended the proposal to address the majority of the concerns and requests where possible. The updated proposal still restricts parking on one side of the road, however, this alternates from one side to the other to help reduce traffic speeds and provides passing areas for through traffic. The recommended proposal minimises the overall loss of parking by retaining an additional two parking spaces, compared to the original proposal and shares the available parking on both sides of the road. An amended plan of the proposal is shown in Attachment 1 - Irrubel Road, Newport - Plan.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 'No Parking' restrictions on the northern side of Irrubel Road, from a location 11m west of the driveway of No.56 to the driveway of No.62.
- B. Installation of 'No Parking' restrictions on the southern side of Irrubel Road, from a location 7m west of the dividing barrier lines to a location 6m east of the driveway of No.41.



	PROPOSAL		 northern beaches council
	IRRUBEL ROAD, NEWPORT NO PARKING RESTRICTIONS		
	Drawn RK	Approved 	

Table of Consultation

Address	Irrubel Road, Newport
Proposal	No Parking restrictions

Properties Consulted	20
Responses Received	5
Support	1
Support* (other or both sides)	3
Do Not Support	1

Issue	Resident Comment	Council Response
No Parking restrictions	<p>- We support the proposal as we agree the road is narrow and dangerous, if cars are parked on both sides.</p> <p>- No Parking should be on the northern side of Irrubel Road between King Street and 39 Irrubel Road not the southern side. The proposed southern side of Irrubel Road comes down from a hill at 39 Irrubel to the intersection of King Street and Irrubel Road. Cars parked on the southern side of Irrubel Road create a natural speed restrictor on approach to the STOP sign. Removal of parking on this side of the road will encourage speeding (police issue, not council) which will exacerbate the common non-compliance at the STOP sign (another police issue, not council). Restriction of parking on the northern side of Irrubel Road will ensure that cars will approach this section of Irrubel Road from a slowing at the STOP sign and an incline up a hill.</p> <p>- I don't agree that the parking be only restricted on the southern side of the road and not the north. I have circled two cars on the North side of the road, the one on the western side is permanently parked there and in a state of disrepair. This car makes it nearly impossible to access our driveway with a trailer on and I believe that if parking is to be restricted it should be to both the north and south.</p> <p>- You cannot have vehicles parked on the northern side of Irrubel Road and safely drive in an easterly direction in this section of the road. Instead you are forced onto the wrong side of the road and straight into oncoming traffic who are driving in a westerly direction. Our suggested proposal to eliminate the danger for all road users in this section of Irrubel Road is to extend the double white lines from King Street to the current double lines at 39 Irrubel Road. The vehicles that park and constantly cause danger in this section of Irrubel Road are certain residents who DO HAVE garages and driveways but choose not to use them but instead park on the road to suit themselves and hence make it dangerous for others.</p>	<p>- Council has noted some of the comments received and has amended the proposal to address the majority of the concerns and requests where possible. The updated proposal still restricts parking on one side of the road, however this alternates from one side to the other to help reduce traffic speeds and provides passing areas for through traffic. It also attempts to minimise the overall loss of parking and shares the available parking on both sides of the road.</p>

Issue	Resident Comment	Council Response
No Parking restrictions	<p>- I would like to strongly NOT SUPPORT this proposal to install 'no parking' along the southern side of Irrubel rd for the following reasons:</p> <ul style="list-style-type: none"> • There is very limited kerbside parking along Irrubel for visitors to our property as we are restricted by the existing double lines near the intersection of KING ST. • If this proposal was to proceed there would only be approx 5 streetside parking spots for approx 12 residence along Irrubel Rd. I don't believe this is sufficient considering those spots are usually occupied by existing residents overflow parking. • If the restrictions were in place then it will push visitors to all these properties including trades to park further away along Irrubel rd causing congestion elsewhere. We have sufficient parking for 3 to 4 vehicles but with a family of 4 drivers we exhaust our ability to have visitors so it becomes very restrictive to reduce the kerbside parking for people trying to access our property. 	<p>- Parking for private vehicles remains the responsibility of the property owners. Residents with multiple vehicles should consider better utilisation of garages and existing driveways for off-street parking.</p> <p>- The initial proposal for 'No Parking' restrictions on the southern side of the road retains 4 standard car park spaces on the northern side of the road. The revised proposal retains a total of 6 on-street parking spaces between the dividing barrier lines, with 2 on the northern side and 4 on the southern side of the road.</p>

ITEM 4.11	ALFRED STREET, NARRAWEENA - ACCESSIBLE PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/570371
ATTACHMENTS	1 Alfred Street, Narraweena - Plan

GEOCODES: -33.750007, 151.274624

REPORT

BACKGROUND

Council has received concerns from local residents regarding limited accessible parking availability at the Narraweena shopping precinct located on the north western corner of Alfred Street, at the intersection of Alfred Street and McIntosh Road, Narraweena.

LOCATION

- Alfred Street is a local road with a speed limit of 50km/h and runs in north-south direction between Warringah Road and McIntosh Road.
- This section of the street has pavement width of approximately 12.5m and can accommodate four delineated trafficable lanes at the intersection of McIntosh Road and Alfred Street, Narraweena.
- The Narraweena shopping precinct has approximately 34 designated parking spaces of 90 degree angle parking with One Hour Timed Parking Restrictions 8:30am-6pm Monday to Friday and 8:30am- 12:30pm Saturday in section of McIntosh Road and Alfred Street, Narraweena. Currently, there is no dedicated accessible parking spaces.
- The surrounding land use consists of low to medium density housing, mixed business and retail.

ISSUES

- Limited parking turnover, in particular, peak morning and afternoon times.
- No available dedicated accessible parking spaces.

PROPOSAL

Council has undertaken a review of the location and proposes to provide an Accessible Parking space on the north-western side of the marked parking bays outside No.172 Alfred Street, Narraweena.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

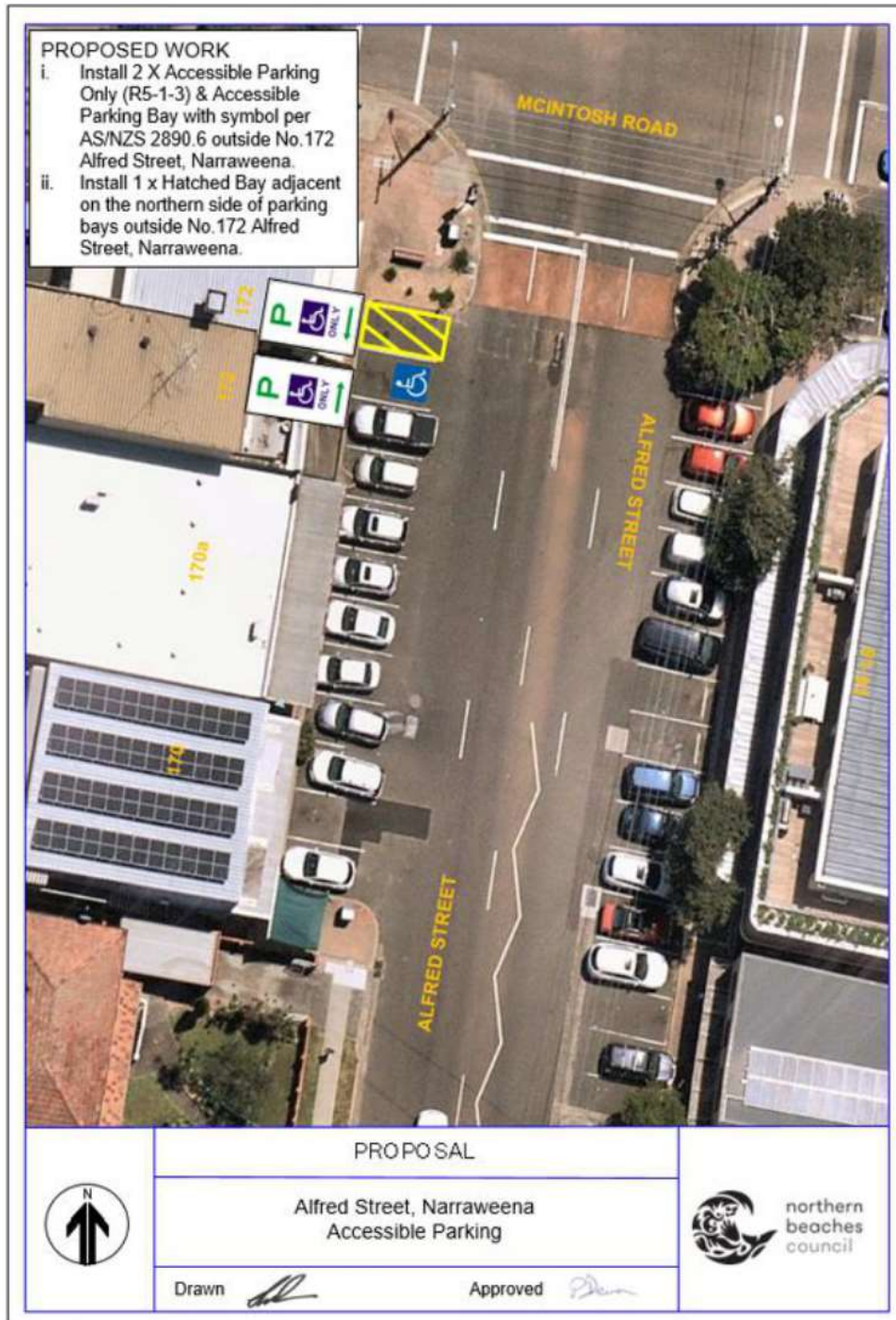
CONSULTATION

Consultation letters have been distributed to 13 properties within the immediate vicinity of the location providing notification of the proposed changes. All responses received were in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of an Accessible Parking space on the north-western side of the marked parking bays outside No.172 Alfred Street, Narrabeena.



