



northern
beaches
council

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

TUESDAY 1 MARCH 2022

Beginning at 10.00 am for the purpose of considering and determining matters included in this agenda.

Jorde Frangoples
Director Transport and Assets

Voting Members

Chair –Northern Beaches Council - Councillor
 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 Jose Manano-Pires
 Mr Andrew Johnston
 Mr Phil Corbett
 Mr Toby Williams
 Ms Adele Heasman
 Mr Peter Carruthers
 Sergeant Nino Jelovic

Non Voting Members

Keolis Downer Northern Beaches Bus Operations
 ComfortDelgro Company (ex Forest Coach Lines)
 Manly Warringah Cabs Cooperative Society Ltd
 Cycling Representative

Mr Patrick Wu
 Mr Robert Bicakcian
 TBC
 Vacant

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
 Traffic Officer
 Road Safety Officer
 Strategic Transport Coordinator
 Transport Project Officer
 Traffic Engineering Trainee
 Traffic Engineering Intern
 Manager - Rangers
 Coordinator - Rangers
 Specialist Administration Officer

Mr Jorde Frangoples
 Mr Craig Sawyer
 Mr Phil Devon
 Mr James Brocklebank
 Mr Ricky Kwok
 Mr Velsamy Sankaran
 Ms Leila Kazemnezhad
 Mr Scipio Tam
 Mr Luke Nickson
 Mr Brian Duong
 Mr Ali Samimi Haghighi
 Mr Yuan Ren
 Mr Jenzy Ocampo
 Ms Robynann Dixon
 Ms Michelle Carter
 Ms Kajal Todd
 Mr Nicholas Murace
 Mr Michael Kennedy
 Mr Paul Crossan
 Mr Michael Davey
 Ms Caty Pilley

Visitors

Mr Chris Moorman
 Mr Jaxon Rudduck & Ms Alison Pignon
 Mr Paul Couch

re: Delmar Parade, Dee Why
 re: 11 Lewis Street, Balgowlah Heights
 re: Wallumatta Road, Newport

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

to be held on Tuesday 1 March 2022

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10.00 am

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 1 February 2022

2.2 Declaration of Pecuniary and Conflicts of Interest

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

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NEXT MEETING Tuesday 5 April 2022

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

2.1 MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD 1 FEBRUARY 2022

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee held 1 February 2022, 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	62 HILMA STREET- COLLAROY PLATEAU- INSTALLATION OF 1P PARKING RESTRICTION
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/715450
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.730640, 151.294510

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles on Hilma Street for long periods of time that cause shortage of parking spaces for the residents and the business holders of the area.

LOCATION

Hilma Street is a local road of 10m in width, medium volumes of two-way traffic. Hilma Street intersects Telopea Street on its southern side and it intersects Grevillea Street on its northern side. A Bus route services Hilma Street. There is an existing Bus stop opposite to No.62 Hilma Street. There is an existing 10m statutory unbroken No Stopping yellow line on frontage of No.62 Hilma Street.

ISSUES

- Parked vehicles on frontage of No.62 Hilma Street for long periods of time causes shortage of parking spaces for the residents and the business holders of the area.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the installation of "1P, 7am to 7pm EVERYDAY" parking restriction between southern side of driveway No.64 Hilma Street and the existing No Stopping yellow line on frontage of No.62 Hilma Street.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

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

- A total of 4 submissions were received with 2 objections and 2 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. The installation of “1P, 7am to 7pm EVERYDAY” parking restriction between southern side of driveway No.64 Hilma Street and the existing No Stopping yellow line on frontage of No.62 Hilma Street.



PROPOSAL



**Installation of 1P Parking Restrictions
62 Hilma Street, WARRIEWOOD NSW**

Drawn: A.S.H

Approved

P. Leong



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<u>Table of Consultation</u>		
Address	<u>62 Hilma Street - Collaroy Plateau</u>	
Proposal	<u>Installation of "1P Time Parking" Restrictions</u>	
Properties Consulted	15	
Responses Received	4	
Support	2	
Do Not Support	2	
Issue	Resident Comment	Council Response
Lack of Parking Spaces	We are puzzled as to how the proposed 1P parking restriction would help people who "RESIDE" in Hilma St	Council proposes the installation of 1P parking restriction (7am- 7pm, EVERY DAY) in order to prevent the parking of vehicles for long periods of time and to provide equal opportunities for all residents and all visitors of Hilma St to park their vehicles respectively.

ITEM 4.2	CLIFF STREET, MANLY - CONVERSION OF PEDESTRIAN REFUGE ISLAND TO RAISED PEDESTRIAN CROSSING
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2021/552953
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.801770, 151.288957

REPORT

BACKGROUND

Council has received concerns from local residents regarding the existing pedestrian refuge island located at Cliff Street, Manly, at Darley Road. Most of the requests have been about improving the design of the recently built refuge island, with consideration to pedestrian access and safety across the street. Residents have advised that larger service vehicles cannot comfortably perform turning movements to enter Cliff Street from Darley Road, due to the current refuge island arrangement. The signs installed with the built of the refuge island have been frequently hit by vehicles

It should be noted that the proposal for the pedestrian refuge island on Cliff Street was approved at the October 2020 Local Traffic Committee meeting. Given the level of concern about parking loss, the refuge island proposal was revised to incorporate a kerb blister on the southern side. The refuge island and kerb blister were built in early 2021.

LOCATION

- Cliff Street is a local road of varying width. The section between Reddall Street and Darley Road is approximately 11.3m in width.
- Cliff Street carries an average daily volume of traffic of 3,453 vehicles per day. On weekends, traffic volumes are higher, given its proximity to Manly Beach and Shelley Beach. The highest volumes of traffic using the street occur in the middle of the day, with an average peak traffic volume of 296 vehicles per hour that occurs between 11am and midday.
- The 85th percentile speed on Cliff Street midway between Darley Road and Reddall Street is 46km/h.
- The proximity of Cliff Street to Manly Beach also means that it is used by many pedestrians.
- Parking is permitted on either side of Cliff Street.
- Cliff Street intersects Darley Road at its western end. Darley Road is on a steep gradient at this point. A recent traffic count on Darley Road just south of Cliff Street found that it carries a daily traffic volume of 5,846 vehicles with an 85th percentile speed of 50km/h.
- A marked bicycle lane is present on the eastern side of Darley Road, where it meets Cliff Street, which provides for cyclists going to and from North Head.

ISSUES

- Larger service vehicles cannot comfortably perform turning movements to enter Cliff Street from Darley Road due to the current refuge island arrangement. The signs installed with the built of refuge island have been frequently hit by vehicles.
- Vehicles tend to turn into Cliff Street at speeds that are higher than is desirable from a pedestrian safety perspective.
- Pedestrians, particularly those with mobility issues, are exposed when they cross Cliff Street at Darley Road, given the relatively high volumes of traffic using both roads and the 11.3m width of the road they need to cross.
- There is a high demand for parking on Cliff Street and Darley Road, and many residents have no off-street parking and have raised concerns about parking loss.
- Kerb inlet pits on Cliff Street on either side of the road limit the ability to construct raised a pedestrian crossing and kerb blisters without significant drainage reconstruction work. A trench drainage system covered with a metal grate for draining has been proposed. This retains existing drainage pits in their current location.
- Given the high level of resident concerns about parking loss, kerb blisters on both sides of Cliff Street at its intersection with Darley Road are also proposed, to reduce the amount of lost parking.
- Many residents have advised that the biggest issue in Cliff Street is speeding and consider that pedestrian refuges will be ineffective in reducing speeds. The 85th percentile speed of 46km/h measured in August 2020 is within the prevailing 50km/h speed limit. Reducing speeds on Cliff Street would require traffic calming measures. This could be achieved without parking loss by utilising speed cushions. The proposed raised pedestrian crossing would also reduce the speed on Cliff Street and would have safety benefits for pedestrians.
- Residents have highlighted that there are a number of speed zone changes in and around Cliff Street. A 40km/h speed zone commences at the eastern end of Cliff Street where it meets Bower Street, another 100m further to the north, on Darley Road, the Manly Town Centre 30km/h high pedestrian activity zone commences. Cliff Street itself is a 50km/h speed zone. Residents are seeking the extension of the Bower Street 40km/h zone into their street. This would require traffic calming measures to physically reinforce the lower speed environment.

PROPOSAL

Council has undertaken a review of the location and issues, and proposes to convert the existing pedestrian refuge island into a raised pedestrian crossing. To reduce the amount of lost parking, kerb blisters are proposed on both sides of Cliff Street at its intersection with Darley Road which reduces parking loss to approximately two spaces.

A process of consultation will also be commenced to gauge views on the introduction of 2 sets of speed cushions on Cliff Street between Reddall Street and Darley 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 will improve pedestrian safety by allowing pedestrians to cross at the Darley Road intersection. The proposal does not otherwise affect pedestrian facilities or impact walking paths.

CONSULTATION

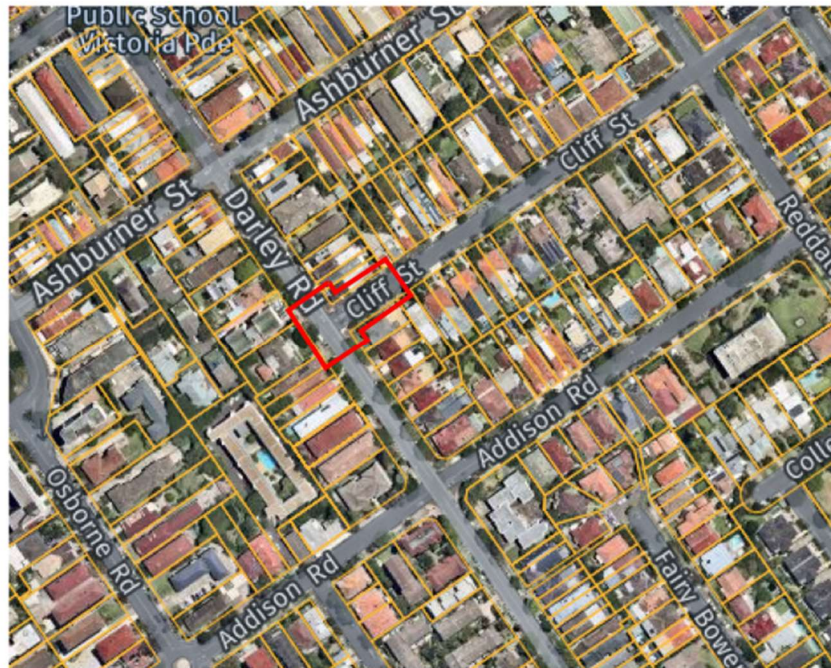
Consultation letters have been distributed to 216 properties within the immediate vicinity of the location, providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following proposal:

- A. Removal of the current refuge island and existing blisters and installation of a pedestrian raised crossing with new kerb blisters on Cliff Street, Manly at Darley Road.
- B. Re-centering and re-painting the BB lines.
- C. Removal of existing pram ramp and construction of a standard kerb and gutter.
- D. Ongoing engagement with residents of Cliff Street with regard to the installation of speed cushions to physically enforce 85th percentile speeds of 40km/h on Cliff Street.

CLIFF STREET, MANLY - RAISED PEDESTRIAN CROSSING

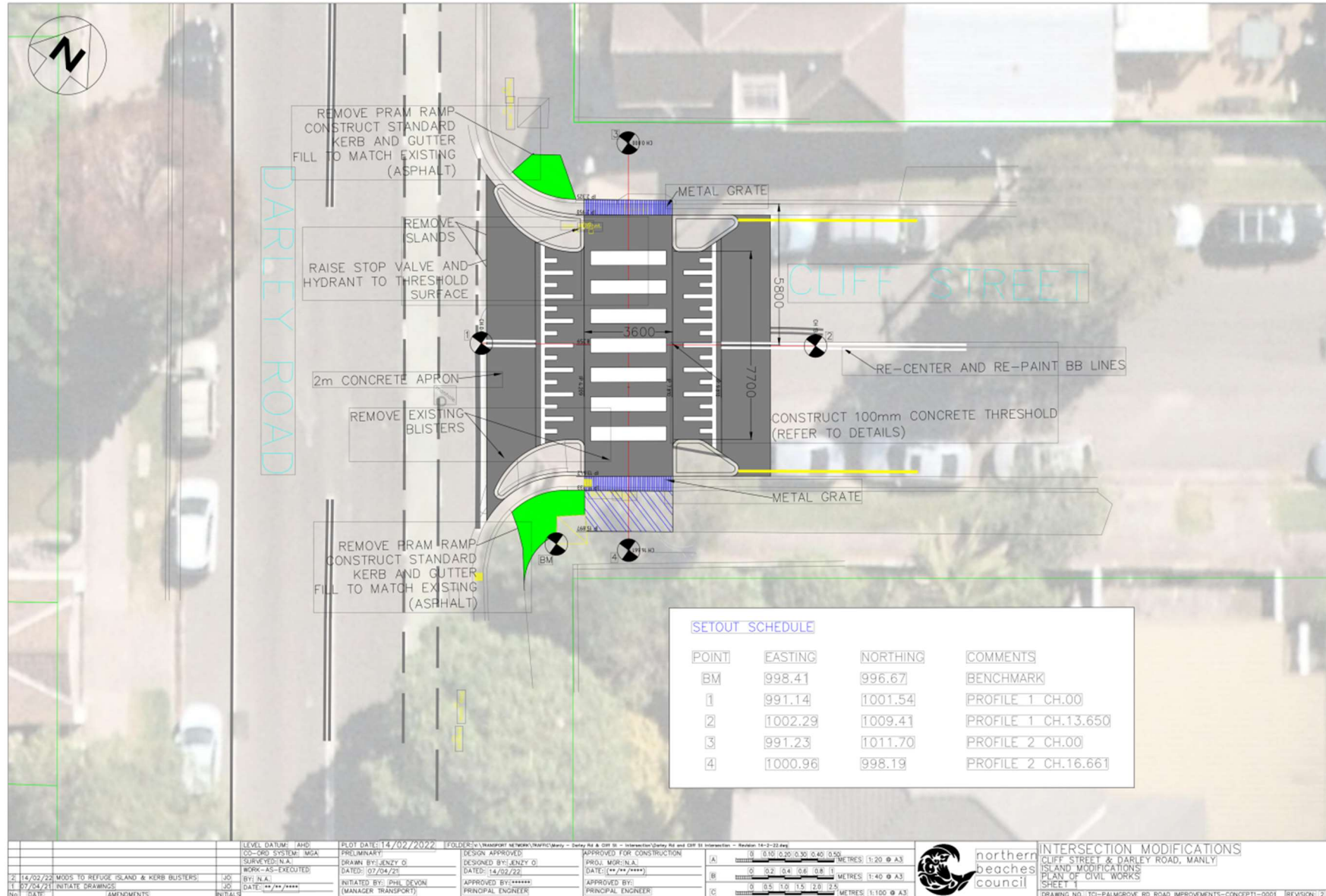


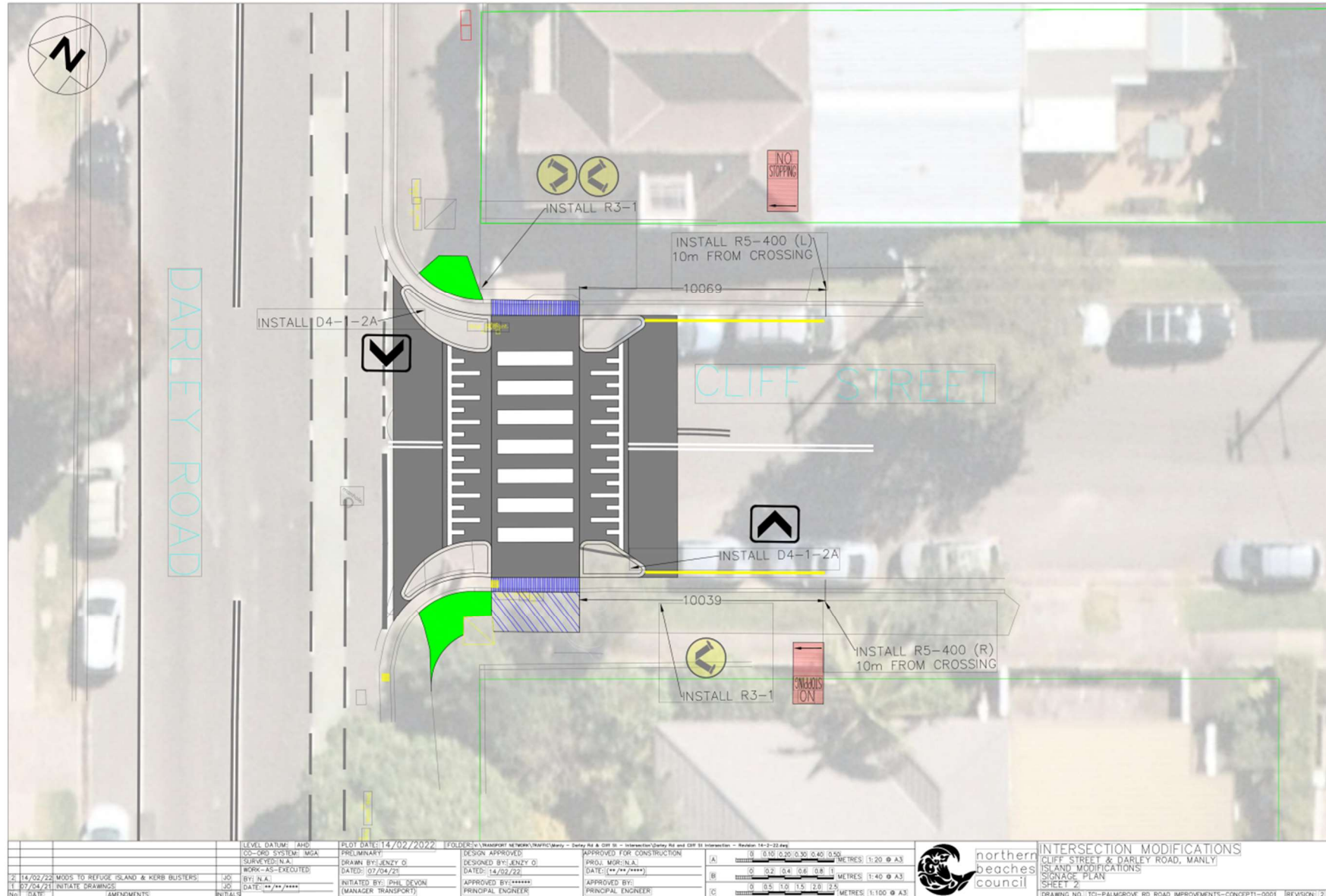
LOCALITY PLAN
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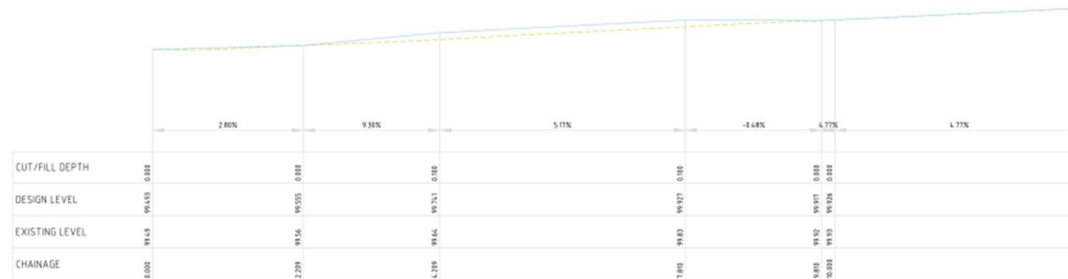