ITEM 4.12	CAMPBELL AVENUE & MICHELE ROAD, CROMER - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/570616
ATTACHMENTS	1 Campbell Avenue & Michele Road, Cromer - Plan

GEOCODES: -33.739687, 151.288908

REPORT

BACKGROUND

Council has received multiple concerns from local residents regarding the long term parking of caravans, box and boat trailers along sections of Campbell Avenue & Michele Road, Cromer.

LOCATION

- Campbell Avenue, Cromer is a local road of 12m in width, carrying of two-way traffic. This section of the road is a two-lane road with a pavement width of approximately 11.5m of carriageway. Parking is generally allowed on both sides of the road.
- This proposed section of Campbell Avenue is located in between a cul de sac at the northern end and the intersection of South Creek Road, Cromer.
- Michele Road intersects Campbell Avenue on the eastern side. Michele Reserve is located on the eastern side of Campbell Avenue at the intersection of Michele Road Cromer. This site is located within walking distance of Pittwater House School and Cromer Campus.
- The surrounding land use consists of low to medium density housing and industrial estates.

ISSUES

- Long term parking of boat and box trailers, caravans and trucks in Campbell Avenue, 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 No Parking Motor Vehicles Excepted restrictions 7am -7pm Everyday on the western side opposite No.57 south to opposite No.43 Campbell Avenue, Cromer. Additional, No Parking Motor Vehicles Excepted 7am -7pm Everyday, on the eastern side outside No.43 north to outside Michele Reserve on Campbell Avenue and Michele Road, Cromer.

Further, No Parking restrictions in the cul de sac of Campbell Avenue Cromer, beginning opposite No.57 and closing outside No.57 Campbell Avenue, Cromer. To reinforce statutory restrictions, No Stopping Unbroken Yellow Kerb Lines at the intersection of Campbell Avenue & Michele Road, 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

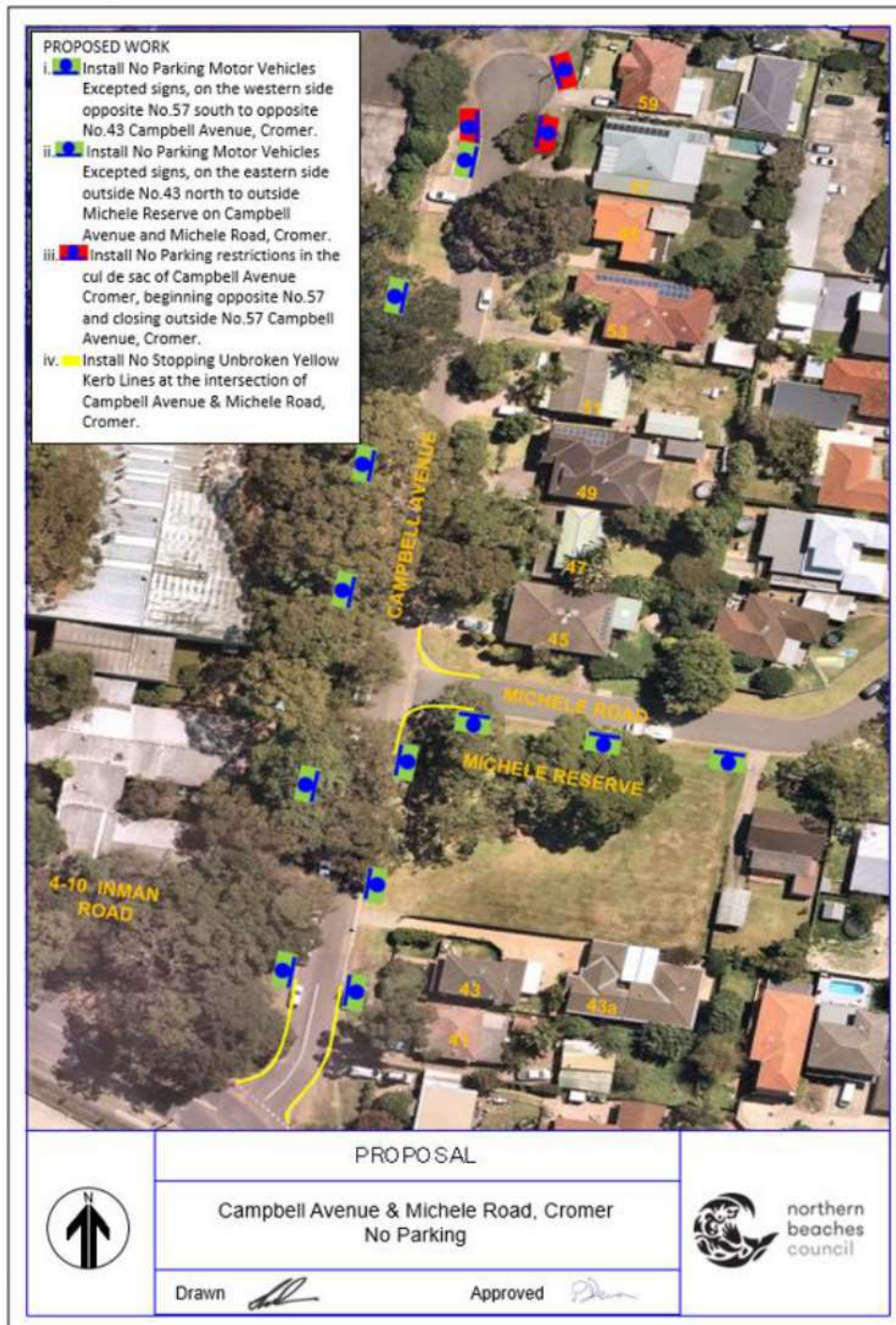
CONSULTATION

Consultation letters have been distributed to 23 properties within the immediate vicinity of the location providing notification of the proposed changes. All responses received were in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation Council has undertaken a review of the location and proposes No Parking Motor Vehicles Excepted restrictions 7am -7pm Everyday on the western side opposite No.57 south to opposite No.43 Campbell Avenue, Cromer. Additional, No Parking Motor Vehicles Excepted 7am -7pm Everyday, on the eastern side outside No.43 north to outside Michele Reserve on Campbell Avenue and Michele Road, Cromer.
- B. Further, No Parking restrictions in the cul de sac of Campbell Avenue Cromer, beginning opposite No.57 and closing outside No.57 Campbell Avenue, Cromer. To reinforce statutory restrictions, No Stopping Unbroken Yellow Kerb Lines at the intersection of Campbell Avenue & Michele Road, Cromer.



ITEM 4.13	NAREEN PARADE, NORTH NARRABEEN- INSTALLATION OF "NO PARKING, MOTOR VEHICLES EXCEPTED" RESTRICTION
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/573262
ATTACHMENTS	1 Table of Consultation 2 Plan

GEOCODES: -33.703121, 151.288788

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked trailers and boats on Nareen Parade that obstruct access for pedestrians and children to walk safely due to lack of footpath. Furthermore, parked trailers and boats on Nareen Parade cause unsafe conditions for the passage of large vehicles due to the narrow width of the road.

LOCATION

Nareen Parade is a local road of 6.5m in width, with medium volumes of two-way traffic. Nareen Parade meets Richard Road on its southern-western side and it meets Narroy Road at its south-eastern side. No Bus route services Wetherill Street. There is an existing 25m No Stopping yellow line on the western side of the proposed location on Nareen Parade.

ISSUES

- Parked trailers and boats on Nareen Parade obstruct access for pedestrians and children to walk safely due to the lack of a footpath.
- Parked trailers and boats on Nareen Parade cause unsafe conditions for the passage of large vehicles due to the narrow width of the road.

PROPOSAL

Council has undertaken a review of the above location and proposes the installation of "No Parking, Motor Vehicles Excepted" restrictions on the southern side of Nareen Parade, between No.47 Nareen Parade & Narroy 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 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.

- A total of 21 submissions were received with 6 objections and 15 supporting the proposal.




RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. The installation of “No Parking, Motor Vehicles Excepted” restrictions on the southern side of Nareen Parade between No.47 Nareen Parade & Narroy Road.

<u>Table of Consultation</u>		
Address	Nareen Parade, NORTH NARRABEEN	
Proposal	Installation of No Parking, Motor Vehicles Excepted Restriction	
Properties Consulted	50	
Responses Received	21	
Support	15	
Do Not Support	6	
Issue	Resident Comment	Council Response
Lack of sightlines	This matter has been long overdue in the interest of pedestrian safety, Streetscape and local parking shortage we all welcome this.	Council's proposal resolves the issue due to lack of footpath on the curve line on Nareen Parade and it will decrease high amount of risks and hazards for passage of pedestrians.
Lack of Safety	Caravans, boats, large trailers, campervans etc., continually push children on bicycles, mothers with prams and anyone else walking down the street onto the road.	Council's proposal resolves the issue due to lack of footpath near the bend on Nareen Parade and it will improve the amount of safety for passage of pedestrians.



	PROPOSAL		 northern beaches council
	Installation of “No Parking, Motor Vehicles Excepted” Restriction Nareen Parade, NORTH NARRABEEN		
	Drawn: A.S.H	Approved 	

ITEM 4.14	PACIFIC PARADE, DEE WHY - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/573469
ATTACHMENTS	1 Pacific Parade, Dee Why - Plan 2 Pacific Parade, Dee Why- Table Of Consultation

GEOCODES: -33.755937, 151.295340

REPORT

BACKGROUND

Council has received advice from the State Transit Authority (STA) that one existing Bus Stop/Zone in Pacific Parade is redundant and another Bus Zone now only operates for school bus services. Amendments were recently made to these Bus stops to reflect the above advice. Requests have now been received from local residents requesting improvements to parking in the Pacific Parade, Dee Why near The Strand to increase turnover.

LOCATION

- Pacific Parade is a local road with a speed limit of 40km/h.
- Pacific Parade has a width of approximately 13m with on-street parking and cycle lanes available on both sides.
- The proposed sections of Timed Parking exist between No.140 to No.144 on the northern side and outside No.131 on the southern side of Pacific Parade, Dee Why.
- This section of Pacific Parade meets at a T-intersection with Cassia Street and The Strand, Dee Why.
- The Strand retail and restaurant precinct and Dee Why Beach is located within walking distance of the proposed location.
- The surrounding land use consists of medium to high density housing, mixed business and retail.

ISSUES

- Limited parking opportunities due to existing unrestricted parking to attend local business for residential visitors and visitors from other areas.
- Long-term parking of boat and box trailers adjacent to the proposed section of Pacific Parade, Dee Why.
- Illegal parking occurs in this vicinity, such as vehicles double parking within 10 metres of the intersections, parking on path/strip and across driveways.

PROPOSAL

“Council has undertaken a review of the location and proposes to install Two Hour Timed Parking (2P) restrictions 8.30am-6.30pm SAT, SUN & Public Holidays outside the School Bus Zone Hours, on the northern side outside No.140-No.144 Pacific Parade, Dee Why.
A further Two Hour Timed Parking (2P) restriction 8.30am-6.30pm Everyday, is proposed on the southern side outside No.131 Pacific Parade, Dee Why.

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of Two Hour Timed Parking (2P) restrictions 8.30am-6.30pm SAT, SUN & Public Holidays outside the School Bus Zone Hours, on the northern side outside No.140-No.144 Pacific Parade, Dee Why.
- B. A further Two Hour Timed Parking (2P) restriction 8.30am-6.30pm Everyday, is proposed on the southern side outside No.131 Pacific Parade, Dee Why.



Table of Consultation

Address	<u>Pacific Parade, Dee Why</u>
Proposal	<u>Timed Parking Restrictions</u>

Properties Consulted	196
Responses Received	7
Support	4
Do Not Support	3

Issue	Resident Comment	Council Response
Effects Private Property owners	We have a unit in this area with limited parking and no car space available. Available parking is already limited in this area.	The proposal will increase available parking turnover. The residential area appears to provide sufficient off street parking for residents. Pacific Parade is a public road and parking should be available for residents and visitors alike.
Loss of Parking	I believe that this is not in line with the parking in the remainder of the street and will unfairly disadvantage residents and visitors to these properties	The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking. Similar parking is proposed in sections of Oaks Avenue and Howard Avenue, consistent with amendments to The Strand, Dee Why. Rangers can enforce the proposed restrictions to ensure parking turnover to improve available parking space in the area.
Additional Comment	Parking as is this will increase costs of tradesman to building, also traffic coming and going will be increased. .	The proposal will increase available parking turnover. The existing road width and sightlines indicate the proposal would not affect existing road safety.

ITEM 4.15	LAKE PARK ROAD, NORTH NARRABEEN- INSTALLATION OF 1P TIME PARKING RESTRICTION
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/574377
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.702030, 151.301956

REPORT

BACKGROUND

Council has received concerns from local residents regarding unavailability of parking spaces for the café's visitors, due to long term parked vehicles on Lake Park Road. This results in visitors to the café parking in front of residential homes.

LOCATION

Lake Park Road is a local road of 11.5m in width, medium volumes of two-way traffic. Lake Park Road meets Collins Street on its north western side and it intersects Darius Street on its south western side. No Bus route services Lake Park Road. There is an existing No Stopping restriction on the western side of the proposed location between The Melting Room café and No.30 Lake Park Road. In addition, there is a statutory No Stopping yellow line at intersection of Lake Park Road and Collins Street.

ISSUES

- Parked vehicles for long periods of time cause unavailability of parking spaces for The Melting Room café visitors on Lake Park Road.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the installation of 11m of 1P parking between (7:00am - 4:00pm EVERYDAY) on the western side of Lake Park Road at the frontage of The Melting Room café.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

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

- A total of 1 submission was received with no objections and 1 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. The installation of 11m of 1P parking between (7:00am - 4:00pm EVERYDAY) on the western side of Lake Park Road at frontage of The Melting Room café.



<u>Table of Consultation</u>		
Address	Lake Park Road, NORTH NARRABEEN	
Proposal	Installation of 1P Parking Restriction	
Properties Consulted	6	
Responses Received	1	
Support	1	
Do Not Support	NIL	
Issue	Resident Comment	Council Response
Lack of Parking Spaces	Our customers don't have anywhere to park. There is a small car park opposite the business but the caravan residents that have more than one vehicle park their leaving no space for café customers.	Council's proposes the installation of 1P Parking restriction at frontage of Café in order to resolve the issue and to provide more available spaces for Café's customers or other visitors of the area.

ITEM 4.16	ANZAC AVENUE, COLLAROY - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/579509
ATTACHMENTS	1 Anzac Avenue, Collaroy - Plan 2 Anzac Avenue, Collaroy - Table Of Consultation

GEOCODES: -33.738780, 151.304540

REPORT

BACKGROUND

Council has received ongoing concerns from local residents regarding the long-term parking of boat and box trailers in sections of Anzac Avenue, Collaroy. These vehicles affect visibility and due to the existing unrestricted parking, parking opportunities are limited for visitors to the nearby beaches, reserves, residential area and sporting facilities.

LOCATION

- Anzac Avenue is a local road with a speed limit of 50km/h. Unrestricted parking exists on both sides of the road, with the exception of existing No Stopping restrictions located from outside and opposite No.17-19 to the intersection of Pittwater Road, Collaroy.
- This proposed section of Anzac Avenue is located in between a cul-de-sac and the intersection of Pittwater Road, Collaroy.
- Beach Road, Cliff Road and Seaview Parade intersects Anzac Avenue on the northern side.
- Anzac Avenue is located within walking distance of Collaroy, Fishermans and Long Reef Beaches.
- The surrounding land use consists of low to medium density housing on the northern side and Collaroy Tennis Club, Griffith Park and Long Reef Golf Club on the southern side.

ISSUES

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

PROPOSAL

Council has undertaken a review of the location and proposes to install Six Hour (6P) 8am-6pm Everyday Timed Parking restrictions along the southern side of Anzac Avenue. The proposed restrictions will extend from the existing No Stopping opposite No.17-19 to the cul-de-sac and to the intersection of Seaview Parade on the northern side of Anzac Avenue.

The proposal will also include formalising legal parking at the cul-de-sac on Anzac Avenue with 90-degree parking bays and a 'STOP' control at the intersection with Beach Road to match similar controls on Cliff Road and Seaview Parade.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 39 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses to the consultation of Four Hour (4P) Timed Parking restrictions are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of Six Hour (6P) 8am-6pm Everyday Timed Parking restrictions along the southern side of Anzac Avenue. The proposed restrictions will extend from the existing No Stopping opposite No.17-19 to the cul-de-sac and to the intersection of Seaview Parade on the northern side of Anzac Avenue.
- B. Formalising of legal parking at the cul-de-sac on Anzac Avenue with 90-degree parking bays.
- C. Introduction of a 'STOP' control at the intersection with Beach Road to match similar controls on Cliff Road and Seaview Parade.



Table of Consultation

Address	<u>Anzac Avenue, Collaroy</u>
Proposal	<u>Timed Parking Restrictions</u>

Properties Consulted	39
Responses Received	15
Support	
Do Not Support	15

Requesting amendments to 4P

Issue	Resident Comment	Council Response
Affects Public Parking	"The 4 hr time limit is not enough for golfers to play a round of golf and gather at the club for post round refreshments. This will make them seek parking in Seaview, Beach, cliff and Ocean grove before parking in Anzac, as these streets don't have the timed restrictions. The time limit should be increased to 6 or 8 hours on Anzac Avenue. The time limit should be increased to 6 or 8 hours on Anzac Avenue. This would be extremely unfair to golfers. A round of golf takes at least 4 hours, plus extra time to arrive and then have lunch after, so we need parking for at least 6 hours.	The intention of the proposal is to enhance sightlines, pedestrian and road safety. Council has amended the previous 4P Timed Parking proposal to improve parking for all road users. Council Rangers can respond to illegal parking requests and monitor trailer movements.
Loss of Parking	While I appreciate that council is making an effort to help can I say that 4 hour parking is not enough either for residents, public or golfers. Why can't council simply put up the sign "Parking Prohibited.. motor vehicles excepted."	The residential area appears to provide sufficient off street parking for residents and visitors alike. Previous proposals have indicated whilst No Parking Motor Vehicles Excepted restrictions can improve concerns, the restrictions allow for alternate vehicles to park long term, which is prevalent in the proposed area.
Additional Comments	Basin resident stickers. Exemptions for residents via residence parking stickers must apply. Residents to be supplied with a maximum of 2 parking stickers per household.	Preliminary investigations indicate a high proportion of off street parking for residents in the area, therefore, a resident parking scheme would fail to meet RMS guidelines.
Further comment	Put parking restrictions on Pittwater Road where it is set up as a used car lot from Friday lunch time until Sunday evening.	Pittwater Road, Collaroy is the responsibility of the RMS and Council has forwarded resident concerns at this location to TfNSW.

ITEM 4.17	BROOKER AVENUE, BEACON HILL - SHARED ZONE
REPORTING OFFICER	ENGINEERING INTERN
TRIM FILE REF	2021/582962
ATTACHMENTS	1 Brooker Avenue, Beacon Hill - Plan 2 Brooker Avenue, Beacon Hill - Meeting Minutes

GEOCODES: -33.748003, 151.253107

REPORT

BACKGROUND

Council has received concerns from local residents regarding parking issues in Brooker Avenue, Beacon Hill. Residents and visitors received fines and warnings about parking on the nature strip and blocking pedestrian access. As the street is narrow, vehicles cannot park on both sides of the road unless mounting the rolled kerb. Additional comments were raised regarding vehicles travelling at unsafe speeds, visibility issues around the bends and at the Y-intersection within Brooker Avenue.

A face-to-face meeting with the residents was also conducted on Saturday 6th February 2021.

LOCATION

- Brooker Avenue is a local road with a speed limit of 50km/h.
- Brooker Avenue has low density housing.
- This section of Brooker Avenue has a reserve and children's playground.
- This section of Brooker Avenue has a road width of approximately 6m.
- Brooker Avenue splits at a Y-intersection.