EXISTING INTERSECTION
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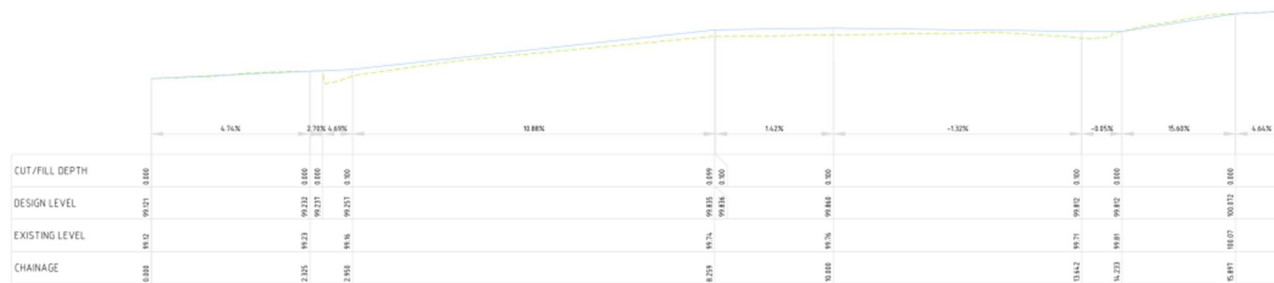
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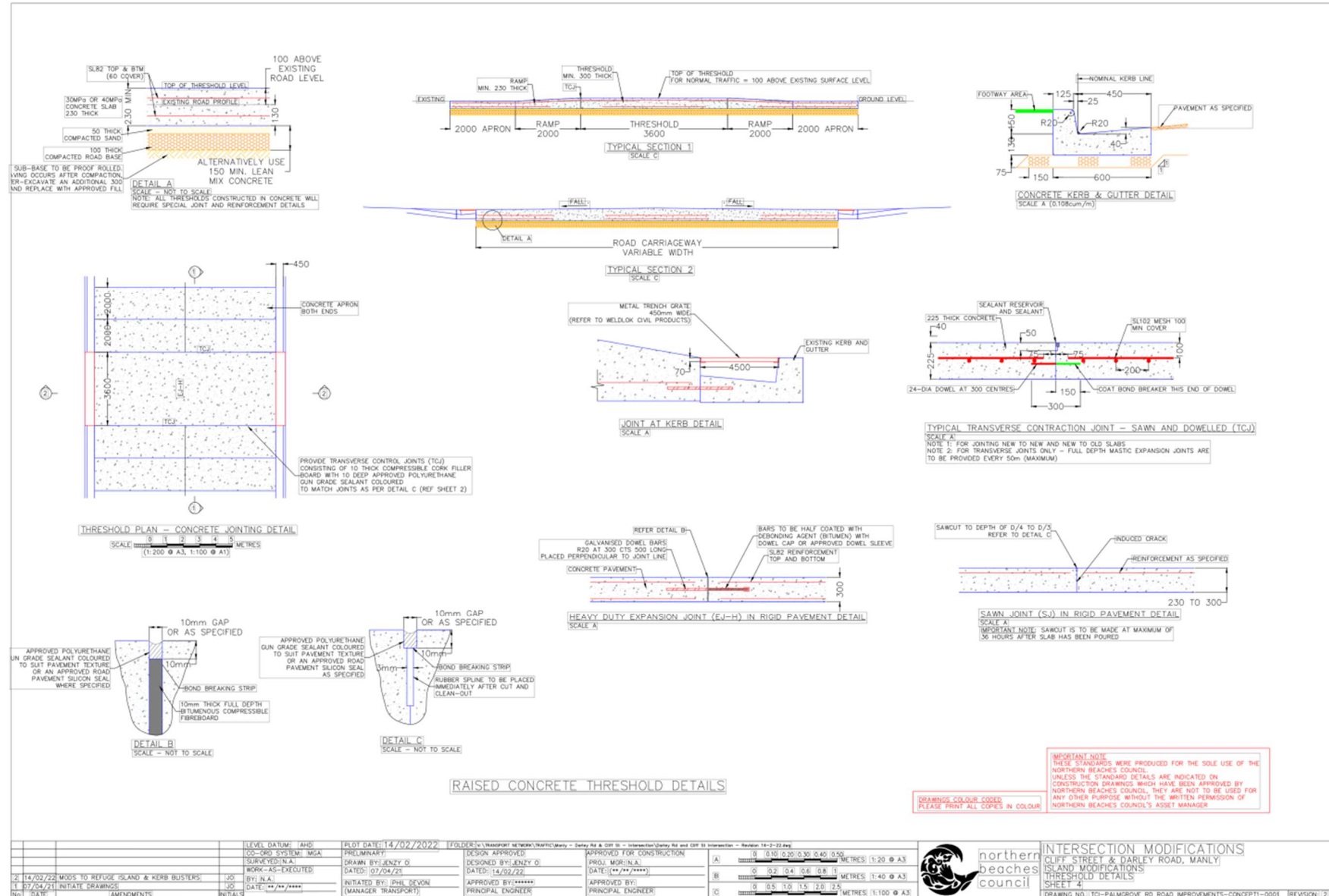


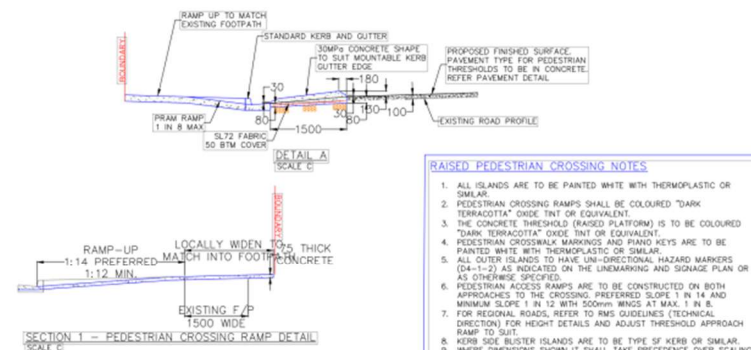
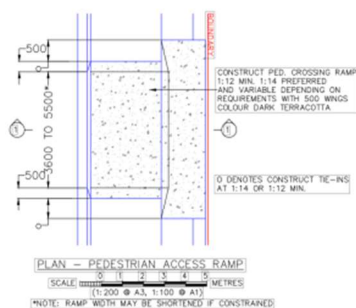
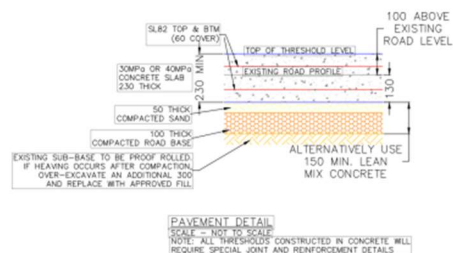
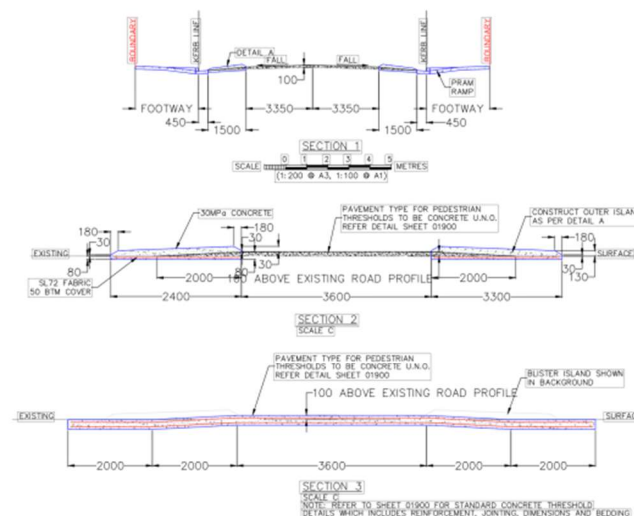
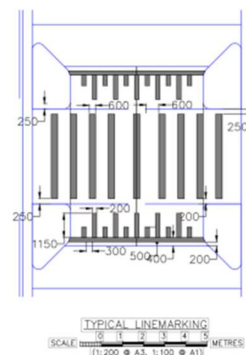
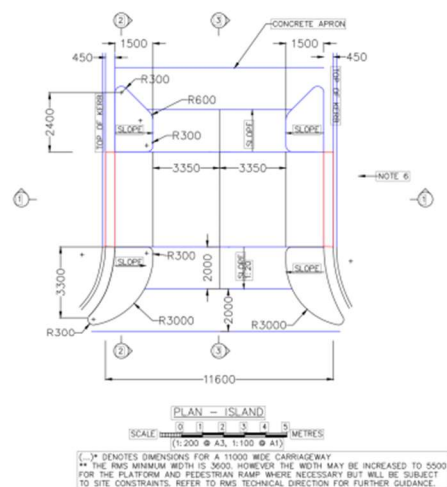
PROFILE 1



PROFILE 2

LEVEL DATUM: AHD		PLOT DATE: 14/02/2022		FOLDER: \\Workpoint\nt\projects\Roads\Manly - Darley Rd & Cliff St - Intersection\Cliff Rd and Cliff St Intersection - Revision 14-0-22.dwg		 northern beaches council		INTERSECTION MODIFICATIONS CLIFF STREET & DARLEY ROAD, MANLY ISLAND MODIFICATIONS PROFILES SHEET 3	
CO-ORD SYSTEM: MGA		PRELIMINARY		DESIGN APPROVED					
DRAWN BY: JENZY D		DATE: 07/04/21		DESIGNED BY: JENZY D		DATE: 14/02/22		APPROVED BY: *****	
WORK-AS-EXECUTED		INITIATED BY: JPHL DEVON		APPROVED BY: *****		APPROVED BY: *****		APPROVED BY: *****	
BY: JENZY D		DATE: 14/02/22		PRINCIPAL ENGINEER		PRINCIPAL ENGINEER		PRINCIPAL ENGINEER	
INITIALS		INITIALS		INITIALS		INITIALS		INITIALS	



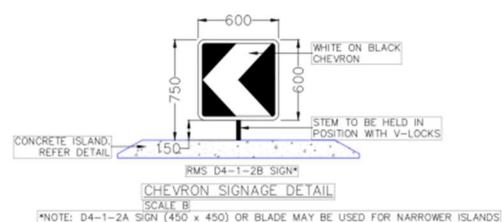
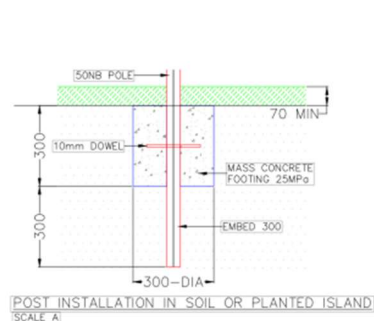


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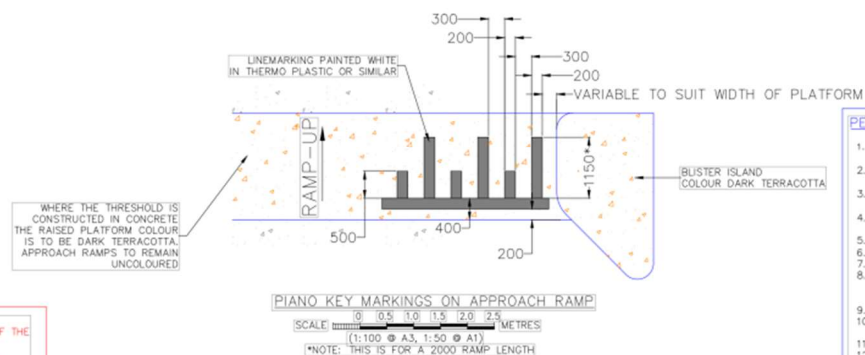
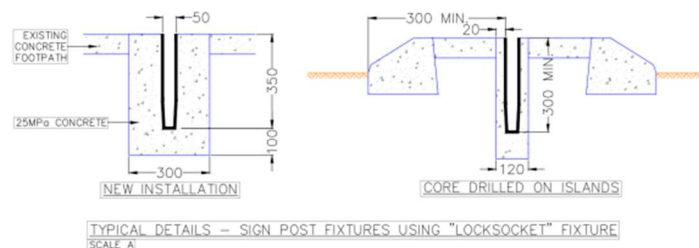
RAISED PEDESTRIAN CROSSING DETAILS
10m TO 11m WIDE ROAD CARRIAGEWAY

LEVEL DATUM: AHD CS - SMO SYSTEM: MSA SURVEINED: N/A WORK - AS - EXECUTED Z 14/02/22 MOOS TO REFUGE ISLAND & KERB BUSTERS 07/04/21 INITIATE DRAINAGE PROJECT IMPROVEMENTS		PLOT DATE: 14/02/2022 DESIGN APPROVAL DESIGNED BY: JENNY O DATED: 07/04/21 BY: N/A DATE: **/**/**** (MANAGER TRANSPORT)		FOLDER: \\msport\07\MOOS\TRAFFIC\Jenny O - SMO - CS - Intersection\Survey Rd and CSB CS Intersection - Revision 14-2-22.dwg APPROVED FOR CONSTRUCTION PROJ. MOR: N/A DATE: **/**/**** APPROVED BY: ***** PROJECT ENGINEER		 INTERSECTION MODIFICATIONS CLIFF STREET & DARLEY ROAD, MANLY ISLAND MODIFICATIONS THRESHOLD DETAILS 2 SHEET 5 DRAWING NO: 171-BALMORAL RD ROAD IMPROVEMENTS-CONCEPT-2021 (REVISED)	
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SIGN POST FIXTURE NOTES

1. "SMARTBURN" SOCKETS GENERALLY TO BE USED TO INSTALL SIGN POLES IN THE FOOTWAY UNLESS NOTED OTHERWISE.
2. "LOOKSOCKET" FIXTURES ARE GENERALLY USED TO FIX SIGN POLES IN PAVED ISLANDS. THESE ARE NOT RECOMMENDED TO BE USED IN THE FOOTWAY AS THEY CAN BE EASIER TO BE REMOVED OR DISLODGED.
3. "SMARTBURN" FIXTURES ARE THE BLACK PLASTIC SOCKETS WITH WEDGES.
4. "LOOKSOCKET" FIXTURES ARE WHITE SOCKETS WITH TAPERED PIN.
5. FITTING SYSTEMS WILL BE PROVIDED BY COUNCIL. THE CONTRACTOR IS TO PROVIDE "Y-LOAD" VALUED APPROX 1000KG.
6. INSTALLATION DETAILS ARE TO BE INCORPORATED INTO ANY WORKS AFFECTING EXISTING OR FUTURE SIGNAGE NEEDS.
7. CONTRACTOR IS TO INSTALL AS REPLACEMENT OF EXISTING SIGNS AND TO THE LOCATION SHOWN ON THE PLANT SPECIFICATION.
8. POLES ARE TO BE INSTALLED SO THAT THEY ARE VERTICAL AND PLUMB WITH THE NEW SURFACE.
9. REPLACEMENT POLES ARE TO BE CORE HOLE DRILLED INTO THE EXISTING



PEDESTRIAN CROSSING LINEMARKING AND SIGNAGE NOTES

1. ALL PAVEMENT MARKING AND SIGN POSTING TO BE IN ACCORDANCE WITH ROADS AND MARITIMES SERVICES (RMS) GUIDELINES AND AS1742.
2. THE DETAILS SHOWN ARE INDICATIVE ONLY AND MAY BE MODIFIED SUBJECT TO SITE CONSTRAINTS.
3. PROVIDE RAISED PAVEMENT MARKERS (RPM) ON BB LINES AT 500mm TO 1200mm SPACING OR AS ADVISED BY COUNCIL'S TRAFFIC ENGINEER.
4. ALL ISLANDS AND MOUNTABLE KERB FACES ARE TO BE PAINTED WITH REFLECTIVE THERMOPLASTIC WHITE PAINT.
5. ALL EDGES OF ISLANDS ARE TO BE PAINTED WHITE IN THERMOPLASTIC OR SIMILAR.
6. ALL CURB BARRIERS ARE TO BE PAINTED WHITE IN THERMOPLASTIC OR SIMILAR.
7. WHERE NO CENTRAL MEDIAN ISLAND IS REQUIRED, BB LINES ARE TO BE ADJUSTED TO SUIT.
8. IF BUSTER ISLANDS ARE TO BE CONSTRUCTED, UNI-DIRECTIONAL HAZARD MARKERS (04-1-2) ARE TO BE INSTALLED ON ALL OF THE FOUR BUSTER ISLANDS OR AS OTHERWISE SPECIFIED.
9. ALL SIGN POSTS ARE TO BE HELD IN POSITION WITH V-LOCS OR AS OTHERWISE SPECIFIED.
10. ENSURE THAT ALL SIGN POSTS INCORPORATING RELOCATION OF STREET SIGNS ARE PLACED CLEAR OF EXISTING OR PROPOSED DRIVEWAYS, TREES AND OTHER STREET FURNITURE.
11. ALL SIGN LINES AND SIGNAGE SHALL BE PLACED IN ACCORDANCE WITH THE PLANS.
12. WHERE SIGNS AND LINEMARKING AT THE LOCATIONS SHOWN CANNOT BE INSTALLED DUE TO PHYSICAL CONSTRAINTS, COUNCIL'S TRAFFIC ENGINEER IS TO ADVISE OF THE APPROPRIATE LOCATION.
13. TRAFFIC CONTROL MEASURES ARE TO BE CARRIED OUT PRIOR AND DURING CONSTRUCTION IN ACCORDANCE WITH AS1742.3:1985.