ISSUES

- Visibility around the bends and at the Y-intersection.
- Unsafe speeds through the narrow street, around the bends and near the children's playground.
- Illegal Parking behaviour and access/egress to properties.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a shared zone and marked parking pays to control driving and parking behaviour. Residents have agreed to trial a 20km/h Shared Zone, and this is awaiting approval. The corresponding signage will be installed. This Shared Zone improves safety for pedestrians walking on the road, as there is no footpath in the street.

An additional 'STOP' sign and line marking is proposed for the northern leg of the Y-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 but will improve pedestrians walking through the street.

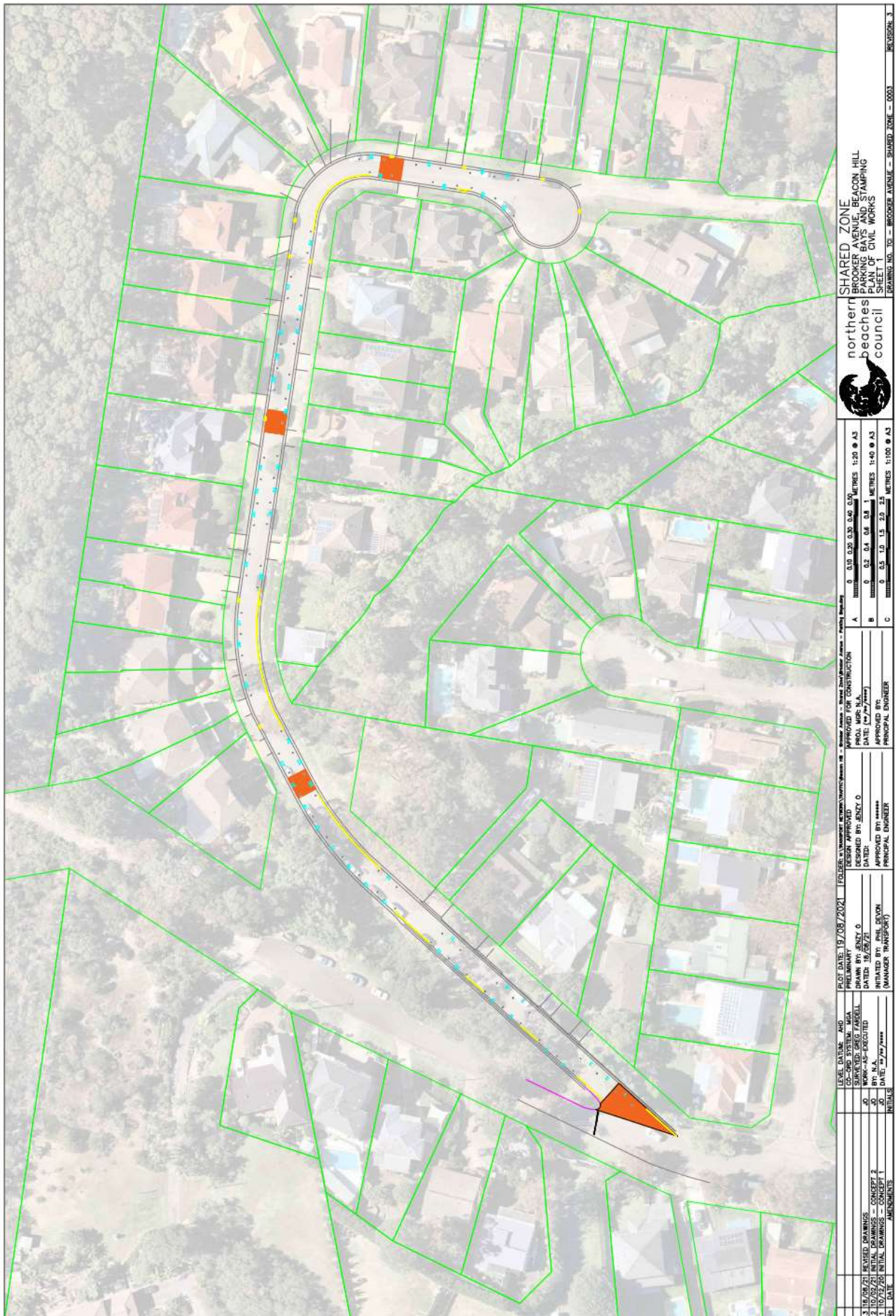
CONSULTATION

Consultation letters have been distributed to 45 properties within the immediate vicinity of the location, providing notification of the proposed changes. An additional face-to-face meeting with the residents was also conducted on Saturday 6th February 2021 with 42 attendees. The Minutes from this meeting are noted in Attachment 2.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of Shared Zone signage and tactile stamping.
- B. Installation of Marked Parking Bays.
- C. Installation of STOP restriction at the northern leg of the Y-intersection.









Minutes

Date: Saturday 6 February 2021
Location: Brooker Avenue, Beacon Hill
Time: 10.00am to 11.30am
42 Attendees
Council Attendees: Phil Devon, Jenzy Ocampo and Kajal Todd
TRIM: 2021/077527

Phil Devon advised to group:

- Set out of 4 bays on either side of Brooker Ave, as an example of what is proposed (Approx. 6.2m middle bays and 5.4m end bays) – will be 'T' 75mm linemarking and not whole marked bays
- Bays will be marked wider near the Reserve as there is kerb and wider road widths
- Explained requirements around footpaths and rolled kerbs (example of similar area in LGA with rolled kerbs)
- Tactile treatments (recent install in Dee Why)
- 10kmh Shared Zone at Mona Vale
- 6 month trial once implemented – review after 6 months
- Signs at entry (Shared Zone and Park in Bays Only) and tactile options at entry, mid-point and end
- Restrict parking on bends
- Stormwater drainage not designed to continually be driven/parked on – will reduce parking slightly – will invest to change if long-term approval
- Proposing detailed design available late Feb
- Commence consultation early March
- Depending on results of consultation, agenda for Local Traffic Committee May 2021

Community Questions (all answered by Phil Devon onsite):

- Length of bays - Trucks/Boats/Trailers cannot fit in bays
- Speeding of delivery drivers
- Driveway delineations
- Speed hump at Brooker Ave, near Oxford Falls Rd entry

- All agreed to trial 20km/h Shared Zone

Council Actions:

- Apply to TfNSW for 20km/h Shared Zone – Phil Devon
- Detailed design which will be displayed on Councils website, residents will get a letter directing them to the link – Jenzy Ocampo
- Investigate Brooker Ave 'Y' intersection at No's 14 and 29 Brooker Ave – Jenzy Ocampo
- Tactile options – Jenzy Ocampo
- Stormwater drainage at No's 67 – 69 Brooker Ave – Jenzy Ocampo
- Discuss stormwater covers / lintels with Stormwater team, following 6 month trial and if successful to replace to create more on street parking – Phil Devon / James Leigh
- New street light request at 20 Brookers – Kajal Todd - RF2021/01041 raised

ITEM 4.18	KENNETH ROAD, MANLY VALE - NO STOPPING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/583181
ATTACHMENTS	1 Kenneth Road, Manly Vale - Plan 2 Table of Consultation

GEOCODES: -33.78652, 151.26625

REPORT

BACKGROUND

Council has received concerns from local residents regarding through access for westbound traffic on Kenneth Road, Manly Vale, being blocked by queued vehicles waiting to enter the KFC restaurant.

LOCATION

- Kenneth Road is a collector road that intersects Condamine Street in Manly Vale, catering for two-way medium traffic with a speed limit of 50km/h.
- The intersection of Kenneth Road and Condamine Street is controlled by traffic lights and the section under consideration is within 40 metres of the intersection.
- The studied location of Kenneth Road has an available road width of approximately 12.4m, divided by double unbroken centre lines.
- The studied location of Kenneth Road is on the north side of the construction site of 267 Condamine Street, Manly Vale, where on-street parking is unrestricted and has been used by construction workers to park vehicles.
- Adjacent land use consists of industrial, commercial and mixed business.
- There are no bus routes that service the section under consideration.
- A footpath is available on the north side of the road.

ISSUES

- Observations suggest that congestion is worse in the late afternoon where queues can extend back to Condamine Street. Confirmed delays are due to westbound vehicles queuing and waiting to enter the KFC restaurant.
- With cars parked at the studied location, no available width exists for other westbound vehicles to pass around the queuing vehicles.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install No Stopping restrictions on the south side of Kenneth Road outside 267-269 Condamine Street and 1 Kenneth Road. This will allow westbound vehicles to proceed past vehicles waiting in the queue which will reduce congestion.

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

RECOMMENDATION TO TRAFFIC COMMITTEE


That the Traffic Committee supports the:

- A. Installation of No Stopping restrictions on the south side of Kenneth Road outside 267-269 Condamine Street and 1 Kenneth Road.



PROPOSAL

Kenneth Road, Manly Vale
No Stopping

DRAWN	YR	APPROVED	
LAYOUT	1 OF 1	REVISION NO.	A
		DATE	7/July/2021



northern
beaches
council

Table of Consultation

Address	Kenneth Road, Manly Vale
Proposal	No Stopping Part-time

Properties Consulted	65
Responses Received	6
Support	2
Partial Support	2
Do Not Support	2

Issue	Resident Comment	Council Response
Problem is temporary	The congestion issues in Kenneth Road have only occurred since local construction activity commenced and Covid lockdowns were implemented.	Council can review the conditions after lockdowns/cessation of construction and could consider removal of restrictions at that time.
Visual Pollution	The council cannot contribute any more visual pollution (with no stopping signs every 20 m) than they already have to Kenneth road.	A part-time No Stopping restriction can only be indicated by signs.
Concrete Median	Council should install a concrete median to prevent right turns into and out of the KFC driveway and maintain traffic flow.	A concrete road median may relocate the problem to the west end of the median, with U-turns around the end of the median or into residents driveways to double back a likely outcome.
Turn Ban and/or Keep Clear	Council should install a Right Turn Ban Sign and/or Keep Clear markings.	A Right Turn ban is likely to result in drivers turning around in driveways to double back and KFC, an existing development, is likely to oppose such a restriction. Keep Clear restrictions are generally only introduced at road intersections and not at driveways unless for emergency vehicle access.
Illegal Parking	Cars are regularly (daily occurrence) illegally stopped and standing on the northern/KFC side of the Kenneth Road, waiting to pick passengers up from the B-Line stop. Heavy vehicles or vehicles with a trailer also regularly illegally park at the same location to purchase food from KFC on foot.	This is illegal parking in a No Stopping zone and can be enforced by Council's Rangers.
Feasibility	There is currently no second lane for that 'No Stopping' section of the road that you are talking about and there is construction on that side of the road where trucks need to stop at present.	The studied section of Kenneth Road has a width of more than 5 metres between edge of bitumen and the centre line, providing space for most vehicles to pass safely. Construction works are not allowed after 5 pm.

Further Parking Restriction	There should be no overnight parking.	Parking restrictions to prevent overnight parking are for locations which attract campers/vans for overnight stays. In this location short term parking activity during the peak trade period at KFC is the issue not overnight parking.
Concerns for New Development	Completion of the developments at 267-269 Condamine Street and 1 Kenneth Road both of which are under construction and which have vehicle access to Kenneth Road, will potentially add more congestion to this location.	The anticipated traffic generation from the site of 23 vtpm utilising RMS traffic generation rates for high density residential was considered appropriate and results in only 1 trip more than the potential peak hour traffic generation from the existing site. The traffic generation is acceptable.
Time Extension	Congestion mostly occurs between 1-3pm. We notice it at any time from midday onwards.	Applying the restrictions from midday would impact to a significant extent upon construction activity. Evening congestion is a more critical issue at this location
Construction Parking	You'll need to manage the building sites & where their staff & equipment park... it should be on site not in the roadway.	During the demolition and excavation stages of construction for 267 Condamine Street, it is not feasible for construction vehicles to park within the site.
KFC Parking and Traffic Management Issues	KFC should have driveway egress directly from their restaurant onto Condamine St The council should remove KFC's license to run a drive thru business in such a congested & small site KFC should not be permitted to have more than 5 vehicles queuing to use the drive through.	The KFC restaurant is an approved development and Council cannot impose such restrictions or require them to make changes unless they submit an application for redevelopment of the site.
Recommendations for Condamine Street	Traffic build up northbound on Condamine turning right (east) into Kenneth Road results in traffic turning left (west) instead, performing a 3-point U-turn at the location in question, then proceeding east through a shorter cycle of traffic lights.	This is a State Road issue for the attention of TfNSW.

ITEM 4.19	TRAMORE PLACE, KILLARNEY HEIGHTS - ONE WAY PROPOSAL
REPORTING OFFICER	TRAINEE - TRAFFIC AND TRANSPORT
TRIM FILE REF	2021/583589
ATTACHMENTS	1 Tramore Place, Killarney Heights - Plan 2 Tramore Place, Killarney Heights - Table of Consultation

GEOCODES: -33.775446, 151.216754

REPORT

BACKGROUND

Council has received concerns from local residents regarding the congestion, illegal parking and associated road safety issues that occur during school pick-up times in Tramore Place, Killarney Heights. Council has undertaken a review of the above location and proposes to introduce One Way traffic flow conditions into Tramore Place. This will allow the introduction of additional parking spaces.

LOCATION

- Tramore Place is a local road with posted speed limit of 50km/p and has a school zone running through it. There is restricted and unrestricted parking in Tramore Place.
- The surrounding land consists of medium density housing, Killarney Heights Public School and Killarney Heights Shopping Centre.
- The Killarney Heights Shopping Centre carpark has approximately 100 car spaces.

ISSUES

- Illegal parking such as vehicles not parallel to the left, double-parking and parking across driveways.
- Limited parking opportunities for residents picking up and dropping off children at school and for residents going to the shopping centre.
- It is dangerous for children to walk to and from school.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to turn Tramore Place into a One Way street whilst providing 22 additional parking spaces. Signage changes to support these traffic flow arrangements have not been shown on the plan for simplicity, however, would be introduced. Linemarking adjustments, including marking of parking bays would also be undertaken.

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 130 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. Turning of Tramore Place into a One Way street whilst providing 22 additional parking spaces.

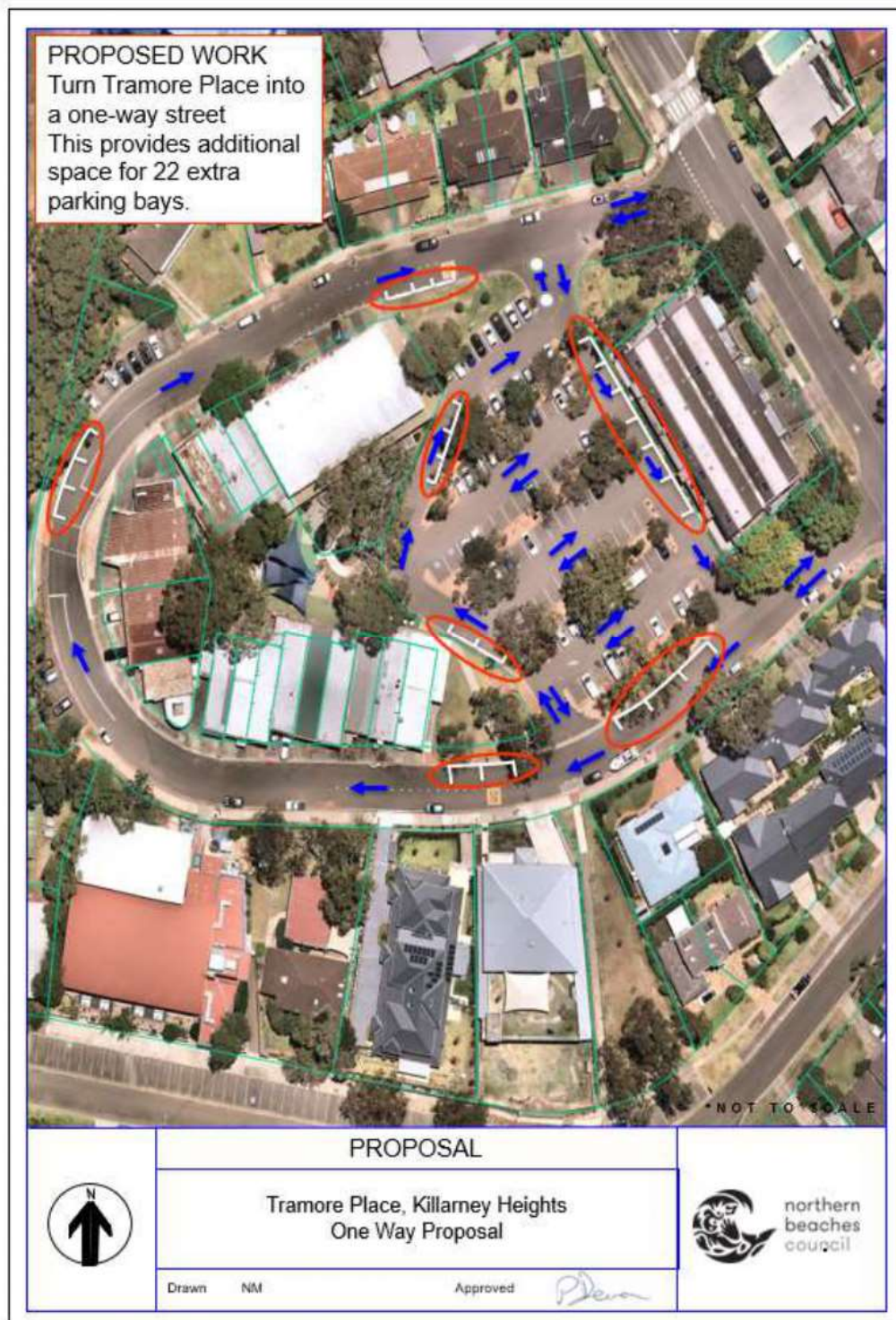


Table of Consultation

Address	Tramore Place, Killarney Heights
Proposal	One Way

Properties Consulted	130
Responses Received	10
Support	9
Partial Support	1
Do Not Support	0

Issue	Resident Comment	Council Response
safety of driveway egress	The proposed parking spaces on the the north side of Tramore Place opposite driveways to No.26 & No.1/100 Starkey St should be removed and remain as No Parking for safety reasons	With care safe egress from these driveways should be possible. With the introduction of One Way traffic flow the level of traffic the reintroduction of parking in this area is feasible
Extra parking	There is a great need for extra parking in this location and the proposal is welcomed	Noted.
reinstate parking	Parking on the northern leg of Tramore Place on its southern side near Starkey St should be reinstated in conjunction with the One Way proposal	This parking was recently removed for safety reasons. As traffic flow in this part of Tramore Place will remain two way, the retention of the No Parking restriction is considered appropriate.
parking near pedestrian crossing	Parking spaces north of the pedestrian crossing at the school should be removed	With the introduction of One Way traffic flow these parking spaces do not restrict visibility to or from pedestrians.
parking near pram ramps	Parking spaces are proposed near the pram ramp in the carpark. Vehicle sparked her will obscure visibility to pedestrians	The marked spaces are clear of the pram ramp. Provided the ramp is unobstructed parking is permissible adjacent to a pram ramp
disabled parking	Can one of the on the spaces on the carpark side of 98 Starkey St be made a disabled parking space?	These spaces are parallel spaces and to allow for traffic circulation could only be designated as disabled by indenting. This is not feasible given the gradients on the adjacent embankment. There are two disabled spaces already present within the carpark

ITEM 4.20	KATOA CLOSE, NORTH NARRABEEN – 8P TIMED PARKING
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2021/583708
ATTACHMENTS	1 Katoa Close, North Narrabeen – Plan 2 Table of Consultation

GEOCODES: -33.696384, 151.291188

REPORT

BACKGROUND

Council has received concerns from the local community regarding trailers occupying parking spaces on the reserve side of Katoa Close, North Narrabeen. This is leaving insufficient parking, at times for users of the reserve and visitors to the street.