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LEVEL DATUM: AHD CS-3RD SYSTEM: MGA SURVEYED: N/A WORK-AS-EXECUTED: 2. 14/02/22 MOOS TO DRAVING ISLAND & KERB BUSTERS 1. 07/04/21 INITIATE REFUGEES 1. 07/04/21 INITIATE REFUGEES		PLOT DATE: 14/02/2022 DESIGN APPROVED DRAWN BY: JENNY O DATED: 07/04/21 BY: N/A DATE: **/**/**** INITIATED BY: JPHL DEVON (MANAGER TRANSPORT) APPROVED BY: ***** PROJECT ENGINEER		FOLDER: \\transport\p\new\traffic\library - Darley Rd & DIF B - Intersection\Darley Rd and DIF B Intersection - Revision 14-23.dwg DESIGNED BY: JENNY O DATED: 14/02/22 PROJ. MGR: N/A DATE: **/**/**** APPROVED BY: ***** PROJECT ENGINEER		 A 0 0.10 0.20 0.30 0.40 0.50 METRES: 1:20 @ A3 B 0 0.10 0.20 0.25 METRES: 1:40 @ A3 C 0 0.10 0.20 0.30 0.40 0.50 METRES: 1:100 @ A3		 northern beaches council		INTERSECTION MODIFICATIONS CLIFF STREET & DARLEY ROAD, MANLY ISLAND MODIFICATIONS SIGNPOST DETAILS SHEET 6 DRAWING NO. 171-SEA-MODIFY-06-ROAD-IMPROVEMENTS-CONCEPT-001 (REVISED)	
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Table of Consultation

Address	Cliff Street, Manly
Proposal	Conversion Of Pedestrian Refuge Island to Raised Pedestrian Crossing <input type="checkbox"/>

Properties Consulted	216
Responses Received	46
Support	5
Do Not Support	40
Partial Support	1

Issue	Resident Comment	Council Response
removal of the pedestrian refuge	<p>Residents have advised that larger service vehicles cannot comfortably perform turning movements to enter Cliff Street from Darley Road, due to the current refuge island arrangement. The signs installed with the built of refuge island have been frequently being hit by vehicles.</p> <p>A safe solution is needed for children and families walking to Manly and the school - ie a pedestrian crossing.</p>	<p>Council has proposed to convert the existing pedestrian refuge island into a raised pedestrian crossing with kerb blisters.</p> <p>A pedestrian crossing is considered necessary at Darley Road in view of the higher pedestrian volumes, speed of traffic entering the street and gradient/sight line issues at Darley Road.</p> <p>The proposed raised pedestrian crossing would have some traffic calming effect at the Darley Street end of the street by reducing the speed on Cliff Street.</p>
loss of parking	many residents have no offstreet parking and depend on parking on-street. It is important to avoid removing any parking spaces since parking is often in very short supply in this area. Any loss of parking is unacceptable	It is noted that there is very high level of concern regarding loss of parking and for this reason, the kerb blisters on both sides of Cliff Street at its intersection with Darley Road are proposed to reduce the amount of lost parking.
reduce speed limit	all that is required is to reduce the speed limit to 40km/h or 30km/h	<p>Council has no authority to lower the speed limit. Transport for NSW can only make these types of changes.</p> <p>85th percentile speed is currently 46km/h. Transport for NSW are unlikely to agree to lower the current 50km/h speed limit to 40km/h without traffic calming measures in place.</p> <p>The proposed raised pedestrian crossing would have some traffic calming effect at the Darley Street end of the street. It would reduce the speed on Cliff Street and would have safety benefits for pedestrians.</p>
traffic calming	measures to slow traffic are required	The proposed raised pedestrian crossing would have some traffic calming effect at the Darley Street end of the street, but further consideration can be given to additional traffic calming in the form of speed cushions between Reddall Street and Darley Road.

ITEM 4.3	SOUTH CREEK ROAD, CROMER - TIMED PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/864554
ATTACHMENTS	1 South Creek Road, Cromer - Plan

GEOCODES: -33.734137, 151.279357

REPORT

BACKGROUND

Council has received concerns from local residents and business regarding the long term parking of box & boat trailers in South Creek Road, Cromer. The concerns raised affect visibility and due to the existing unrestricted parking, it is difficult to provide parking opportunities for customers and visitors.

LOCATION

- The proposed section of South Creek Road is a local road with a speed limit of 50km/h
- South Creek Road caters for two-way traffic with additional unrestricted shoulder parking on the western side
- On-street parking is unrestricted, however, Council approved the installation of eight hour (8P) 7:00am – 7:00pm Everyday timed parking restrictions on the opposite side of the proposed section of South Creek Road, Cromer in November 2019.
- Adjacent land uses consist of industrial and low-density housing along with St Matthews Farm reserve.
- A shared pedestrian and cyclist path and a footpath is located along the western and eastern sides of South Creek Road, respectively. The shared path forms a walking and cycling trail to Dee Why and around Narrabeen Lagoon State Park.

ISSUES

- Parking use in South Creek Road is shared between the businesses, customers and staff. The variety of businesses in Mitchell Road have different parking needs and some businesses have requested additional on-street timed parking for their customers.
- Limited access to and turnover of on-street parking caused by the long term parking of boat and box trailers and trucks.
- Abandoned vehicles and dumped waste.
- Illegal parking across driveways.
- Poor visibility entering and exiting properties.

PROPOSAL

Council has undertaken a review of the location and proposes to install Eight Hour Timed Parking (8P 7am-7pm Everyday) restrictions beginning outside No.176 South Creek Road in existing unrestricted parking areas south to outside the existing No Stopping sign No.1 Middleton Road, on South Creek 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 145 properties within the immediate vicinity of the location providing notification of the proposed changes. All responses received were in support of the proposal, however, suggestions were received for eight hour timed parking on the section of South Creek Road from St Matthews Farm reserve to Toronto Avenue, if residents could be excluded outside No.193 South Creek Road only, and a 1/2hr timed parking opposite No.193 South Creek Road only.

Council has reviewed the suggestions and will monitor the area. Additional changes may be considered in future.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of Eight Hour Timed Parking (8P 7am-7pm Everyday) restrictions beginning outside No.176 South Creek Road in existing unrestricted parking areas south to outside the existing No Stopping sign No.1 Middleton Road, on South Creek Road, Cromer.



ITEM 4.4	AITKEN AVENUE, QUEENSCLIFF - TIMED PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/868777
ATTACHMENTS	1 Aitken Avenue, Queenscliff - Plan

GEOCODES: -33.782877, 151.280442

REPORT

BACKGROUND

Council has received concerns from local residents regarding the long term parking of boat trailers in Aitken Avenue, Queenscliff. Due to the existing unrestricted parking in the proposed section of Aitken Avenue, it is difficult to provide parking opportunities for residents and visitors.

LOCATION

- The proposed section of Aitken Avenue is a local road and caters for two-way traffic with a posted speed limit of 50km/h.
- A Council free carpark with eleven (11) marked parking bays is located adjacent to Aitken Reserve and has four hour (4P) 8:00am – 6:00pm Everyday timed parking restriction.
- Adjacent land uses consist of low-medium density housing and is located within walking distance of Hinkler Park, Keirle Park and Lagoon Reserve, Queenscliff.
- At the intersection of Aitken Avenue and Pittwater Road, a shared pedestrian and cyclist path and a footpath is located along the western and eastern sides of Pittwater Road. The shared path forms a walking and cycling trail to Manly.

ISSUES

- Limited access to and turnover of on-street parking caused by the long term parking of boat trailers.
- Poor visibility entering and exiting properties.

PROPOSAL

Council has undertaken a review of the location and proposes to install of eight hour timed parking (8P) 7am-7pm Everyday restrictions beginning outside No.1 Aitken Avenue to the existing No Stopping sign outside No.1a Aitken Avenue, Queenscliff.

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

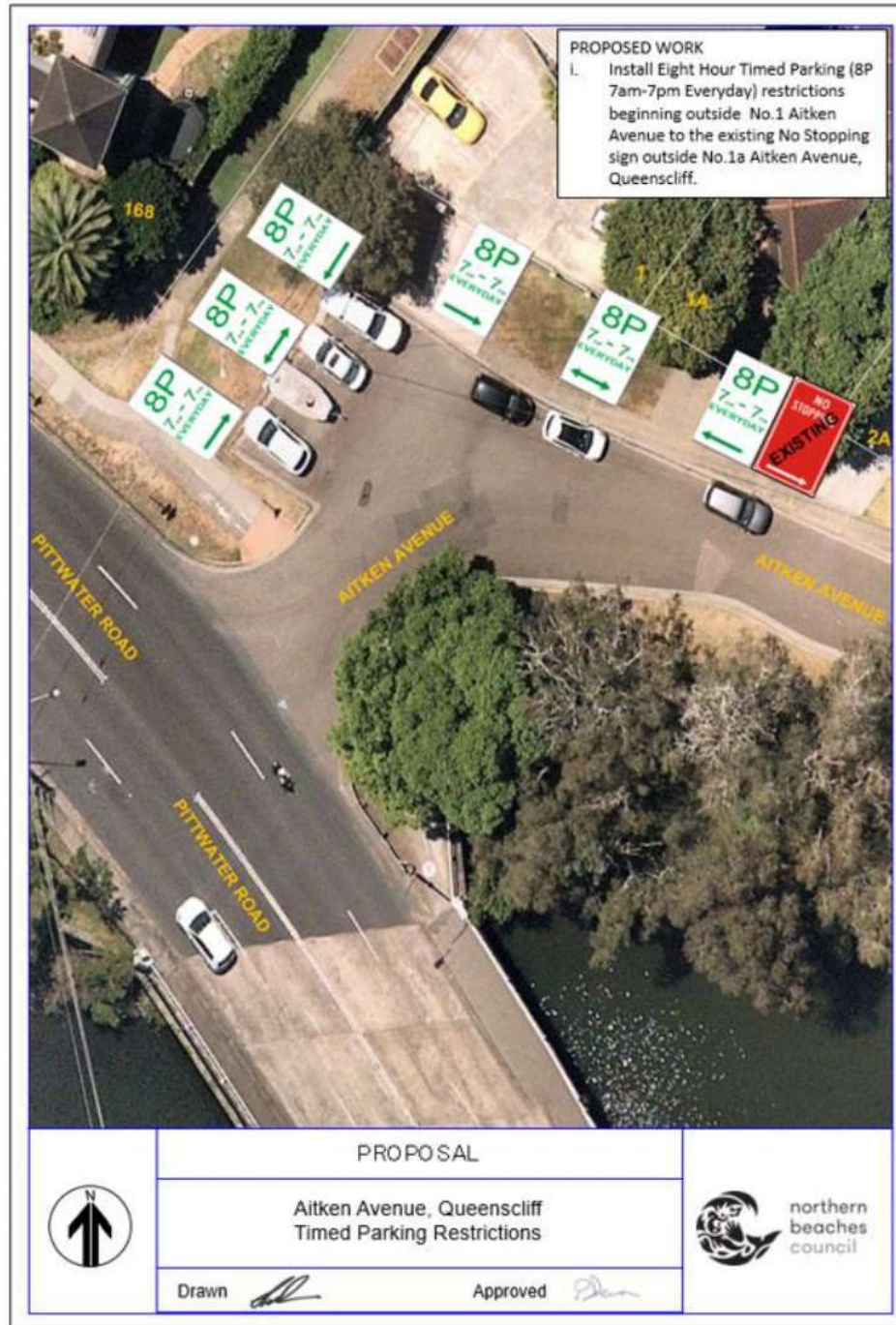
CONSULTATION

Consultation letters have been distributed to 168 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 eight hour timed parking (8P) 7am-7pm Everyday restrictions beginning outside No.1 Aitken Avenue to the existing No Stopping sign outside No.1a Aitken Avenue, Queenscliff.



ITEM 4.5	CUTLER ROAD, CLONTARF - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2021/805549
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.809996, 151.259842

REPORT

BACKGROUND

Council has received concerns from local residents regarding the long term parking of vehicles on Cutler Road. This causes a shortage of parking spaces for visitors and tradespeople.

LOCATION

Cutler Road is a local road. Between Beatrice Street and No.2 it has a width ranging between 7.5m-9.5m. Lengths of unbroken yellow No Stopping lines are used on both sides of Cutler Road between Alder Street and No.79 to reinforce the road rules and to highlight where parking is safe and permissible. Parking is permitted on both sides of the carriageway elsewhere.

Unbroken dividing barrier line between Alder Street and Castle Rock Crescent and between Castle Rock Crescent and No.79 is installed to prevent parking on both sides of the road.

Recent traffic counts have revealed that the section between Alder Street and No.77 carries an average daily traffic volume of 786 vehicles per day with a morning peak volume of 84 vehicles per hour. The 85th percentile speed was found to be 45km/h.

ISSUES

- There is a high demand for resident and visitor parking.
- Most homes having off-street parking for multiple vehicles. Some residents have multiple vehicles some of which are parked on the street.
- There is a lack of parking opportunities for short term visitors and tradespeople.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce a 4P timed parking restriction applying 7am to 7pm Everyday on the southern side of the road between Castle Rock Crescent and No.77 Cutler Road. These changes would apply to three (3) short lengths of currently unrestricted parking between lengths of Unbroken Yellow No Stopping Lines (approximately 30m in total, approximately 5 parking spaces). This will increase the turnover of the available parking spaces and benefit the visitors and workers using this section of the road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of a 4P timed parking restriction applying 7am to 7pm Everyday, on the southern side of the road between Castle Rock Crescent and No.77 Cutler Road.



Table of Consultation

Address	Cutler Road, Clontarf
Proposal	Timed Parking Restrictions

Properties Consulted	50
Responses Received	13
Support	6
Do Not Support	5
Partial Support	2

Issue	Resident Comment	Council Response
Traffic and Parking Issues	<p>_ Residents have been under stay at home orders and are working from home and have not been able to go anywhere. Residents should have priority to park their vehicles on the street in the legally marked spots and obviously should have preference over visitors, beachgoers and tradespeople. This 4P suggestion will not increase turnover of parking and is of no benefit to anyone.</p> <p>_ Residents are in a pandemic and have been restricted in their movements for months. Residents are working from home and, in compliance with stay at home orders, significantly limiting their movements. As a result, less movement of cars from the parking spots are found. The Proposed Restrictions have the effect of taking rights away from long term rate paying residents and favouring persons who do not reside in the area and who should have no problem parking provided they are willing to pay for it (and contribute to the amenities provided to them in the area which we, rate payers pay for.</p> <p>_ The proposal will lead to a severe worsening of already shortage of parking spaces in front of houses between No. 77 and Beatrice Street. This is because all tradespersons/visitors working along Cutler Road will be forced to park in the few parking spots in front of these houses.</p> <p>_ extend the restrictions a further of 50m along Culter Road to include from No. 77 to Beatrice Street.</p>	<p>The long term parking of vehicles should be on the private property, with additional vehicles sharing the available on-street parking. Cutler Road is a public road and parking should be available for residents and visitors alike. The proposal provides parking availability for residents, visitors, tradespeople to the area for public use. The proposal will increase the turnover of the available parking spaces and benefit the visitors and workers using this section of the road.</p>

ITEM 4.6	FORESTVILLE AVENUE, FORESTVILLE - NO PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/871168
ATTACHMENTS	1 Forestville Avenue, Forestville - Plan 2 Forestville Avenue, Forestville - Table Of Consultation

GEOCODES: -33.760597, 151.209606

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles affecting waste collection, visibility and preventing safe entry and exit from driveways in the morning and afternoon peak times during the week in the proposed section of Forestville Avenue, Forestville.

LOCATION

- The proposed section of Forestville Avenue is a local road located between Warringah Road and Riverhill Avenue and caters for two-way traffic with a posted speed limit of 50km/h.
- The proposed section of road is adjacent to existing No Stopping restrictions and double barrier lines to the intersection of Warringah Road with a road width of approximately seven (7) metres.
- Adjacent land uses consist of low-medium density housing and is located within walking distance of Forestville Public School, Forestville Library, The Centre and Melwood Oval, Forestville.

ISSUES

- Vehicles parking on both sides of the street reduce road width and restrict traffic flow.
- Visibility is affected by parked vehicles and often vehicles have difficulty entering and exiting driveways and drive into oncoming traffic with limited sightlines.
- Waste collection has been affected due to parked vehicles.
- Illegal Parking

PROPOSAL

Council has undertaken a review of the location and proposes to install No Parking 6am-9am & 3pm-7pm Monday to Friday restrictions on the eastern side, beginning from the existing No Stopping outside No.1a approximately 30m south to outside the property boundary of No.3 & No.5 Forestville Avenue, Forestville.

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of No Parking 6am-9am & 3pm-7pm Monday to Friday restrictions on the eastern side, beginning from the existing No Stopping outside No.1a approximately 30m south to outside the property boundary of No.3 & No.5 Forestville Avenue, Forestville.