LOCATION

- Katoa Close is a cul-de-sac near Warriewood Wetlands Reserve with a speed limit of 50km/h.
- Seventeen (17) 90-degree parking spaces including one (1) accessible parking space have been marked on the southern side (reserve side) of Katoa Close. Also, kerbside parallel parking is available on the northern side of Katoa Close. Further, all parking spaces on the northern and southern sides have no limitations for parking.

ISSUES

As Katoa Close is a cul-de-sac near Warriewood Wetlands Reserve and has no limitations for parking, trailers are often parked mainly on the southern side (reserve side) of Katoa Close.

PROPOSAL

Council proposes to introduce '8P timed Parking restriction from 8AM – 6PM Every Day' on the southern side (reserve side) of Katoa Close. This parking modification is beneficial to residents, commuters, and Reserve users.

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 32 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:

- A. The introduction of '8P Timed Parking restriction from 8AM – 6PM Every Day' on the southern side (reserve side) of Katoa Close.



	PROPOSAL		 northern beaches council
	Katoa Close, North Narrabeen Parking Modifications – 8P Timed Parking		
	Drawn VS	Approved 	

<u>Table of Consultation</u>		
Address	Katoa Close, North Narrabeen	
Proposal	8P Timed Parking	
Properties Consulted	32	
Responses Received	3	
Support	3	
Do Not Support	0	
Issue	Resident Comment	Council Response
Parking	Residents request parking exception	Council introduces 8P timed parking only on the reserve side and northern side has no restriction and is available for residents to park. Also, very few residential properties are on the street.

ITEM 4.21	BOWER STREET, MANLY - NO PARKING
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2021/584933
ATTACHMENTS	1 Bower Street, Manly - Plan 2 Table of Consultation

GEOCODES: -33.801260, 151.295238

REPORT

BACKGROUND

Council has received concerns from local residents regarding ongoing parking issues in Bower Street and calling for a review of the part-time No Parking restrictions that were introduced in parts of Bower Street over December and January last Summer.

In November 2020, Council's Traffic Committee resolved to introduce No Parking restrictions over parts of Bower Street that applied between 10am and 4pm on Saturday, Sunday and Public Holidays AND only between 1 December and 31 January. While some feedback was received suggesting that the restrictions had improved the situation, high levels of parking and traffic congestion still occurred on busy days over the Summer. A petition has now been received from a large number of residents of Bower Street raising concerns about safety and requesting No Parking restrictions on all of one side of Bower Street.

In July 2022, Council circulated a proposal for No Parking restrictions which applied between 10am and 4pm on Weekends and Public Holidays but on a year-round basis, rather than just over the Summer period. Of the 51 responses that were received, only 3 indicated that they fully supported the proposal, however 37 advised that they did not believe the proposal went far enough and suggested that the No Parking restriction on the north side of Bower Street should apply on a permanent full time basis. This aligns with Council's original proposal circulated to residents in April 2019.

LOCATION

Bower Street is a local road a little over 8m in width along its full length. It is the only road access to Shelly Beach. The width of Bower Street is insufficient to allow for parking on both sides and still maintain enough road width for two cars to pass abreast. While parts of Bower Street have had parking restrictions introduced which restricts parking on one or both sides of the road, there are long lengths where parking is still permissible on both sides.

The eastern end of Bower Street terminates at the carpark serving Shelly Beach. This carpark contains 77 car spaces and 2 motorcycle spaces. The carpark is controlled by a 4P Ticket parking restriction, to which Northern Beaches Beach Parking Permit holders are exempt.

ISSUES

- Parked vehicles on both sides of the road restrict access along the street to a single lane.
- On weekdays and during Winter, traffic volumes and visitor levels to Shelly Beach are low enough at most times, that parking activity on both sides of the road does not create congestion.
- On weekends in Summer, the popularity of Shelly Beach leads to increased traffic in the street and queues in both directions can form.

- Residents advise that some week days, particularly in school holidays periods, can be just as bad as weekends.
- There is a real concern that parked vehicles and associated congestion could potentially restrict a timely emergency vehicle response to an incident at Shelly Beach or to a residential address in Bower Street. Several doctors live in Bower Street and some have reported significant delays responding to call-outs for surgeries due to congested conditions in the street.
- There is a distance of approximately 800m along Bower Street between the last side street (College Street) and the Shelly Beach carpark. Once past College Street, the only way drivers can turn around is either at the Shelley Beach carpark or by using residential driveways.
- The change from a 10P to a 4P restriction in the Shelly Beach carpark has increased turnover of parking and reaction to that change has been positive.
- Pre-existing No Parking restrictions which applied on both sides of the road adjacent to Dividing Barrier Lines, were replaced by No Stopping restrictions in the Summer of 2019/2020 and have assisted Rangers to enforce parking within 3m of those lines.
- Feedback in regard to past proposals for further restrictions on parking in Bower Street, has revealed a high level of concern about the amount of lost parking. While some responses have raised these concerns in this round of consultation, most responses have considered the loss of parking secondary to the need for improved access along the street.
- At peak times, the Shelley Beach carpark is filled to capacity and people then try to park in Bower Street. To minimise parking loss, the restrictions are proposed for the northern side where approximately 18 parking spaces will be lost. If restrictions were introduced on the southern side rather than the northern side, approximately 43 parking spaces would be lost.
- Feedback has suggested that signage used last Summer was too confusing and that motorists were unsure whether they could park there. A full time No Parking restriction will be much simpler and less ambiguous.
- Some residents have suggested that full-time No Parking on all of one side of Bower Street will lead to increased speeds on Bower Street. Speed surveys conducted during the trial of part-time No Parking restrictions last Summer, did not reveal this to have been the case and the narrow width of the road means speeding is unlikely to occur. However, traffic calming can be considered if speeding becomes an issue.
- The restrictions that were in place between December and February received mixed reviews from residents. Despite enforcement activity, illegal parking continued to occur and Council had to resort to using barricades to prevent parking on the busiest days. This action may be repeated this year, however a full-time No Parking restriction applying over the full length of the north side of Bower Street as proposed, even if ignored by some, is more likely to result in traffic being able to flow on Bower Street.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce a full-time No Parking restriction on the north side of Bower Street between No's 88 & 68 and between No's 58 & 42.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 128 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of a full-time No Parking restriction on the north side of Bower Street between No's 88 & 68 and between No's 58 & 42.



PROPOSAL

Bower Street, Manly
No Parking

Drawn JB

Approved *P. Deane*



northern
beaches
council

Table of Consultation

Address	Bower Street, Manly
Proposal	No Parking

Properties Consulted	128
Responses Received	52
Support	3
Conditional Support	37
Do Not Support	12

Issue	Resident Comment	Council Response
Proposed part time restrictions do not go far enough	The proposal for part time weekend only restrictions does not go far enough. A full time No Parking restriction is required to ensure two vehicles can pass. Weekdays can be just as bad as weekends	37 respondents have made this or a similar comment. Council has amended the proposal presented to Traffic Committee to adopt this suggestion which aligns with Council's original proposal circulated to residents in 2019
No weekday congestion	Congestion occurs only on weekends and only during summer months	While congestion occurs most often on weekends it can also occur on weekdays notably during school holiday periods, when the weather is good or when the surf is good. A full time No Parking restriction covers all eventualities. Many residents have advised that some weekdays can be just as bad as weekends
removal of parking	The proposal for full time restrictions will remove 18 parking spaces on a full time basis. This will create issues for residents and visitors on weekdays in particular	Removing parking on the north side results in significantly less lost parking than if restrictions were introduced on the south side
part time signage is confusing	Council's trials of part time No Parking signage over the past two summers have been unsuccessful because people are confused by the signs and continue to park illegally	Despite regular enforcement last summer high levels of non-compliance with the restrictions still occurred
part time signage is <u>not</u> confusing	College Street has part time No Parking signage that works well. There are never any problems in College Street	Drivers have failed to comply with part time restrictions in Bower Street over the past two summers despite regular enforcement with many residents commenting that the signage was too confusing. Permanent full time signage is more likely to be clearly understood, gives no excuse for misunderstanding and is most likely to be successful in combating illegal parking activity. Rangers often have to issue infringements to illegally parked vehicles in College Street

emergency vehicle access	It is rare to see emergency vehicles using Bower Street and a recent weekday incident did not result in any delays for emergency vehicles	It is rare that emergency vehicles need to access Bower Street and on weekdays access would not normally be delayed however, it is not possible to predict when they will need access and congested conditions can and do occur on weekdays. There have been mixed reports regarding the incident on 5th August, some reporting delays for emergency response and others that no delays were experienced. Bower Street has no alternate means of public road access and parking activity on both sides of the road does not leave enough room for two way vehicle access and emergency response could be delayed. Several residents of Bower St have also advised that they are doctors and have experienced delays responding to emergency callouts as a result of congestion in the street
tradesmen/ construction worker parking	If parking is removed from the north side of the road how will Works Zones and construction related parking be accommodated	Parking will still be available for construction related parking on the south side of Bower Street. In addition, project managers will still be able to apply for Stand Plant or Works Zone permits on the north side which will be considered on a case by case basis to allow for essential construction related activity.
visitor parking in Manly	Visitors to Bower St or Shelly beach do not have to park in Bower St and can park in one of the carparks in Manly and take the beautiful Marine Pde walk from Manly	Many visitors to Shelly Beach already chose to park in Manly and walk to Bower St or Shelly Beach. The option has merit and limits the traffic and parking in Bower St.
lack of enforcement	Past trials have been unsuccessful due to lack of enforcement	Parking restrictions implemented in Bower Street over the past two summers have received a high level of enforcement but there has still been high levels of non-compliance.
resident parking	parking in Bower Street should be for residents ONLY	Bower St is a public road and parking in Bower Street must remain available to the public. Bower St residents already benefit from a 2P Permit parking restriction which would continue to apply on the south side of Bower St
increased speeds	removing parking will lead to increased speeds	Speeding is not currently an issue on Bower Street but traffic calming measures could be considered if removal of parking was to increase speeds to unacceptable levels.

parking on south side is unsafe	The presence of a rock face along much of the south side of Bower St coupled with the presence of an open drain makes it difficult to alight from the passenger side of a parked vehicle and unsafe to unload children.	Young or elderly passengers can be unloaded legally from within the proposed north side No Parking zone or from within a driveway if the driver is concerned about safety when parking on the south side. In most cases the volume and speed of traffic is not so high that passengers can't safely be unloaded from the drivers side on the south side of the street.
parking sensors and electronic signage	The best solution is to install parking sensors at Shelly Beach and have an electronic real time parking availability sign in Bower St at College St.	Council is going out to tender for "smart parking" solutions at a number of locations throughout the Northern Beaches including for the Shelly Beach carpark. This option would greatly assist in reducing circulating traffic in Bower St but would not be a complete solution.

ITEM 4.22	SOUTH CREEK ROAD, CROMER – CONVERTING 8P INTO AUTHORISED VEHICLES PARKING
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2021/585796
ATTACHMENTS	1 South Creek Road, Cromer – Plan

GEOCODES: -33.738600, 151.283746

REPORT

BACKGROUND

Council has received concerns from Cromer Campus regarding the School parking facility and requesting a special pick-up and drop-off facility for children who require additional needs. Cromer High school has a large number of students who require additional needs. Some of these children are transported to and from school by private vehicles arranged via the school travel program of the NSW Department of Education. Currently, these vehicles are competing with other vehicles and share the existing pick-up & drop-off area which is not sufficient.

LOCATION

- South Creek Road is a local road about 12.8 m wide with a speed limit of 50km/h.
- South Creek Road is a Bus Route.
- A Pedestrian Marked Crossing is located on South Creek Road near the entrance to Cromer Campus.

ISSUES

- Cromer High School has a large number of students who require additional needs.
- The existing pick-up and drop-off facilities are not sufficient and cause double parking and queuing at school times. Furthermore, the Pedestrian Marked Crossing and Buses cause additional impacts on traffic flow which causes congestion.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to convert the existing '8P, 8AM – 6PM, Everyday' restriction into 'No Stopping; 8:30AM – 9:00AM, 2:30PM – 3:15PM, School Days Only; Authorised Vehicles Excepted' and unrestricted parking at other times. Council provides Parking Permits in consultation with Cromer Campus and regulates parking restrictions. This Parking modification will facilitate the existing pick-up & drop-off area for children who require additional needs.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

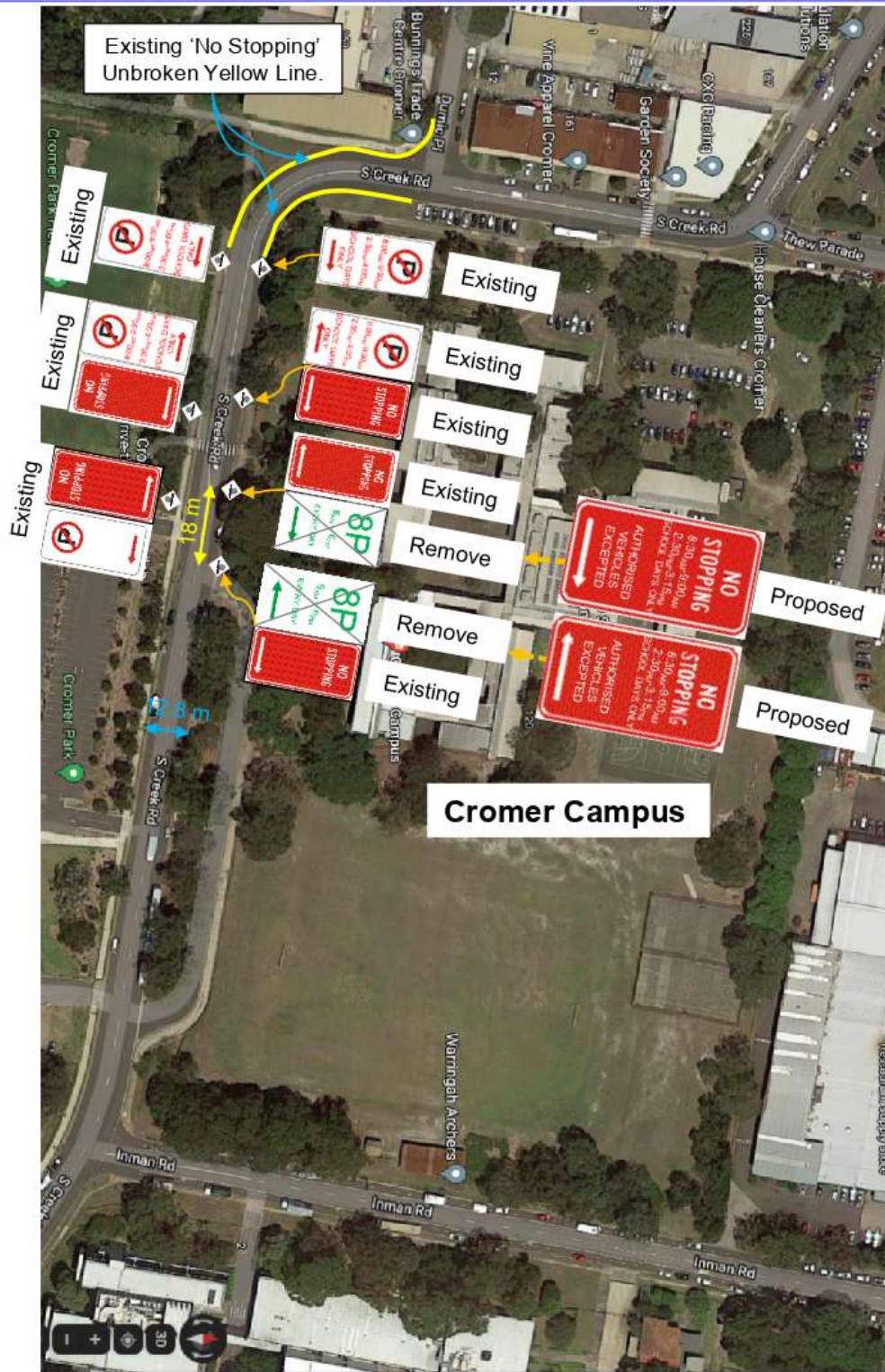
CONSULTATION

Public consultation is not necessary as the impact on residents due to this proposal is very low and the proposal improves the School Parking facility.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. Conversion of the existing '8P, 8AM – 6PM, Every Day' restriction into 'No Stopping; 8:30AM – 9:00AM, 2:30PM – 3:15PM, School Days Only; Authorised Vehicles Excepted' and unrestricted parking at other times.



PROPOSAL

South Creek Road, Cromer
Converting 8P into Authorised Vehicles Parking

Drawn: VS

Approved

P. Devan

ITEM 4.23	CARAWA ROAD, LILLIHINA AVENUE AND CARCOOLA ROAD, CROMER - RAISED INTERSECTION
REPORTING OFFICER	ENGINEERING INTERN
TRIM FILE REF	2021/586395
ATTACHMENTS	1 Carawa Road, Carcoola Road, Lillihina Avenue, Cromer - Plan

GEOCODES: -33.739563, 151.273013

REPORT

BACKGROUND

Council has received concerns from local residents and the school community regarding road safety at the intersection of Carcoola Road, Carawa Road and Lillihina Avenue. Pedestrians and road users have requested upgrades to the existing pedestrian crossing. Additionally, the Federal Stimulus – School Infrastructure Program, has provided funding to Council to improve the overall road safety at this site.

LOCATION

- Carcoola Road, Carawa Road and Lillihina Avenue are all local roads with a speed limit of 50km/h.
- These roads also have a 40km/h School Zone.
- Carawa Road is a 3-tonne limit road from 7pm – 6am.
- These roads are home to low density housing as well as Cromer Public School.
- The 178-Bus Route uses Carcoola Road and the 179-Bus Route uses Carawa Road.
- Carawa Road has a road width of approximately 13m.
- Carcoola Road has a road width of approximately 10m.
- Lillihina Avenue has a road width of approximately 7m .

ISSUES

- The existing crossing is situated in a dangerous location between two intersections
- The existing crossing has non-compliant kerb ramps.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to construct a raised intersection, relocate the existing pedestrian crossing and also construct two additional crossings across Carcoola Road and Lillihina Avenue, noting that the stormwater pit and the kerb blister on the south eastern shoulder of Carawa Road and Lillihina Avenue will need to be rebuilt east. The proposal will remove approximately three (3) on-street parking spaces.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters were not distributed, however, a notification letter prior to construction will be distributed.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Construction of a 75mm high raised threshold over the intersection of Carawa Road, Caroola Road and Lillihina Avenue.
- B. Relocation of the existing crossing to be east of Lillihina Avenue.
- C. Installation of a new pedestrian crossing on Caroola Road.
- D. Installation of a new pedestrian crossing on Lillihina Avenue.



ITEM 4.24	50-52 GOLF AVENUE, MONA VALE - LOADING ZONE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/594245
ATTACHMENTS	1 50-52 Golf Avenue, Mona Vale - Aerial 2 50-52 Golf Avenue, Mona Vale - Signage Plan

GEOCODES: -33.68002282035685, 151.31075316151004

REPORT

BACKGROUND

Development Consent (DA2020/0455) was granted for the demolition and construction of 50-52 Golf Avenue, Mona Vale into a residential flat building comprising of 15 units.