<p>PROPOSED WORK</p> <p>i. Install a No Parking 6am-9am & 3pm-7pm Monday to Friday restrictions on the eastern side, beginning from the existing No Stopping outside No.1a approx.30m south to outside the property boundary of No.3 & No.5 Forestville Avenue, Forestville.</p>			
<p>PROPOSAL</p>			
<p>Forestville Avenue, Forestville No Parking</p>			
	<p>Drawn </p>	<p>Approved </p>	 northern beaches council

Table of Consultation

Address	Forestville Avenue, Forestville
Proposal	No Parking

Properties Consulted	13
Responses Received	1
Support	0
Do Not Support	1

Issue	Resident Comment	Council Response
Affects Residents	The cars parked on Forestville Avenue have no impact on creating this gridlock because cars on both sides of the road are still able to pass comfortably despite the parked cars.	The intention of the proposal is to improve existing access concerns and enhance sightlines due to on-street parking.
Loss Of Parking	Residents will be highly inconvenienced as many have multiple vehicles registered to their Forestville Avenue addresses and require the on-street parking overnight and in the morning.	Forestville Avenue is a public road and the long term parking of vehicles should be the responsibility of the property owner on private property with any additional vehicles sharing the available on-street parking.
Additional Comment	The traffic lights being poorly timed during peak times are the cause of the traffic congestion and safety issues on Forestville Avenue. The residents of the street should not have their on-street parking restricted due to the poor management of the traffic lights. I see the traffic and safety issues caused by the traffic lights every day of my life and can say without hesitation that the traffic light management is at fault for all safety and congestion concerns raised.	Traffic signals are the responsibility of the RMS, Council has forwarded resident concerns to Transport for NSW. The intention of the proposal is to improve existing access concerns and enhance sightlines.

ITEM 4.7	BARINGA AVENUE, SEAFORTH - NO PARKING (PART-TIME)
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/873817
ATTACHMENTS	1 Baringa Avenue, Seaforth - Plan

GEOCODES: -33.78820, 151.24478

REPORT

BACKGROUND

Council has received concerns from local residents regarding safety at the location where the share path meets Baringa Avenue at 66 Baringa Avenue, Seaforth.

LOCATION

- Baringa Avenue is a local road that caters for two-way traffic connecting Fromelles Avenue and Frenchs Forest Road, carrying small amounts of traffic, with a speed limit of 50km/h.
- The studied location of Baringa Avenue has an available road width of approximately 9m.
- Road centrelines are not installed at this location under consideration.
- On-street parking is unrestricted at this location.
- Adjacent land use consists low density housing.
- Shared Path from the north side of the location runs through a reserve and joins the footpath perpendicularly.
- There are no bus routes that service the section under consideration.

ISSUES

Trailers and other vehicles parked in this location obstruct sight lines for pedestrians and cyclists creating a safety issue for those trying to cross the road, many of whom are children.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a timed No Parking restriction in this location. This will prevent long term parking of boats, trailers and other vehicles and will ensure sight lines are clear at the times when school children are crossing at the location.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a timed No Parking restriction in this location.



PROPOSAL

Baringa Avenue, Seaforth
No Parking Restriction

DRAWN YR

APPROVED

P. Deane

LAYOUT 1 OF 1

REVISION NO.

A

DATE

16/Nov/2021



northern
beaches
council

ITEM 4.8	MACPHERSON STREET, WARRIEWOOD- INSTALLATION OF NO PARKING RESTRICTION
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/003196
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.683311, 151.288330

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles on Macpherson Street that prevent placement of bins at kerbside and cause unsafe accesses for the garbage trucks accordingly.

LOCATION

Macpherson Street is a local road of 12m in width, carrying medium volumes of two-way traffic. Macpherson Street intersects Forest Road on its southern side and it meets Ponderosa Road on its northern side. There is a bus zone on frontage of No.30 Macpherson Street and there is a bus route that services Macpherson Street.

ISSUES

- Parked vehicles on Macpherson Street prevent placement of bins at kerbside and cause unsafe access for the garbage trucks accordingly.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the relocation of the existing Bus Zone (R) sign on frontage of No.30 Macpherson Street in a southerly direction to reduce the length of bus zone to 30m in addition to the installation of a 15m "No Parking, 4pm THURSDAY to 12 NOON, FRIDAY" next to the proposed Bus Zone (R) sign on frontage of No.30 Macpherson Street in a northerly direction.

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

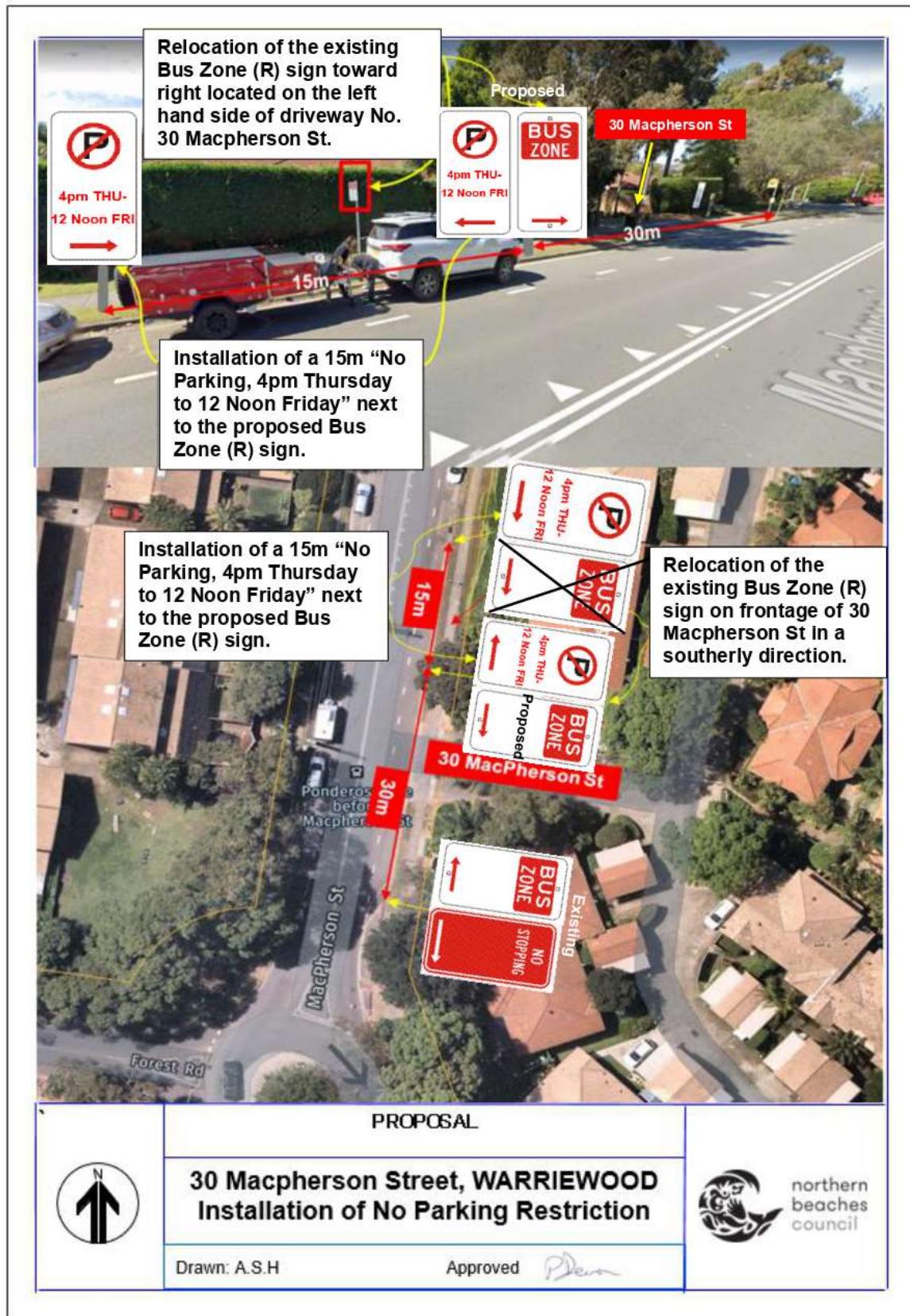
Consultation letters have been distributed to 123 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

- 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 relocation of the existing Bus Zone (R) sign on frontage of No.30 Macpherson Street in a southerly direction to reduce the length of bus zone to 30m.
- B. The installation of a 15m “No Parking, 4pm THURSDAY to 12 NOON, FRIDAY” next to the proposed Bus (R) sign on frontage of No.30 Macpherson Street in a northerly direction.



<u>Table of Consultation</u>		
Address	<u>30 Macpherson Street, WARRIEWOOD</u>	
Proposal	<u>Installation of No Parking Restriction</u>	
Properties Consulted	123	
Responses Received	1	
Support	1	
Do Not Support	0	
Issue	Resident Comment	Council Response
Bin Access	As the residents continue to put their garbage/recycle bins out on footpath area behind the vehicles parked on the roadway, the garbage truck cannot access these bins, garbage and recycle together to empty.	Council proposes the installation of a 15m “No Parking, 4pm THURSDAY to 12 NOON, FRIDAY” in order to resolve the issue and to provide safe accesses for the garbage trucks accordingly.

ITEM 4.9	WALLUMATTA ROAD, NEWPORT - PARKING RESTRICTIONS
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2022/004425
ATTACHMENTS	1 Wallumatta Road, Newport - Plan 2 Table of Consultation

GEOCODES: -33.653531, 151.313071

REPORT

BACKGROUND

Council has received concerns from local residents regarding the narrow road width and sight distances when vehicles park on both sides of Wallumatta Road, Newport.

LOCATION

- Wallumatta Road is a local road with a 50km/h speed limit.
- The sealed pavement width varies between 6.5-7.5m wide, and the road contains several sharp, alternating curves in succession.
- Kerb and gutter exists along the entire length of the northern side (high side), with partial sections along the southern side (low side) between No.153 and Yachtview Avenue, and east of No.81 Wallumatta Road. There is no constructed footpath.
- The statutory 'No Stopping' restrictions applies 10m from the intersections with Herbert Avenue, Yachtview Avenue and Cheryl Crescent. However, the 'No Stopping' restrictions on the southern side of Wallumatta Road (indicated by a solid yellow line), was previously extended from the intersection with Herbert Avenue to the driveway of No.164.
- Yachtview Avenue is a no through road with a 50km/h speed limit. The road width is approximately 10m, which widens to 15m at the intersection with Wallumatta Road.
- Yachtview Avenue forms a 'Y' intersection with Wallumatta Road. There is no existing signage or linemarking at the intersection where the 'Give Way' priorities apply.

ISSUES

- The section of Wallumatta Road under consideration is a local road which connects Cheryl Crescent with Herbert Avenue. The road generally carries local traffic providing access to properties in the street and to Yachtview Avenue.
- Vehicles parked on both sides of the road narrow the overall road width for through traffic.
- Traffic sight distances are further restricted when vehicles park on the inside of the curve, creating a potential traffic hazard to road users and increasing the risk of head-on collisions.
- Demand for on-street parking mainly exists due to overflow of parking from residents, as well as visitors of these households.
- Parking occurs intermittently along both sides of the road and on the road shoulder.
- Random and haphazard parking creates blockages and restricts access especially for emergency services and larger vehicles.

PROPOSAL

- Council has undertaken a review of the above location and proposes to install 'No Parking' restrictions along sections of Wallumatta Road to improve traffic flow and safety. A 'Give Way' line and Dividing Barrier Lines are proposed at the intersection of Yachtview Avenue and Wallumatta Road, as well as the signposting of 'No Stopping' restrictions.
- The primary function of roads is to facilitate a safe traffic flow, with public on-street parking provided only where appropriate. Parking restrictions are however only proposed in the most critical areas where the pavement width and sight distances are restricted due to the road geometry. The proposal will help regulate parking to one side of the road and prevent parking along the inside of the curve, where vehicles further restrict traffic sight distances due to the curvature in the road. Parking is still permitted on the outside of the curve except at intersections.

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 Wallumatta Road by providing a wider road and improved sightlines for through traffic.
- The proposal will increase the available road width for pedestrians who are required to walk on the road as there is no constructed footpath.

CONSULTATION

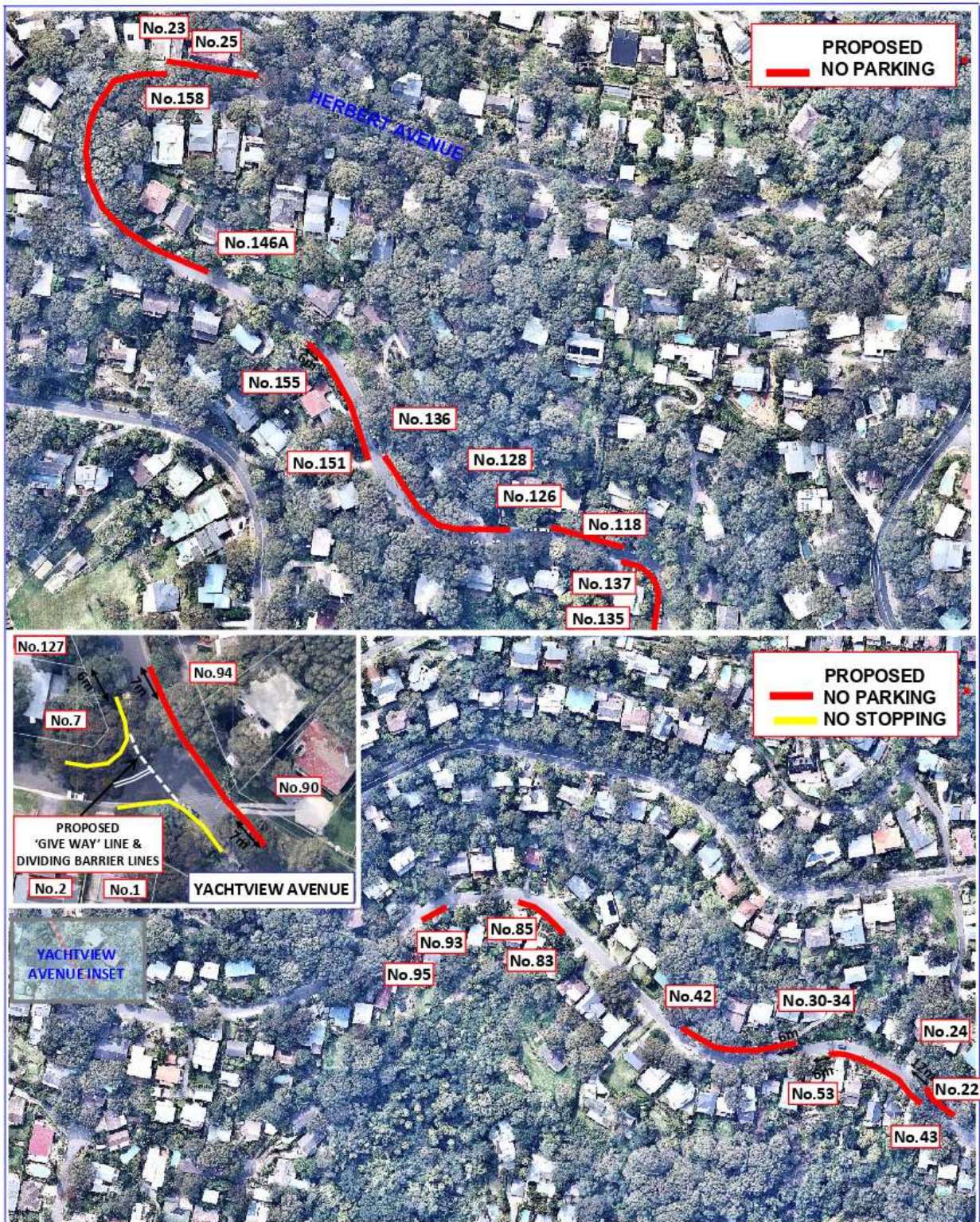
- Consultation letters have been distributed to 158 properties within the immediate vicinity of the location providing notification of the proposed changes. A summary of the responses is noted in Attachment 2 - Table of Consultation.
- Council has noted some of the concerns regarding the loss of on-street parking and has made some minor changes where possible to minimise the impact. An amended plan of the proposal is shown in Attachment 1 - Wallumatta Road, Newport - Plan.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following proposals in Wallumatta Road, Newport:

- A. Installation of 'No Parking' restrictions, from west of the driveway to No.22, to a location 12m east of the driveway to No.24.
- B. Installation of 'No Parking' restrictions, from the eastern side of the driveway to No.43, to a location 6m east of the driveway to No.53.
- C. Installation of 'No Parking' restrictions, from a location 6m east of the shared driveway to No.30-34, to the western side of the driveway to No.42.
- D. Installation of 'No Parking' from west of the driveway to No.83, to the western side of the driveway to No.85.
- E. Installation of 'No Parking' restrictions, from the power pole at the property boundary of No's 91 and 93, to the property boundary of No's 93 and 95.
- F. Installation of 'No Stopping' restrictions from east of the driveway to No.1 Yachtview Avenue, to the power pole outside No.123 Wallumatta Road.
- G. Installation of 'No Stopping' restrictions from east of the driveway to No.7 Yachtview Avenue, to a location 6m south-east of the property boundary of No.7 Yachtview Avenue and No.127 Wallumatta Road.
- H. Installation of 'Give Way' line and Dividing Barrier Lines at the intersection of Yachtview Avenue and Wallumatta Road.

- I. Installation of 'No Parking' restrictions, from a location 7m east of the driveway to No.90, to a location 7m west of the driveway to No.94.
- J. Installation of 'No Parking' restrictions, from north of the driveway to No.135, to the western side of the driveway to No.137.
- K. Installation of 'No Parking' restrictions, from the eastern side of the driveway to No.118, to the western side of the driveway to No.126.
- L. Installation of 'No Parking' restrictions, from west of the driveway to No.128, to the power pole at the property boundary of No's 134 and 136,
- M. Installation of 'No Parking' restrictions, from west of the driveway to No.151, to a location 6m west of the driveway to No.155.
- N. Installation of 'No Parking' restrictions, from the eastern side of the driveway to No.146A, to the of the streetlight at the property boundary of No's 156 and 158.
- O. Installation of 'No Parking' restrictions, from the west of the driveway to No.23 Herbert Avenue, to the eastern side of the driveway to No.25 Herbert Avenue.






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

Table of Consultation

Address	Wallumatta Road, Newport
Proposal	No Parking restrictions

Properties Consulted	158
Responses Received	56
Support	27
Do Not Support	29

Issue	Resident Comment	Council Response
No Parking restrictions	<p>- This proposal should be implemented as a matter of urgency. This proposal is excellent and long overdue. In fact it does not go far enough. It would be preferable to have a no parking restriction on one side of the road only, the northern side, for the entire length of the road.</p> <p>- The plan to eliminate street parking is completely unnecessary, unreasonable and a complete over-reach. While I acknowledge there are many more vehicles parked in the street than a decade ago, it is perfectly safe if drivers slow down and are considerate of others on the road.</p>	<p>- Parking restrictions are only proposed in the most critical areas where the pavement width and sight distances are restricted due to the road geometry. The proposal will also help regulate parking on one side of the road along the inside of the curve, as random and haphazard parking creates blockages and restricts access especially for emergency services and larger vehicles</p> <p>- The primary function of roads is to facilitate a safe traffic flow, with public on street parking provided only where appropriate. Council has however noted concerns regarding the loss of on-street parking and has made some minor changes where possible to minimise the impact.</p>
Parking for residents	<p>- In our household, we have a total of 3 vehicles, which two are parked inside the property and the third being my Van with small trailer is parked outside my property. My question is where do I park my van which has my tools for my business?</p> <p>- I want a residential parking system for 2 vehicles per house (as is currently available for beach parking).</p> <p>- Getting deliveries and moving in and out will be very difficult in this proposal.</p>	<p>- Parking for private vehicles remains the responsibility of the property owners. Residents with multiple vehicle should better utilise garages and existing driveways for off-street parking and prioritise off-street parking according to their needs,</p> <p>- Resident Parking Schemes can only be approved by Transport for NSW (TfNSW), and the situation in Wallumatta Road does not satisfy the necessary guidelines and eligibility criteria. All properties have or could have off-street parking on their private property, and there is on-street parking available in the area.</p> <p>- Deliveries should be undertaken on-site where possible. 'No Parking' restrictions still allows a driver of a vehicle to drop off, or pick up, passengers or goods, as long as they do not leave the vehicle unattended, and it is completed within 2 minutes.</p>

Issue	Resident Comment	Council Response
Trucks and boat trailer parking	<ul style="list-style-type: none"> - A ban on 24/7 street parking for oversized trucks, boats and trailers would go along way towards improving the congestion on the street. - The road would be a lot safer if there was less use of the roadway for trailer storage. Some trailers have not been moved in 9 years! 	<ul style="list-style-type: none"> - The Road Rules do apply restrictions to long and heavy vehicles parking in a built up area. Any vehicle exceeding 7.5m in length or with a Gross Vehicle Mass (GVM) of 4.5 tonnes or more from stopping on a length of road for longer than 1 hour. Abandoned vehicles as well as boat trailers not moved after 28 days should also be reported to Council's Rangers for investigation.
Speed and Traffic calming	<ul style="list-style-type: none"> - Speed will increase as this proposal will make it easier to travel with so much clearance - We feel whilst the street is narrow in parts, speed humps would be a more effective way of increasing safety. 	<ul style="list-style-type: none"> - Wallumatta Road is a narrow, winding road with a pavement width of about 7m. The existing road geometry would generally affect motorists to drive to the road conditions. The proposed parking restrictions are located only along the inside of the curve where traffic sight distances are most restricted. There are some short sections of road where parking is permitted on both sides and staggered parking would still provide overall traffic calming. For these reasons there are no current plans for traffic calming devices in the street. Locations are also limited to straight sections of road where there is adequate sight distance and streetlighting, and residents generally do not support speed humps located outside their property due to noise complaints.
Reduced speed limit	<ul style="list-style-type: none"> - I want a 40 km/h speed limit on residential streets in this area. 	<ul style="list-style-type: none"> - TfNSW is the responsible authority for the management of speed camera programs, which are generally considered on State Roads. Reduced speed limits can only be approved by TfNSW. The enforcement of speed limits is undertaken by the Police, which is difficult to enforce due to the narrow, winding road.
One Way	<ul style="list-style-type: none"> - It seems the obvious thing to do is to make the section from Cheryl Crescent turnoff/T-junction to the junction with Herbert Avenue and Prince Alfred Parade one way going north. This should be done in combination with a 30 km/h speed limit. This will improve access for emergency, and service vehicles. 	<ul style="list-style-type: none"> - Wallumatta Road is approximately 1.5km in length, and the introduction of one way flow will restrict access and travel times for residents and essential services. Some properties can only be accessed by driving in or reversing in from one direction only, and these access limitations can aggravate existing issues and create additional conflict between traffic flow and vehicles entering/exiting on to the public road.
Footpath	<ul style="list-style-type: none"> - With no pavements for pedestrians it is very dangerous to walk on Wallumatta Road. 	<ul style="list-style-type: none"> - Wallumatta Road is not included in Council's current Footpath Schedule, however the request has been added to the list for future consideration and will be assessed based on the priority along with all of footpath requests.

ITEM 4.10	BOWER STREET, MANLY - NO PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/016151
ATTACHMENTS	1 Bower Street, Manly - Plan

GEOCODES: -33.80137, 151.29441

REPORT

BACKGROUND

Council has received concerns from local residents regarding cars regularly parked between driveway of No's 76 and 78 Bower Street, Manly. Cars parked at this location sometimes impede safe access to and from these driveways.

LOCATION

- Bower Street is a local road that caters for two-way traffic connecting Manly central area and Shelly Beach, carrying small amounts of traffic, with a speed limit of 50km/h.
- The location under consideration is a length of approximately 32 metres between No's 76 and 80 Bower Street (driveways included), which also contains a kerb length of approximately 2.6 metres between No's 76 and 78 Bower Street.
- The location under consideration has a 2-hour timed parking restriction, permit holders excepted.
- Adjacent land use consists low to medium density housing.
- There are no bus routes that service the section under consideration.
- A footpath is located on the north side of the road.

ISSUES

- Observations suggested that the space between these two driveways is not sufficient for most cars.
- A review at this location indicates that cars have been parked here illegally for some time, which impedes safe access to and from these driveways.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce two potential options to manage the issue:

- Option 1: Install No Parking signs for driveways of No's 76 to 80, Bower Street.
- Option 2: Install Parking Motorbikes Only signs between driveways of No's 76 and 78.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION


Consultation letters have been distributed to 20 properties within the immediate vicinity of the location providing notification of the proposed changes. 4 responses requested Option 1: No Parking, while no other responses were received.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of No Parking signs for driveways of No's 76 to 80, Bower Street.



PROPOSAL					
Bower Street, Manly No Parking or Motorbike Parking Only					
DRAWN	YR	APPROVED			
LAYOUT	1 OF 1	REVISION NO.	A	DATE	17/Nov/2021

ITEM 4.11	WEST ESPLANADE AT ROWE STREET, MANLY – RAISED PEDESTRIAN CROSSING
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2022/046793
ATTACHMENTS	1 Plan

GEOCODES: -33.798383, 151.282482

REPORT

BACKGROUND

Council has received concerns from local residents regarding a lack of safe crossing opportunities on West Esplanade near Rowe Street. Concerns have also been raised regarding speeds on West Esplanade.

LOCATION

West Esplanade is a Regional Road that carries moderate volumes of traffic to and from the Manly Town Centre. The east side of the road is residential while the west side is a Harbour-front reserve. Manly Wharf is sited at the southern east end of West Esplanade and the Manly Town Centre is within close proximity. Buses also use West Esplanade.

ISSUES

- Cars often travel too fast for the prevailing road conditions.
- The recently introduced 30km high pedestrian activity speed zone will assist in reducing speeds at this location.
- Many pedestrians cross West Esplanade to and from the Harbour foreshore and the Manly Wharf area.
- The raised crossing is being introduced in an area of high parking demand, however, the amount of parking lost will be minimised by constructing kerb blisters which will ensure that pedestrians can still be seen by approaching traffic, despite the presence of parking adjacent to the kerb blister.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce a raised pedestrian crossing on West Esplanade at Rowe Street. The work will also support the 30km/h high pedestrian activity speed zone which has been implemented in the Manly Town Centre.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal will improve pedestrian safety amenity at the location and will improve access to existing walking paths to the wharf and Harbour front.

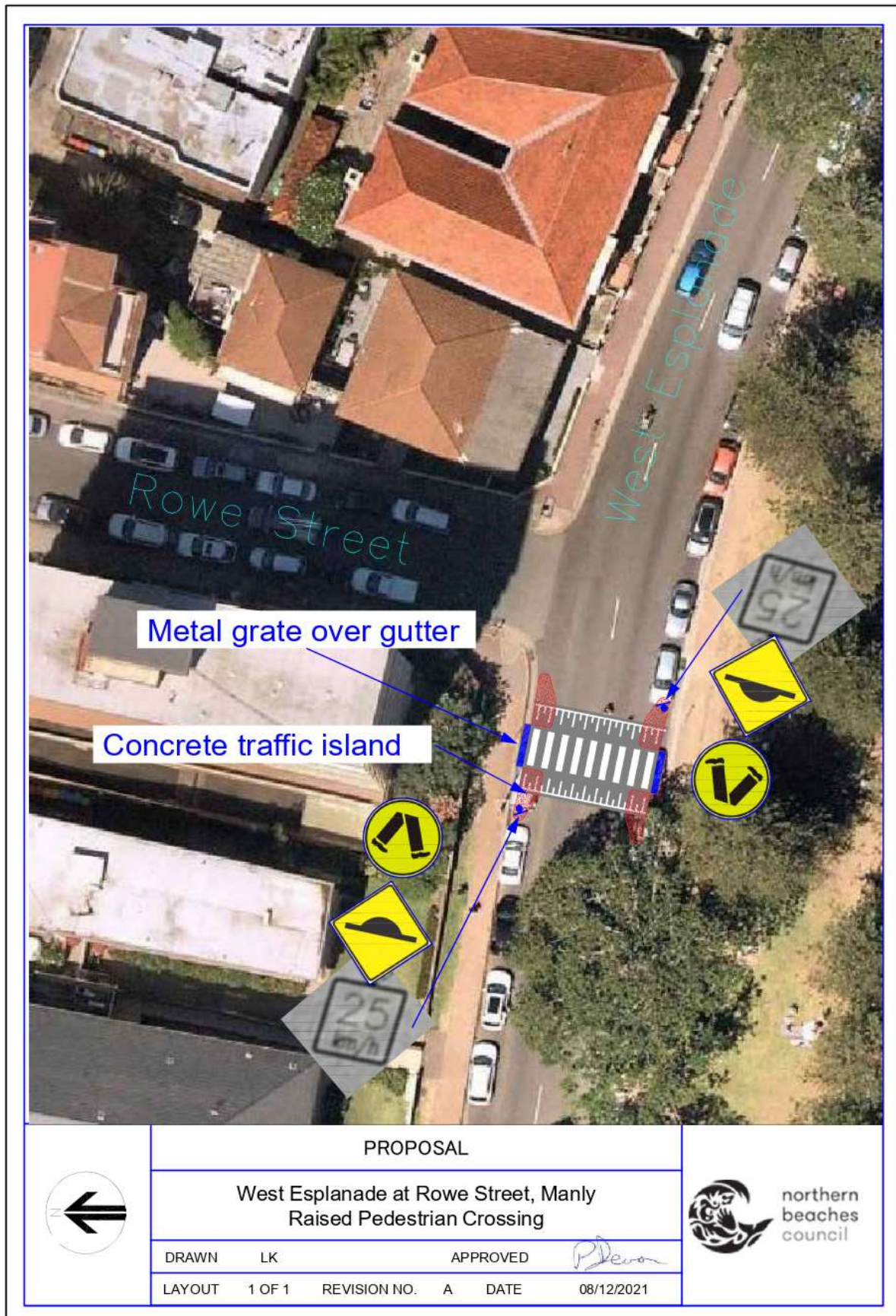
CONSULTATION

Consultation letters have been distributed to 264 properties within the immediate vicinity of the location providing notification of the proposed changes. 14 responses have been received, all in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of a raised pedestrian crossing on West Esplanade west of Rowe Street



ITEM 4.12	11 LEWIS STREET, BALGOWLAH HEIGHTS - TRAFFIC CHANGES
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2022/049963
ATTACHMENTS	1 Plan 2 Conditions of Consent

GEOCODES: -33.805163, 151.258419

REPORT

BACKGROUND

Development Consent (DA2020/1758) was granted by the Land and Environment Court on 30 November 2021 for demolition of existing structures and construction of a centre-based Child Care Facility at No.11 Lewis Street, Balgowlah Heights. The Centre will operate from 7am-7pm Monday-Friday.

As part of the Consent, Condition No.47 (attached in this report) requires the applicant to implement the following changes:

- Removal of the pram ramp on the eastern side of Lewis Street opposite the proposed driveway to the site,
- Installation of Type 1 pedestrian fencing extending 5m on either side of the location of the midpoint of the existing pram ramp crossing, and
- Installation of a 'No Stopping' sign on Lewis Street to the north of the proposed driveway, over a distance of 2.27m.

Condition No.49 also requires the driveway to be designed with a raised triangular-shaped median located within the Council verge, as reflected on the approved architectural drawings (Plan DA.066E) to restrict vehicles to left-in entry and left-out exit movements only.

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

LOCATION

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

ISSUES

- As a requirement of the Conditions which have been applied to the Consent, the changes will require the approval of the Northern Beaches Local Traffic Committee before they can be implemented.

PROPOSAL

Council has undertaken a review of the plans and approves the removal of the pram ramp on the eastern side of Lewis Street opposite the proposed driveway to the site, the installation of Type 1 pedestrian fencing extending 5m on either side of the location of the midpoint of the existing pram ramp crossing, the installation of a 'No Stopping' sign on Lewis Street to the north of the proposed driveway, over a distance of 2.27m; and the installation of a raised triangular-shaped median at the driveway located within the Council verge.

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

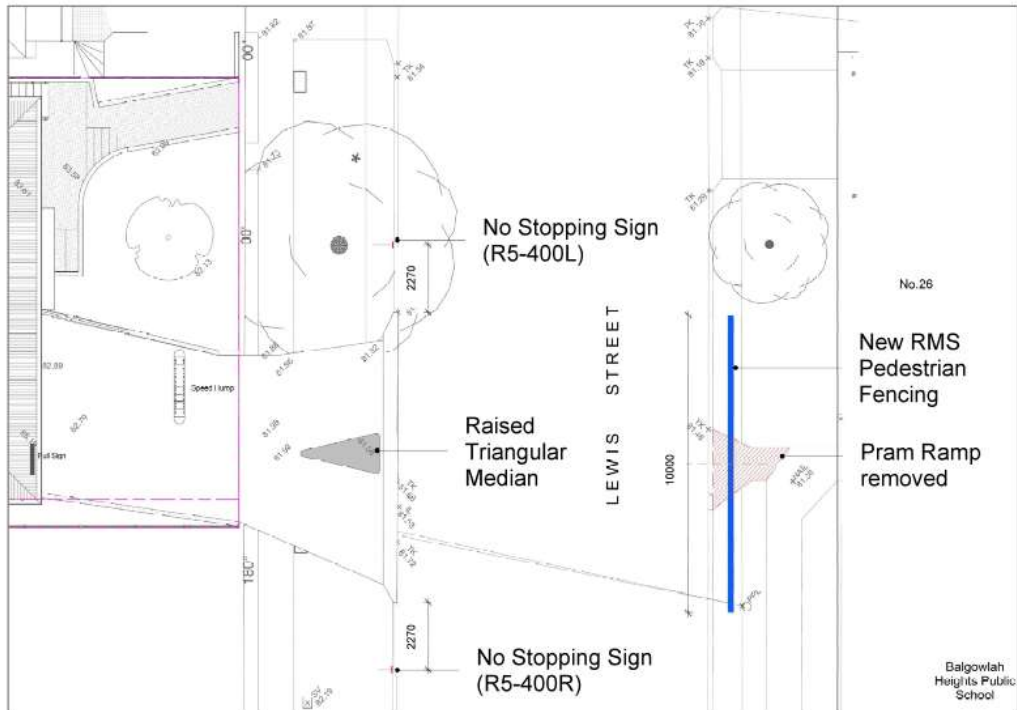
CONSULTATION

Notification letters have been distributed to 726 properties within the immediate vicinity of the location, providing notification of the proposed changes.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Removal of the pram ramp on the eastern side of Lewis Street opposite the proposed driveway to the site,
- B. Installation of Type 1 pedestrian fencing extending 5m on either side of the location of the midpoint of the existing pram ramp crossing,
- C. Installation of a 'No Stopping' sign on Lewis Street to the north of the proposed driveway, over a distance of 2.27m, and
- D. Installation of a raised triangular-shaped median located within the Council verge to restrict vehicles to left-in entry and left-out exit movements only.



*Antoniou v Northern Beaches Council**LEC No: 2021/52122*

Reason: To ensure all noise control measures has been implemented.

45. **Accessibility Report Certification**

A suitably qualified access consultant is to provide confirmation that the as-built development is consistent with the recommendations of the Approved Accessibility Report referenced in Condition 1 of this consent.

Written certification is to be provided to the Principal Certifying Authority prior to the issue of the occupation certificate.

Reason: To ensure the development is appropriately accessible.

46. **Post-Construction Dilapidation Report**

Post-Construction Dilapidation Reports, including photos of any damage evident at the time of inspection, must be submitted after the completion of works. The report must:

Compare the post-construction report with the pre-construction report,
Clearly identify any recent damage and whether or not it is likely to be the result of the development works,
Should any damage have occurred, suggested remediation methods.

Copies of the reports must be given to the property owners referred to in the Pre-Construction Dilapidation Report Condition. Copies must also be lodged with Council.

Details demonstrating compliance with this condition are to be submitted to the Principal Certifying Authority prior to the issuing of any Occupation Certificate.

Reason: To maintain proper records in relation to the proposed development.

47. **Potential Public Domain Improvements**

An application shall be submitted to Council's Traffic Committee for the following works within Council's road reserve.

Removal of Pram Ramp

The pram ramp crossing on the eastern side of Lewis Street opposite the proposed driveway to the site shall be removed and replaced with kerb and gutter to match existing.

RMS Pedestrian Fencing

Type 1 pedestrian fencing (as specified in the RMS R0800 Fencing Series Drawings) shall be erected 5m either side of the location of the midpoint of the existing pram ramp crossing which is to be removed (as per above). The fencing shall be offset approximately 0.5m from the kerb and be no greater than 10m in total length.