As part of the process, Council is to review and assess the provision of a 'Loading Zone', 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 50-52 Golf Avenue, Mona Vale.
- The section under consideration is on Golf Avenue, Mona Vale.
- This section of Golf Avenue is a local road with a speed limit of 50km/h and caters for two-way traffic.
- The carriageway of Golf Avenue has a measured carriageway width of 9-metres with additional indented 90-degree parking bays on the southern side.
- On-street parking is generally unrestricted except for the 'No Parking' restrictions at the head of the cul-de-sac.
- The land use of the surrounding area is predominantly medium-density residential housing on the northern side and Mona Vale Golf Club on the northern side. Mona Vale Beach lies to the east of Golf Avenue.
- The indented parking bays are located along the frontage of Mona Vale Golf Club.
- There are no bus services that operate on the section of Golf Avenue.
- There is a footpath on the northern side of Golf Avenue.

ISSUES

- Parking usage in Golf Avenue is shared between residents, visitors and users of nearby recreational facilities. On-street parking is generally unrestricted.
- It is observed that the on-street parking is generally occupied on a long-term basis.
- The long-term parking of vehicles in Golf Avenue reduces the available parking for other users and overall turnover in the area.
- Sydney Water has raised concerns regarding their access to the maintenance holes within the private property to inspect and maintain the wastewater network.
- The Developer has submitted a Signage Plan to Council for approval by the Northern Beaches Local Traffic Committee (refer to Attachment 2: 50-52 Golf Avenue, Mona Vale - Signage Plan).

- The approval of 'Loading Zone' restrictions along Golf Avenue ensures that the development complies with the statutory requirements of Sydney Water and their water and sewer services.
- The 'Loading Zone' will provide dedicated on-street parking of Sydney Water and other service vehicles and allow overnight parking for residents/will apply at all times
- The 'Loading Zone' will also permit other road users to park their vehicle for the purpose of loading, unloading, or stopping to pick up or set down passengers at the kerb.

PROPOSAL

Council has undertaken a review of the above location and the proposed parking restrictions at the frontage of 50-52 Golf Avenue, Mona Vale, which is considered to be reasonable to improve access for Sydney Water service vehicles.

The Signage Plan includes 'Loading Zone' signage between hours of 7:00AM to 5:00PM Monday to Friday and 8.5-metres in length.

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 impact 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 8.5-metre 'LOADING ZONE 7AM-5PM MON-FRI' parking restrictions as shown in 50-52 Golf Avenue, Mona Vale – Signage Plan.



GENERAL NOTES:

- ALL WORK TO COMPLY WITH BUILDING CODE OF AUSTRALIA, REQUIREMENTS OF RELEVANT STATUTORY AUTHORITIES/LOCAL GOVERNMENT & RELEVANT AUSTRALIAN BUILDING STANDARDS.
- CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK. SHOULD A DISCREPANCY BE IDENTIFIED PLEASE CONSULT WITH ARCHITECT PRIOR TO PROCEEDING (DO NOT SCALE FROM DRAWINGS).
- COPIRIGHT OF DESIGN SHOWN HEREIN IS RETAINED BY THE CITY AND AUTHORITY IS GRANTED FOR ANY REPRODUCTION OF DRAWINGS FOR THE PURPOSES OF THE TOWN & PLANNING CONSULTANCY AUTHORITY COORDINATION WILL BE REQUIRED AT STAGES WHERE MAY IMPACT ON DESIGN AND PLANNING LAUNDRY.
- WHEN PREPARATORY PRODUCTS ARE REFERRED TO, IT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS WRITTEN INSTRUCTIONS AND TECHNICAL SUPPORT DOCUMENTS. ALLOWANCE FOR FUTURE ALLOWANCE FOR VERTICAL SERVICE DUCTS, STRUCTURAL WALL SYSTEMS AND CONSULTANT INPUT WILL BE REQUIRED.

LEGEND:			
AW	AWNING	PB	PLANTER BOX
PH	PURE HYDRANT	PC	PANEL CLADDING (TO FUTURE DETAIL)
PIR	PURE HOSE REEL	PS	PRIVATE SCREEN (TO FUTURE SELECTION)
PS	PURE SITE LIGHT	PTA	PAINT FINISH TYPE A
PG	PROTECTED GLAG	PP	POOP PERUBLES
IG	FRAMLESS TOUNGHED GLASS BALUSTRADE (TO BCA/AUSTRALIAN STANDARDS)	RS	ROLLERS SHUTTER
MB	MAILBOX TO FUTURE DETAIL	RW	RENDERED WALL/SELECTED PAINT FINISH
ME	METAL CLADDING	SK	SKYLIGHT
MT	METAL FINISHING TO FUTURE SELECTION	STR	STORAGE
MT	METAL TOWER, ROOFING	ST	STONE CLADDING

The site plan illustrates the proposed development at 10000 Golf Avenue. It features a large building footprint with a central courtyard area. Two loading zones are identified, each measuring 7m x 5m and restricted to Monday through Friday. The plan includes detailed landscaping with various tree and shrub symbols. A red arrow points to the proposed building footprint. The site is bordered by Golf Avenue to the west and includes various setbacks and easements. The plan also shows existing and proposed parking areas, including a 100-space parking lot. The overall layout is designed to integrate the building with its surrounding environment and infrastructure.

PROPOSED RESIDENTIAL FLAT BUILDINGS
50 - 52 GOLF AVENUE, MONA VALE
MSIN 21/03

[illegible]

CLIENT: IFM PROPERTY

SITE PLAN

ISSUE: A
JOB No. 1937

PBD | ARCHITECTS

ABN 36 147 035 550
Level 2, 52 Alton Street, Surry Hills NSW 2055
P - (02) 9658 8140 E - info@pbdarchitects.com.au W - www.pbdarchitects.com.au

ITEM 4.25	FISHER ROAD, CROMER - DO NOT QUEUE ACROSS INTERSECTION
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/594738
ATTACHMENTS	1 Fisher Road, Cromer - Plan

GEOCODES: -33.73614567693705, 151.27998211495844

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles queuing on Fisher Road, Cromer, across the intersection with Grover Avenue and blocking egress from that street.

LOCATION

- The area under review is the intersection of Fisher Road and Grover Avenue, Cromer.
- South Creek Road intersects Grover Avenue at the stem of a 'T' intersection.
- The carriageway of Fisher Road and Grover Avenue caters for two-way traffic and both have a measured width of 10-metres from kerb to kerb.
- Both Fisher Road and Grover Avenue adhere to a 50km/h speed limit.
- The marked pedestrian crossing and existing median islands lie immediately north of the intersection of Fisher Road and Grover Avenue.
- There is a footpath present on both sides on Fisher Road.
- The land use of the surrounding area consists of a combination of low-density residential housing, an industrial area and a Council reserve (St Matthews Farm Reserve).
- St Matthews Farm Reserve lies on the western side of Fisher Road
- St Matthews Farm Reserve serves as a regular sporting ground and events for children and the community throughout the week. The reserves include four sports fields, a skate park, cricket nets and a half basketball court.
- The nearest schools are Cromer Public School and Northern Beaches Secondary College Cromer Campus.
- The 146 and 179X Bus Routes operate and service Fisher Road. Multiple school bus services also operate along Fisher Road.

ISSUES

- Fisher Road serves as a primary collector and thoroughfare for residents of Wheeler Heights and Cromer and to and from the industrial businesses to Pittwater Road (State road).
- Residents have expressed difficulty in exiting Grover Avenue into Fisher Road.
- Vehicles queuing at the marked pedestrian crossing on Fisher Road and often queue across Grover Avenue preventing vehicles from exiting from that street.

- The intersection is not appropriate for 'Keep Clear' markings as the RMS technical Direction advises that 'Keep Clear' markings must not be provided to allow vehicles to turn left from a side street, as this would result in left-turning vehicles committing an offence if they joined the queue by entering the keep clear area.
- Where the desire is to allow the left turn to operate more freely, which is the case in this location, the technical direction suggests that the soft option of erecting an advisory 'Do Not Queue Across Intersection' sign should be considered.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a 'Do Not Queue Across Intersection' sign on Fisher Road, Cromer.

The proposal will effectively control the blocking of entrances and exits at Grover Avenue by queued traffic.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Fisher Road 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 the walking path.

CONSULTATION

Consultation letters have not been distributed regarding this matter as the impact on residents is very low and the proposal enhances safety.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a 'Do Not Queue Across Intersection' sign on Fisher Road, Cromer where it meets Grover Avenue.
-



* NOT TO SCALE



PROPOSAL

Fisher Road, Cromer
Do Not Queue Across Intersection

DRAWN BD

APPROVED

P. Devon

LAYOUT 1 OF 1

REVISION NO.

A

DATE

23/08/2020



northern
beaches
council

5.0 MATTERS FOR NOTATION

ITEM 5.1	REQUEST FOR WORKS ZONE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/556862
ATTACHMENTS	NIL

GEOCODES: Various

REPORT

BACKGROUND

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
Lake Projects 201/540 Sydney Road SEAFORTH NSW 2092	42 Elanora Road ELANORA HEIGHTS NSW 2101	Length: 15 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	19 July 2021 to 8 November 2021
Willoughby Homes Nexus Norwest 207/4 Columbia Court NORWEST NSW 2153	193 Woodland Street BALGOWLAH NSW 2093	Length: 13 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	13 August 2021 to 24 December 2021
Pacific Plus Constructions Pty Ltd 48/49-51 Mitchell Road BROOKVALE NSW 2100	346-352 Whale Beach Road PALM BEACH NSW 2108	Length: 13 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	10 August 2021 to 19 April 2022
Combined Trade Services Pty Ltd 49/7-9 Percy Street AUBURN NSW 2144	17 Paradise Avenue AVALON BEACH NSW 2107	Length: 15 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	13 August 2021 to 27 August 2021
Mlp Co Pty Ltd 106/360 Pacific Highway CROWS NEST NSW 2065	30 Queens Parade NEWPORT NSW 2106	Length: 16 metres Time: 7:00am-5:00pm Mon-Fri 7:00am-1:00pm Saturday	19 August 2021 to 27 October 2021

RECOMMENDATION TO TRAFFIC COMMITTEE

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