No Stopping Signage

A 'No Stopping' (R5-400(L)) sign shall be provided on Lewis Street to the north of the proposed driveway, over a distance of 2.27m, as per Driveway – Proposed Dimensions drawing no. 2021-165-04-02A dated 25/10/2021, prepared by McLaren Traffic Engineering.

Antoniou v Northern Beaches Council

LEC No: 2021/52122

Any of the above works approved by Council's Traffic Committee shall be carried out by the Applicant at no cost to Council and the works shall be completed in full prior to the issue of an Occupation Certificate.

48. Parking Design

The design, layout, signage, line marking, lighting and physical controls of all off-street parking facilities must comply with the minimum requirements of Australian Standard AS/NZS 2890.1 Off-street car parking, AS 2890.3 Bicycle parking and AS/NZS 2890.6 Off-street parking for people with disabilities.

All staff car parking spaces must comply with the User Class 1A requirements of AS 2890.1 and all visitor (drop-off / pick-up) car parking spaces must comply with the User Class 3A requirements of AS 2890.1. These requirements apply to all car parking spaces including those located within the mechanical car stackers.

All car parking spaces on the lower levels of the car stacker bays 5-10 shall be provided with a 2.2 metre head height clearance. A 2.0 metre head height clearance shall be provided on the upper levels of car stacker bays 5-8, with a 1.9 metre head height clearance be provided on the upper levels of car stacker bays 9-10.

Details (including manufacturer's specifications of the proposed car stackers) demonstrating compliance must be submitted to and approved by the Certifying Authority prior to an Occupation Certificate being issued.

49. Driveway Operation

The driveway shall be designed with a raised triangular-shaped median located within the Council verge, as reflected on the approved architectural drawings, to restrict vehicles to left-in entry and left-out exit movements only. The restriction shall be supplemented by:

- d) An 'All Traffic (Left Symbolic) Only (R2-14_L) sign provided within the site facing west for exiting motorists.
- e) A linemarked left-turn arrow provided within the vehicle exit lane, near the property boundary.
- f) A 'No Right Turn' (R2-6n_r) sign provided at the south-eastern corner of the site, facing north towards any motorists that may be travelling south along Lewis Street.

Details demonstrating compliance are to be submitted to the Certifying Authority prior to the issue of an Occupation Certificate.

ON-GOING CONDITIONS THAT MUST BE COMPLIED WITH AT ALL TIMES

50. Landscape Maintenance

If any tree, shrub or groundcover required to be planted under this consent fails, they are to be replaced with similar species to maintain the landscape theme and be generally in accordance

with the approved Landscape Plan and any

conditions of consent. Reason: To maintain local

ITEM 4.13	ADDISON ROAD, MANLY - RELOCATION OF 'NO STOPPING' SIGN
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2022/081726
ATTACHMENTS	1 Plan

GEOCODES: -33.808253, 151.283394

REPORT

BACKGROUND

Council has received concerns from local residents regarding the 'No Stopping' sign located south of the existing access driveway to No.9 Addison Road, Manly.

LOCATION

- Addison Road is a local road of approximately 12m in width carrying two-way traffic with parking permitted on both sides of the road.
- A cul-de-sac is located at the end of the street which had existing 'No Stopping' restrictions beginning outside No.9 and close outside No.2 Addison Road, Manly.
- Adjacent land uses consist of low-medium density housing with some high-density residential buildings, and one is the Kilburn Towers with access to the end of the cul-de-sac.

ISSUES

- The 'No Stopping' sign is located south of the existing access driveway to No.9 Addison Road, Manly.
- The access driveway to 9 Addison Rd was previously located in the area where it has now changed to a kerbside and verge. Therefore, the 'No Stopping' sign can be shifted further north to create a legal parking space.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to move the 'No Stopping' sign to a point 6m west of the edge of the new driveway to No.9. This will create a legal parking space west of the driveway. At the same time, a sufficient length of No Stopping will remain at the end of the road to allow for vehicle turnaround and access to 1 Addison Road, the Kilburn Towers.

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 387 properties within the immediate vicinity of the location providing notification of the proposed changes. All the submissions have been in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Relocation of the 'No Stopping' sign to a point 6m west of the edge of the new driveway to No.9. This will create a legal parking space west of the driveway.

Relocate the "No Stopping" sign – 6m to the left side of the existing access driveway of Number 9 Addison Road, Manly



*NOT TO SCALE



PROPOSAL

Addison Road, Manly
No Stopping Sign Relocation

DRAWN LK

APPROVED

P. Devon

LAYOUT 1 OF 1

REVISION NO. A

DATE

21/12/2021



northern
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ITEM 4.14	MIDDLETON ROAD – INMAN ROAD, CROMER – REMOVAL OF REDUNDANT BUS STOPS AND PROPOSED 4P & 8P PARKING
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2022/081729
ATTACHMENTS	1 Middleton Road – Inman Road, Cromer – Plan 2 Table of Consultation

GEOCODES: -33.734755, 151.283491

REPORT

BACKGROUND

Council has received concerns regarding redundant bus stops in Middleton Road and Inman Road. The presence of the Bus Stops reduces the amount of on-street parking for industrial area workers and their customers.

LOCATION

- Middleton Road and Inman Road are local roads in an industrial area with a speed limit of 50km/h. Furthermore, they are defined by kerb & gutter with an average width of 12m.
- Both sides of Middleton Road and Inman Road have parking facilities.

ISSUES

The redundant Bus Stops reduce the amount of on-street parking facilities for the industrial area workers and their customers. As parking is a premium, it should be used more effectively.

PROPOSAL

Council has investigated and after liaison with bus service providers, it is proposed to remove redundant Bus Stops and replace them with timed parking restrictions. This will improve the parking and traffic flow around its vicinity.

The Proposal as shown in the attachment:1 and includes the following:

- Removal of the redundant Bus Stop (ID: 2099184) on Middleton Road and associated Bus Zone (4PM – 4:30PM, MON – FRI) signs and '4P AT OTHER TIMES' signs. Replacing with 25m length '4P' timed parking restriction consistent with adjacent parking restriction.
- Removal of the redundant Bus Stop (ID: 2099203) on Middleton Road and proposing an 11m length of '4P' timed parking restriction consistent with adjacent parking restrictions.
- Removal of the redundant Bus Stop (ID: 2099185) on Inman Road and proposing an 85m length of '8P; 8AM – 6PM, Every day' timed parking restriction consistent with adjacent parking restrictions.

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 18 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. Removal of the redundant Bus Stop (ID: 2099184) on Middleton Road and associated Bus Zone (4PM – 4:30PM, MON – FRI) signs and '4P AT OTHER TIMES' signs.
Replacing with 25m length of '4P' timed parking restriction consistent with adjacent parking restriction
- B. Removal of the redundant Bus Stop (ID: 2099203) on Middleton Road and proposing an 11m length of '4P' timed parking restriction consistent with adjacent parking restrictions.
- C. Removal of the redundant Bus Stop (ID: 2099185) on Inman Road and proposing an 85m length of '8P; 8AM – 6PM, Every day' timed parking restriction consistent with adjacent parking restrictions.



PROPOSAL



Middleton Road & Inman Road, Cromer
Removal of redundant Bus Stops and proposed 4P & 8P Parking

Drawn VS

Approved 



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<u>Table of Consultation</u>		
Address	Middleton Road - Inman Road, Cromer	
Proposal	Removal of redundant Bus Stops and 4P & 8P Parking	
Properties Consulted	18	
Responses Received	1	
Support		
Do Not Support	1	
Issue	Resident Comment	Council Response
Timed Parking	One of the businesses mentioned that a majority of their staff are working more than 8 hours. Hence, they request for the parking restrictions to be changed to more than 8P.	Council is proposing 8P (8 AM-6 PM) timed parking consistent with the other sections of the road. The majority of businesses benefit from 8P parking. Generally, whoever is working more hours, starts earlier than 8 AM and until 8 AM, the 8P restriction does not apply. Further, businesses do not rely on on-street parking facilities.

ITEM 4.15	PATON PLACE & QUIRK ROAD, BALGOWLAH - TIMED PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/087526
ATTACHMENTS	1 Quirk Road, Balgowlah - Plan 2 Paton Place & Quirk Road, Balgowlah - Plan 3 Paton Place & Quirk Road, Balgowlah - Table Of Consultation

GEOCODES: -33.787625, 151.270011, -33.787667, 151.269455

REPORT

BACKGROUND

Council has received concerns from local business regarding ongoing illegal parking in Paton Place and the long term parking of trucks, box and boat trailers in Quirk Road, Balgowlah.

LOCATION

- Quirk Road is a local road located between Kenneth Road and a cul-de-sac and caters for two-way traffic with a posted speed limit of 50km/h.
- The subject section of Quirk Road is 11.4m in width. It is situated within the Balgowlah Industrial Area and carries low volumes of traffic, given that it is only 120m in length with only one connecting side street (Paton Place) which is only 60m in length and also a cul-de-sac.
- Paton Place is a local road located between Quirk Road and a cul-de-sac and caters for two-way traffic with a posted speed limit of 50km/h.
- Quirk Road and Paton Place are situated within the Balgowlah Industrial Area and is located within walking distance of Condamine & Roseberry Street, Balgowlah.

ISSUES

- Existing unrestricted parking has created a high demand for parking turnover in Quirk Road and Paton Place, to assist businesses provide parking opportunities for customers and visitors.
- Ongoing illegal parking on the nature strip in Paton Place is restricting pedestrian access and vehicles parking within 10 metres of the intersection of Quirk Road and Paton Place has been reported.
- The long term parking of vehicles requiring repair, advertising signs and traffic cones placed on road without Council approval have been reported in Paton Place.
- Trucks, box and boat trailers have been reported to park long term in Quirk Road, Balgowlah.

PROPOSAL

Council has undertaken a review of the location and proposes Council proposes to install of eight hour timed parking (8P) 7am-7pm Everyday restrictions beginning opposite No.1a Quirk Road to the existing No Stopping sign opposite No's 61-63 Kenneth Road on Quirk Road, Balgowlah.

Additional, eight hour timed parking (8P) 7am-7pm Everyday restrictions in the existing unrestricted parking area outside No.2 Paton Place to the existing No Stopping sign at No.61-63 Kenneth Road on Quirk Road, Balgowlah.

Following consultation and further customer requests, implement eight hour (8P) 7am-7pm Everyday timed parking restrictions throughout the entire unrestricted parking sections of Paton Place, Balgowlah, consistent with the original Quirk Road proposal.

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 54 properties within the immediate vicinity of the location providing notification of the proposed changes. The updated proposal is noted in Attachment 2 and all responses are noted in Attachment 3 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. installation of eight hour timed parking (8P) 7am-7pm Everyday restrictions beginning opposite No.1a Quirk Road to the existing No Stopping sign opposite No's 61-63 Kenneth Road on Quirk Road, Balgowlah.
- B. Implementation of eight hour timed parking (8P) 7am-7pm Everyday restrictions in the existing unrestricted parking area outside No.2 Paton Place to the existing No Stopping sign at No's 61-63 Kenneth Road on Quirk Road, Balgowlah.
- C. Implementation of eight hour (8P) 7am-7pm Everyday timed parking restrictions throughout the entire unrestricted parking sections of Paton Place, Balgowlah.

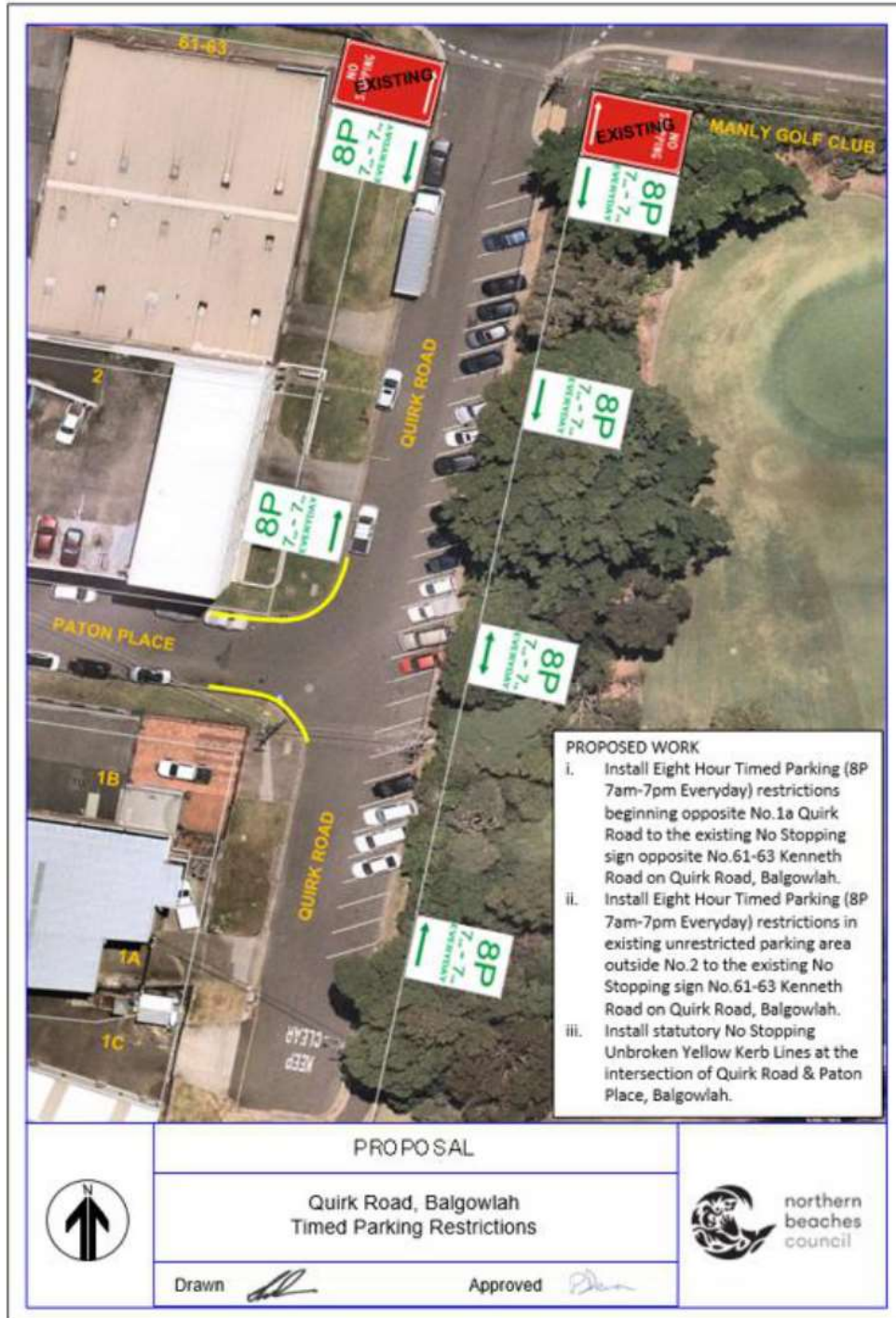




Table of Consultation

Address	Paton Place & Quirk Road, Balgowlah
Proposal	Timed Parking

Properties Consulted	54
Responses Received	2
Support	2
Do Not Support	0

2 x Requesting amendment

Issue	Resident Comment	Council Response
Affects Business	I would ask that you look at doing the same in Paton Place as cars are parked there of months on end. Witches hats and parking signs are used by an automotive business so they ONLY can use these spots.	Council Rangers investigate breaches of NSW Road Rules and Council Building Compliance investigate alleged breaches of consent. The proposal has been amended to include Paton Place.
Additional Comment	The parking needs a review as there cars parked in Quirk Road and Paton Place for weeks on end it makes hard for staff to park near work. With a gym in Paton Place and a yoga centre in Quirk Road there is a lot going on. On weekends there is cricket in summer football in winter a lot going on. So 8P parking in Quirk Road and Paton Place will help.	The proposal has been amended to include Paton Place.

ITEM 4.16	NANDI AVENUE, FRENCHS FOREST - NO STOPPING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/089090
ATTACHMENTS	1 Nandi Avenue, Frenchs Forest - Plan 2 Nandi Avenue, Frenchs Forest - Table Of Consultation

GEOCODES: -33.748568, 151.237433

REPORT

BACKGROUND

Council has received concerns from local residents in regard to the parking of vehicles narrowing the road, affecting traffic flow and visibility, and motorists often driving into oncoming traffic entering and exiting Nandi Avenue, Frenchs Forest.

LOCATION

- Nandi Avenue is a local road carrying two-way traffic with a 50km/h speed limit.
- Nandi Avenue has varying carriageway widths between approximately 6.6 metres and 7 metres.
- It intersects Frenchs Forest Road East to the south and Bimbadeen Crescent, Newell and Garie Place to the west.
- A footpath exists on the western side of the proposed section of road; however, no footpath is available on the eastern side.
- Adjacent land use in Nandi Avenue consists of low to medium density housing and neighbouring Frenchs Forest Road East consists of industrial, commercial, mixed business and low to medium density housing.
- Northern Beaches Hospital, Frenchs Forest Police Station, Forest High School, Skyline Shopping Centre and Forestway Shopping Centre are located within close proximity of Nandi Avenue, Frenchs Forest.

ISSUES

- Vehicles parking on both sides of the street, particularly on the tight bends, restrict the traffic flow.
- Visibility is affected by parked vehicles in existing unrestricted parking areas, which causes vehicles to drive into oncoming traffic with limited sightlines, creating road safety concerns.

PROPOSAL

Council has undertaken a review of the location and proposes to install a No Stopping Unbroken Yellow Kerb Line on the western side, beginning from the northern side of the driveway outside No.22 approximately 88 metres in length, north to the driveway of No.26 Nandi Avenue, Frenchs Forest.

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 original proposal was amended following responses, which are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Stopping Unbroken Yellow Kerb Line on the western side, beginning from the northern side of the driveway outside No.22 approximately 88 metres in length, north to the driveway of No.26 Nandi Avenue, Frenchs Forest.



Table of Consultation

Address	Nandi Avenue, Frenchs Forest
Proposal	No Stopping

Properties Consulted	23
Responses Received	4
Support	3
Do Not Support	1

1 x Requesting amendment

Issue	Resident Comment	Council Response
Affects Residents	Any proposed 'No Stopping Yellow Lines should be on the eastern side of Nandi Avenue from number 21 Nandi Avenue up to the Newell Place junction. This is where cars regularly park and cause vehicles travelling north, up the hill to cross into the southbound lane in the face of oncoming traffic. Travelling North up the hill the drivers view is severely restricted by the curve in the road. Placing a No Stopping yellow line on the eastern side would not inconvenience anyone as these houses do not have driveways backing onto Nandi Avenue, they all have rear lane access for parking.	Lines have been approved to be installed at the intersection of Nandi Avenue & Newell Place. A No Stopping Yellow Kerb Line on the eastern side provides increased visibility of oncoming traffic at the proposed section of road. The proposal maintains on street parking which would act as a deterrent to speeding and allow safer exit from driveways on the western side.
Additional Comments	The If cars are parked opposite #23 driveway as stated in the plans, this will cause cars coming down Nandi Ave to travel onto the wrong side of the road going in to the corner. A simple solution could be to extend the No Stopping to the drive way of number 26, approximately 30 metres. We support the proposal to install the yellow line, however, we feel this yellow line is needed on both sides of the road. We are also concerned about vehicles parked outside no. 8 and 10 Nandi Avenue, as these vehicles are parked opposite Bimbadeen Crescent they create traffic hazards. As they are parked on the crown on the hill vehicles coming up Nandi do not see vehicles going around the parked cars. They also affect traffic flow.	The proposal has been amended to increase length of proposed No Stopping Unbroken Yellow Kerb Line. Council will conduct a review following implementation of the previous and current proposal to identify if further amendments to existing conditions are required.

ITEM 4.17	DELMAR PARADE, DEE WHY - PAVEMENT FLAPS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/089327
ATTACHMENTS	1 Delmar Parade, Dee Why - Plan 2 Delmar Parade, Dee Why - Table Of Consultation

GEOCODES: -33.756672, 151.286196

REPORT

BACKGROUND

Council has received concerns from local residents regarding excessive speed, the movement of vehicles across the centreline into oncoming traffic, dangerous driving and illegal left hand turns from the 'spur' road in Delmar Parade, Dee Why.

LOCATION

- Delmar Parade is a two-way local road running east-west between Pittwater Road and Carew Street with a posted speed limit of 50 km/h.
- Delmar Parade forms an unsignalised T-intersection with Pittwater Road. The width of Delmar Parade is varying approximately 6.5m to 12.5m.
- The 'low level' section of Delmar Parade runs easterly along the northern side of the main carriageway of Delmar Parade providing access to a number of residential apartment buildings and joins Delmar Parade at a very acute angle necessitating a "No Left Turn" restriction on exiting vehicles.
- The subject section of Delmar Parade has No Stopping restrictions on both sides and a wire fence is constructed on the retaining wall separating the upper and lower sections of the road.
- Horizontal and vertical alignment changes rapidly.
- Adjacent land use consists of low to medium density housing and neighbouring Pittwater Road consists of industrial, commercial, mixed business and low to medium density housing.

ISSUES

- Excessive speed and dangerous driving.
- Vehicles crossing the double barrier line into oncoming traffic.
- Illegal parking in No Stopping and across driveways.
- Residents have safety concerns and advised of crash data in Delmar Parade, however, a review indicates there have been no accidents in the proposed section.
- Illegal Left Turns from the 'spur' road onto Delmar Parade have been reported by residents.
- Residents suggested a Convex Safety Mirror existed opposite the entrance to Delmar Parade from the 'spur' road, however, no Council evidence confirms this advice. Previous Traffic Committee reports state that there was no support for a mirror on request, as it did not meet RMS guidelines and criteria for the purpose of installation

PROPOSAL

Council has undertaken a review of the location and proposes install to pavement flaps between No.66 and No.32, in sections of Delmar Parade, Dee Why. The proposed traffic devices will prevent vehicles encroaching the centre of the road, enhance delineation and provide more effective traffic calming in the area.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 244 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 pavement flaps in the centre of Delmar Parade, in sections between No.66 and No.32 Delmar Parade, Dee Why.



Table of Consultation

Address	<u>Delmar Parade, Dee Why</u>
Proposal	<u>Pavement Flaps</u>

Properties Consulted	244
Responses Received	17
Support	10
Do Not Support	7

Issue	Resident Comment	Council Response
Convex Safety Mirror, Speed Camera & Traffic Dome request	<p>When making a right hand turn from the slip road into Delmar Parade it is extremely difficult to see what is coming (flying) down the hill without merging your car out on to the road - you are then unable to see what is coming (flying) up the hill to make the turn safely. When leaving for work at 7am at this time of year, the sun is shining right into your eyes and it is even more dangerous.</p> <p>These pavement flaps will force residents to either U-turn at the Delmar and Pittwater Road's junction, or turn right onto Pittwater Road from Delmar, both of which are more dangerous than making a left hand turn out of the Delmar Parade slip road. Perhaps a mirror can be installed here to make this safer.</p> <p>A speed camera should be considered & would address the speeding issue.</p> <p>An alternative would be to install a "sleeping policeman" across the road at or around 66 Delmar Parade.</p>	<p>Residents believed a mirror was located opposite the entrance to Delmar Parade from the 'spur' road. There is no Council evidence to support the claims.</p> <p>A previous Traffic Committee resolution at the location indicates a convex safety mirror was not supported as it did not meet RMS guidelines and criteria. Residents have been advised they may apply per Council process. Council has no approval to install speed cameras on Council roads.</p> <p>Council has removed all Traffic Domes in the area to improve road safety, in particular, motorcycle safety.</p>

<p>Amend Left Turn Restriction, Speed Limit & install Traffic Signals</p>	<p>We're guessing one of the illegal left turns you mention involves the left turn from the spur road (properties 15 through 25) into Delmar Parade.</p> <p>We suggest that this turn is actually safer than most turns from other driveways along Delmar Parade, vehicles drive out rather than back out, and the need to cross lanes is no worse than any other driveway exit. People make this left turn to avoid doing a U-turn further down Delmar Parade. Such a U-turn will become less safe given the new development. Further, this left turn is the only way to go north on Pittwater Road - a right hand turn from Delmar Parade is practically impossible (except, perhaps after midnight!).</p> <p>We ask Council to allow the left hand turn we describe, and not install traffic control to make this impossible.</p> <p>I don't think 50km/hour is a safe speed limit for this street. The majority of streets in Dee Why have reduced speed of 40 km/hr.</p> <p>A suitable traffic light at the intersection of Pittwater Rd and Delmar Parade, leading to greatly increased traffic flow on this narrow street as people try to use it as a rat run to avoid the slow progress through Dee Why Centre in peak hours in particular. Appropriate traffic lights at the Pittwater Rd intersection would negate this rat run to a large extent.</p>	<p>The Left Turn restriction was installed as part of a development application as it was noted that the 'low level' section of Delmar Parade runs easterly along the northern side of the main carriageway of Delmar Parade providing access to a number of residential apartment buildings and joins Delmar Parade at a very acute angle necessitating a "No Left Turn" restriction on exiting vehicles.</p> <p>Any amendment of the No Left Turn provides no improvement to road safety and due to the above reasons Council has no intention to remove.</p> <p>The proposal intention is to reduce speed, however, NSW Police can enforce speeding and dangerous driving.</p> <p>Residents have requested a speed limit reduction and Traffic signals at the intersection of Pittwater Road & Delmar Parade which remains the responsibility of Transport for NSW.</p>
<p>Additional Comments</p>	<p>The illegal left-hand turn from the spurway is a major problem. Drivers who make the left-hand turn do so as it is so difficult to turn right from Delmar Parade into Pittwater Road due to the volume of traffic using Pittwater Road.</p> <p>When the Development Applications were lodged for the blocks of units located along the spurway, residents of Delmar Parade pointed out to Council and the Developers that drivers would undoubtedly want to turn left.</p> <p>By doing so, cars would have to be driven completely on the wrong side of the road to exit the spurway. The Developers argued that a no left-hand turn sign would stop these turns.</p> <p>At least 100 illegal left-hand turns are made every day out of the spurway! Hopefully if the proposed measures are implemented, residents along the Spurway will minimise the number of illegal left hand turns but some drivers will undoubtedly just drive over the flaps.</p> <p>Parking availability outside house no. 68 should be removed. When cars park here, it is too close to the corner causing drivers to cross the middle of the road.</p>	<p>NSW Police can investigate breaches of the No Left Turn restriction, however, the intention of the pavement flaps is the reduction of speed and ensure vehicles drive to the road conditions (remain in the trafficable lane), and improve road safety. This includes the prevention of breaches of the left turn restriction.</p> <p>Council will review existing parking outside No.68 Delmar Parade.</p>

ITEM 4.18	BEACH ROAD, PALM BEACH - PROPOSED ACCESSIBLE AND PARKING BAYS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/089952
ATTACHMENTS	1 Beach Road, Palm Beach - Aerial 2 Beach Road, Palm Beach - Plan

GEOCODES: -33.592228, 151.320666

REPORT

BACKGROUND

Council has received requests from local residents regarding the parking at the end of the cul-de-sac on Beach Road and a review for accessible parking in the area.

LOCATION

- The section under consideration is the cul-de-sac of Beach Road, Palm Beach, west of the intersection with Waratah Road.
- This section of Beach Road is a local road with a speed limit of 50km/h and caters for two-way traffic.
- The paved section of Beach Road has a measured carriageway width of 12.6-metres.
- There is no formed kerb and gutter in this section, west of the intersection with Waratah Road.
- Kerb, gutter, and indented parking bays have been installed, east of Waratah Road, between the intersections with Waratah Road and Barrenjoey Road. These parking bays are marked and perpendicular to the road.
- There are no parking restrictions in this section.
- The land use of the surrounding area is predominantly low-density residential housing on the southern side and Palm Beach Golf Club and Governor Phillip Park lie on the northern side.
- The cul-de-sac does provide resident and visitor access to Barrenjoey Beach, which lies to the west.
- There are no bus services that operate on the section of Beach Road.
- There is no footpath on this section of Beach Road

ISSUES

- It can be observed that road users are parking perpendicular to the road edge on the northern side, similarly to the parking arrangement east of the Waratah Road.
- Due to the lack of parking controls and line marking in the area, it is deemed that vehicles parking perpendicular to the road edge is illegal, in accordance with the Australia Road Rules 2014 Regulations 208.
- Residents have previously expressed concerns regards to the access into and out of this section of the road due to the lack of parking controls. During summer periods, it can be observed that drivers are positioning their vehicles in a way that there is insufficient space for adjacent vehicles to manoeuvre into and out.

- Where angle parking is proposed, there are several factors that require consideration of the parking. Assessment of the viability of the angle parking shall take account of the road width, manoeuvring space, along with various combinations of traffic flow, traffic speed and usage.

PROPOSAL

Council has undertaken a review of the above location and proposes to install parking bays along the northern road edge on Beach Road, Palm Beach to indicate areas of the road where parking is permitted. Parking bays will be similar to the existing indented parking bays located east of Waratah Road.

Efforts have been made to retain parking where drivers currently park, however, 'NO STOPPING' restrictions are proposed along the southern road edge to accommodate and allow for vehicles to access to and from the parking bays and manoeuvre within the cul-de-sac.

Within the overall provision of parking, the proposal also includes a dedicated accessible parking bay, to provide convenient access to the nearby amenities for people with disabilities. This is in line with the Australian Standards AS2890.5-2020 Parking facilities.

The dedicated accessible parking bay shall be widened to 3.2-metres for ease of access and the shared area associated with the accessible bay, shall be at road level and lie within the turning head of the cul-de-sac.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

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

CONSULTATION

- Consultation letters have been distributed to 19 properties within the immediate vicinity of the location providing notification of the proposed changes.
- A total of 1 submission was received supporting the proposal.

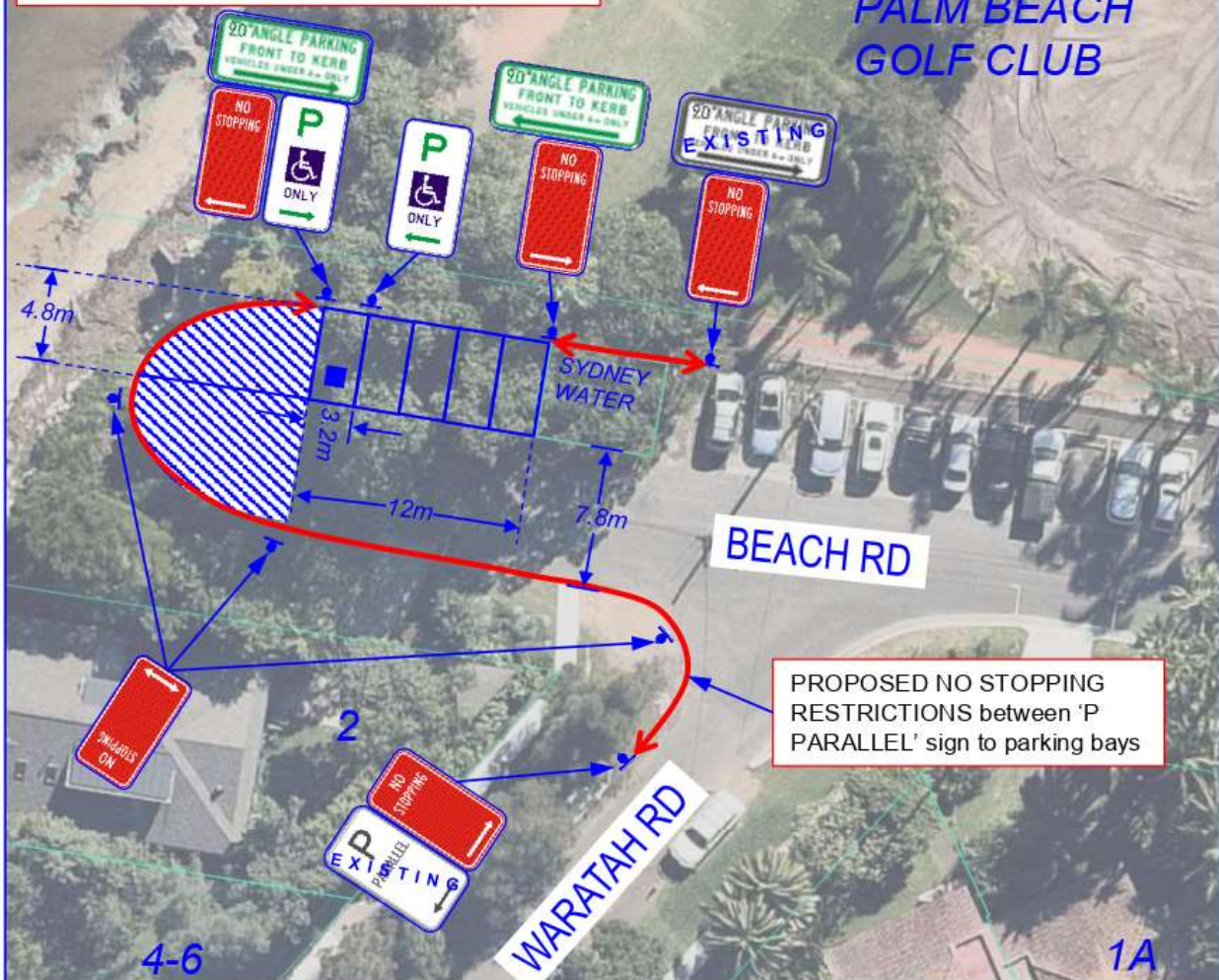
RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of five (5) 90° angled parking bays include an accessible parking bay with associated signs and pavement marking on Beach Road, Palm Beach.
- B. Installation of 'No Stopping' restriction between existing 'P PARALLEL' sign to proposed parking bays on Beach Road, Palm Beach.



PROPOSED ACCESSIBLE AND PARKING BAYS
EACH @ 2.4-METRES WIDTH AND LENGTH OF
4.8-METRES



PROPOSAL

Beach Road, Palm Beach
Accessible and Parking Bays

DRAWN BD

APPROVED

P. Devon

LAYOUT

1 OF 1

REVISION NO.

B

DATE

08/09/2021



northern
beaches
council

ITEM 4.19	EDWIN WARD PLACE, MONA VALE - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/089977
ATTACHMENTS	1 Edwin Ward Place, Mona Vale - Aerial 2 Edwin Ward Place, Mona Vale - Plan

GEOCODES: -33.668832, 151.309580

REPORT

BACKGROUND

Council has received concerns from residents regarding the sightline limitations when exiting Edwin Ward Place into Waterview Street, Mona Vale.

LOCATION

- The section under consideration is the intersection of Edwin Ward Place and Waterview Street, Mona Vale.
- Edwin Ward Place intersects Waterview Street as the stem of a 'T' intersection.
- Edwin Ward Place is a local road with a speed limit of 50km/h and caters for two-way traffic.
- Waterview Street is a collector road with a speed limit of 50km/h and caters for two-way traffic. Waterview Street connects Barrenjoey Road in the west to Mona Street in the east.
- Edwin Ward Place has a measured carriageway width of 7-metres from kerb to kerb.
- Waterview Street has a measured carriageway width of 9-metres from kerb to kerb.
- There are no signposted parking controls in the immediate area.
- The land use of the surrounding area is predominantly low-density residential housing.
- There are multiple school bus services that operate on Waterview Street.
- The constructed footpath is located on the southern side of the road between Mona Street and Barrenjoey Road.
- There is no footpath in Edwin Ward Place.

ISSUES

- As Edwin Ward Place meets Waterview Street at steep up-grade, it can cause sight distance problems for road users, creating a potential traffic hazard and increasing the risk of head or side-on collisions. This upgrade adversely affects heavy vehicles starting up and entering Waterview Street.
- Sight distances are further aggravated where there are permanent sight obstructions adjacent to the intersection of Edwin Ward Place and Waterview Street.
- It can be observed that vehicles are consistently parked on Waterview Street, north of the intersection and obstruct the view of approaching traffic for vehicles exiting Edwin Ward Place.
- It is important for the safety of drivers approaching the intersection, that they are able to recognise the presence of an intersection in time to slow down or stop in a controlled and comfortable manner and see opposing vehicles approaching the intersection and give way where required by law, or avoid a crash in the event of a potential conflict.

PROPOSAL

As Edwin Ward Place meets Waterview Street steep up-grade, Council has undertaken a review of the above location and proposes to install 'No Stopping' restrictions at the intersection and a 'Give Way' holding line and associated signs on Edwin Ward Place, Mona Vale.

The proposal will also extend the legislative 10-metre 'No Stopping' rule from the intersection to the driveway of property No.43 Waterview Street. One on-street parking will effectively be removed, however, the proposal will improve sightlines from Edwin Ward Place and allow drivers to safely enter Waterview Street.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- Waterview Street is part of the Road Cycling and Safe Cycling Network, however, 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 on walking paths.

CONSULTATION

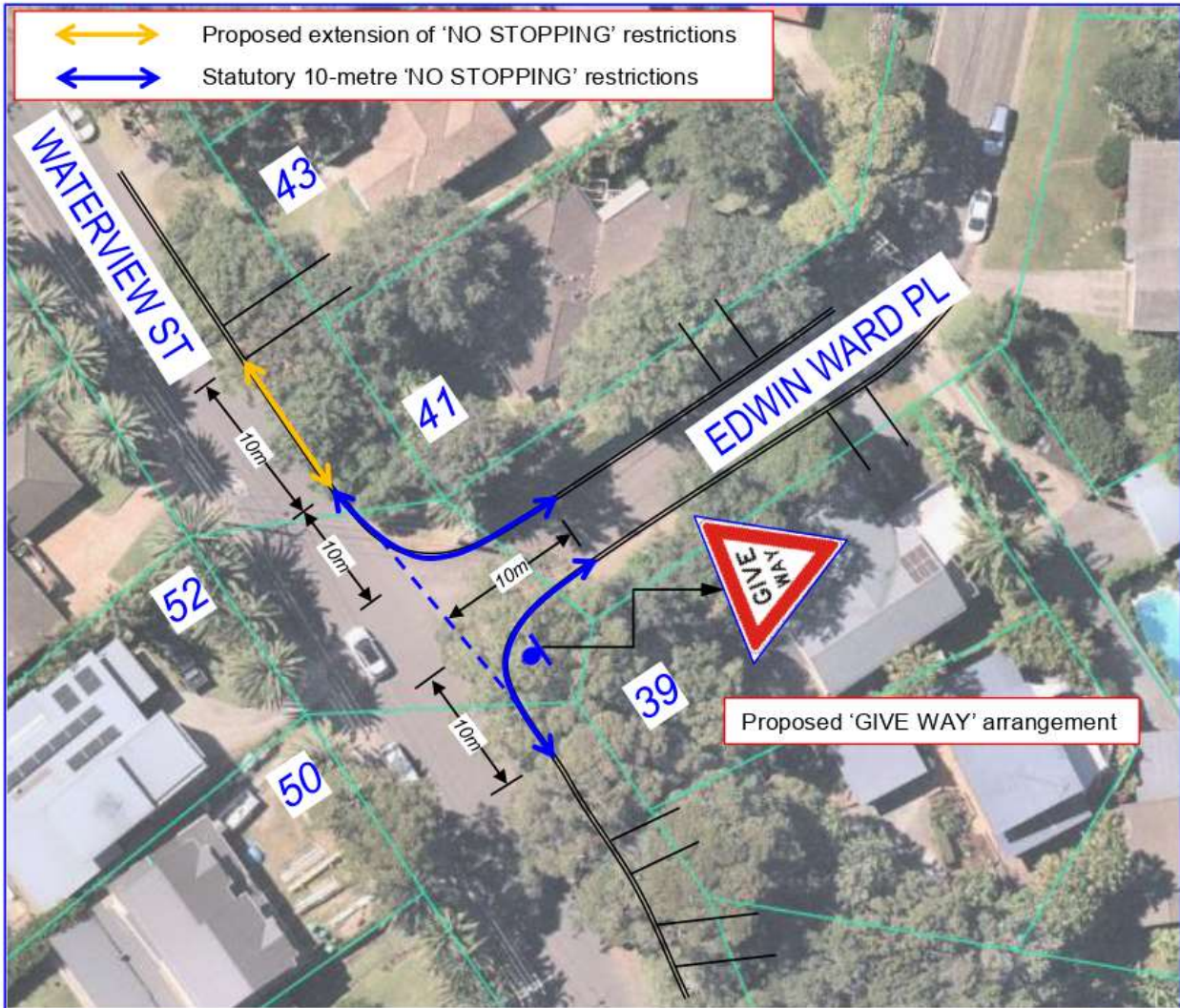
- Consultation letters have been distributed to 21 properties within the immediate vicinity of the location providing notification of the proposed changes.
- A total of 9 submissions were received and all supported the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a 'Give Way' holding line and associated signs on Edwin Ward Place, Mona Vale.
- B. Installation of statutory 'No Stopping' restrictions 10-metre from the intersection Edwin Ward Place and Waterview Street and extension of the 'No Stopping' restriction up to the driveway of property No.43 Waterview Street, Mona Vale.





	PROPOSAL						
	Edwin Ward Place, Mona Vale No Stopping Restrictions						
	DRAWN	BD	APPROVED				
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	05/10/2021	

ITEM 4.20	NORTH STEYNE, SOUTH STEYNE ROAD AND WEST ESPLANADE, MANLY - RAISED CROSSINGS
REPORTING OFFICER	MANAGER TRANSPORT NETWORK
TRIM FILE REF	2022/099937
ATTACHMENTS	1 North Steyne, South Steyne Road and West Esplanade, Manly - Plans

GEOCODES:

North Steyne at Ceramic Lane: -33.787386, 151.287713

North Steyne at Carlton Street: -33.792882, 151.286960

North Steyne at Raglan Street: -33.796065, 151.287650

South Steyne Road at Victoria Parade: -33.799048, 151.289272

West Esplanade at Rowe Street: -33.798371, 151.282502

REPORT**BACKGROUND**

As part of the 30km/h project in Manly, Council has investigated additional areas in need for traffic calming to self-enforce the reduced speed limit. Council has received additional funding to design and construct new infrastructure to support this project and to improve the walkability in the area for pedestrians on the Manly beachfront.

LOCATION

- Manly currently has a 30km/h speed limit, spanning from North Steyne to South Steyne and West Esplanade, Manly.
- All three roads accommodate school and public buses including the 142, 144, 166, 167 and 199 services.
- North Steyne and South Steyne have varying traffic lane widths from 3.1m to 3.7m in both north and southbound directions
- West Esplanade has a traffic lane width of approximate 3.2m in both east and west bound directions
- In all 3 streets, there is high density housing, with high pedestrian and vehicle activity.

ISSUES

- Concerns have been raised by the community that drivers do not adhere to the current 30km/h speed limit.
- Concerns have been raised regarding pedestrian safety and additional crossing opportunities. This is more apparent in West Esplanade.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to construct new raised pedestrian crossings at 5 locations on North Steyne at Ceramic Lane, North Steyne at Carlton Street, North Steyne at Raglan Street, South Steyne at Victoria Parade and West Esplanade at Rowe Street. This will support the existing 30km/h speed limit in Manly and provide additional crossing opportunities for pedestrians. The raised thresholds will be 75mm high to accommodate buses.

As part of the raised crossing proposals, 2 car parking spaces will be removed from North Steyne at Ceramic Lane, as well as 1 car space on North Steyne at Carlton Street. However, 4 car parking spaces will be converted to 8 motor bike parking spaces at these two sites.

Additionally, 45-degree angled parking is proposed on North Steyne at Ceramic Lane. This will create an additional 7 car spaces and 3 new motor bike 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 improves pedestrian facilities in Manly, providing additional crossing paths.

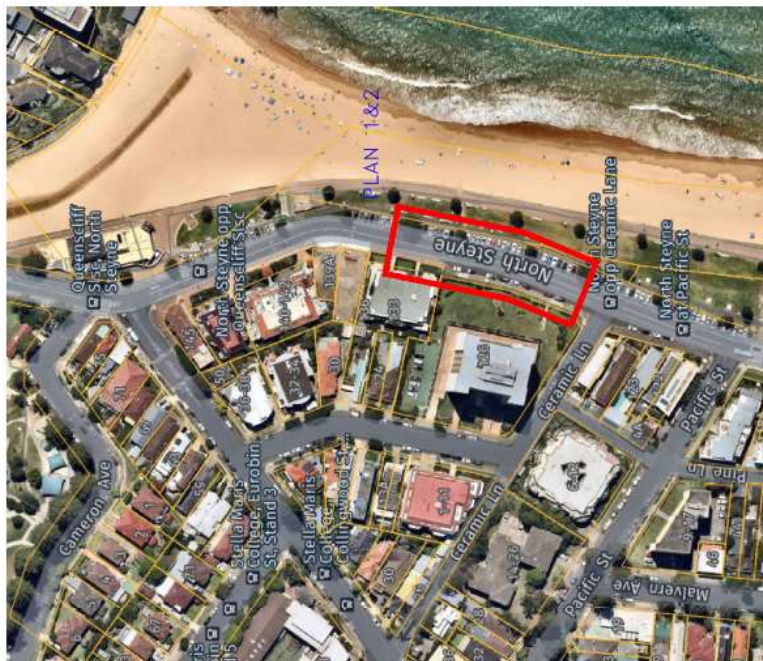
CONSULTATION

Notification letters will be distributed in the areas surrounding the 5 sites prior to construction.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Construction of a 75mm raised pedestrian crossing on North Steyne at Ceramic Lane
- B. Construction of a 75mm raised pedestrian crossing on North Steyne at Carlton Street
- C. Construction of a 75mm raised pedestrian crossing on North Steyne at Raglan Street
- D. Construction of a 75mm raised pedestrian crossing on South Steyne at Victoria Parade
- E. Construction of a 75mm raised pedestrian crossing on West Esplanade at Rowe Street
- F. Installation of 45-degree angled parking on North Steyne at Ceramic Lane

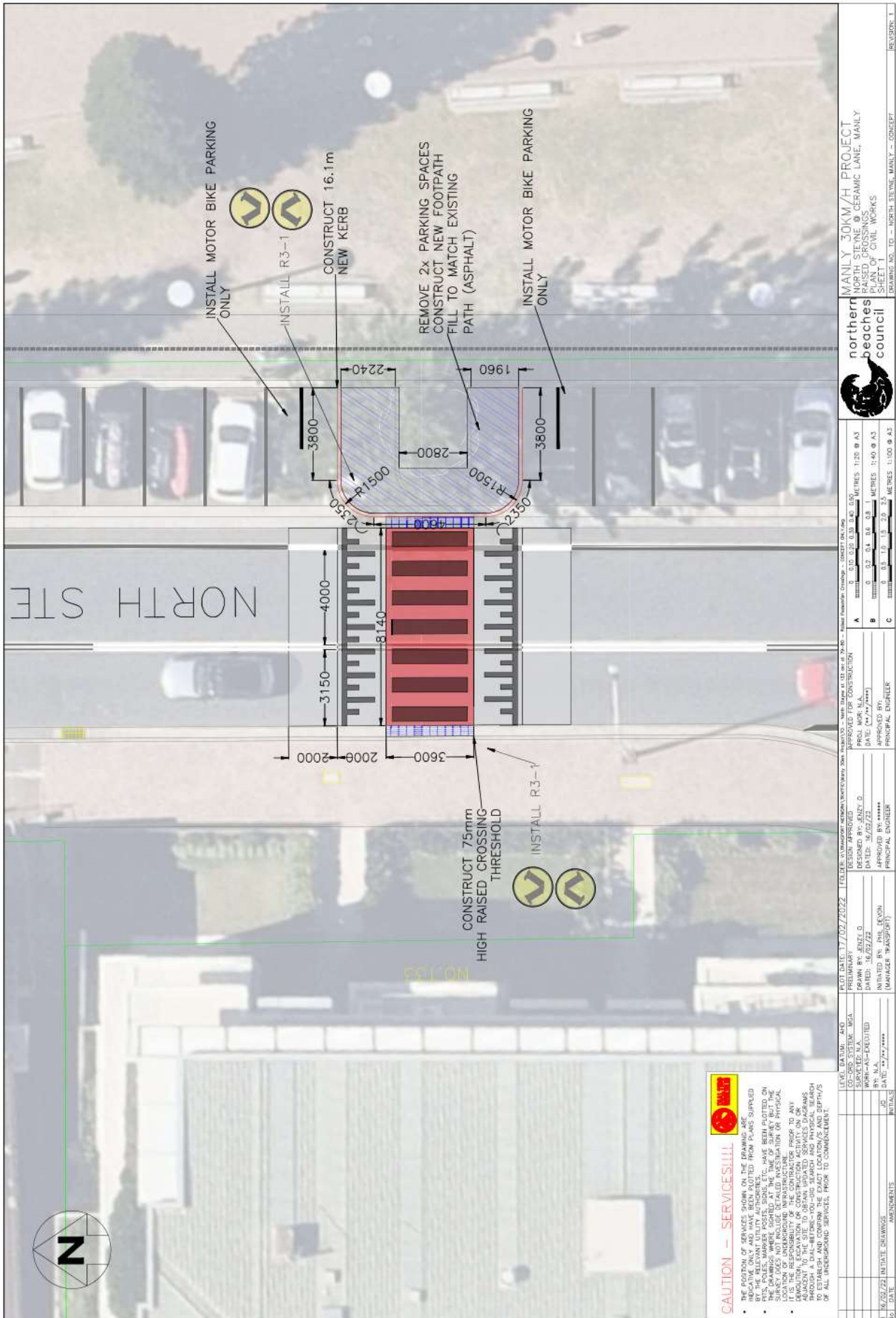


LOCALITY PLAN
NOT TO SCALE

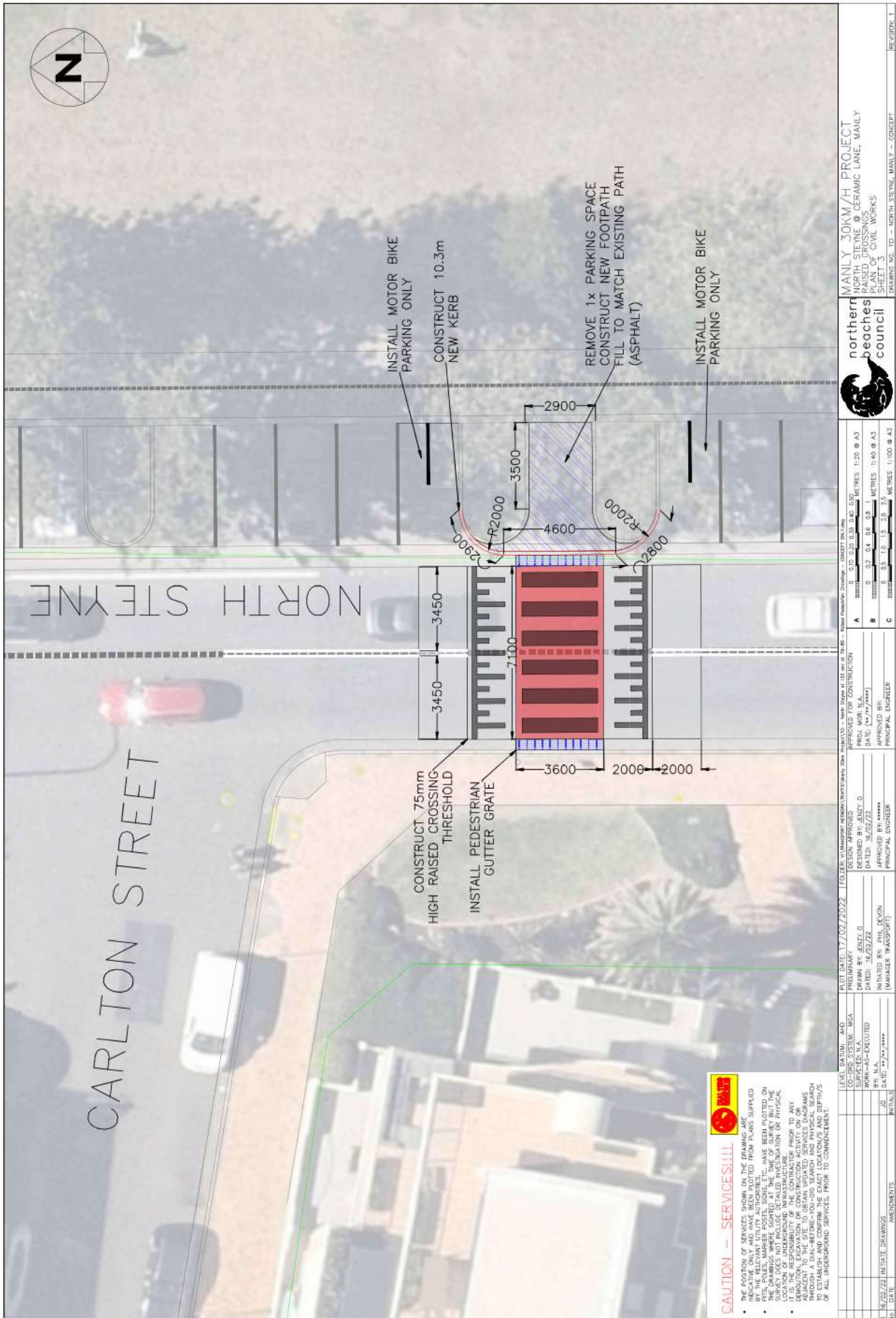


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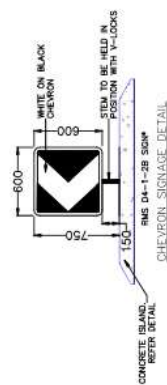
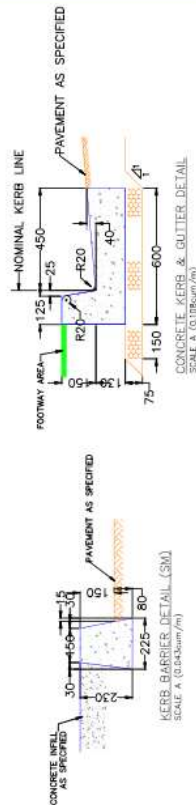
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STANDARD KERB AND GUTTER NOTES

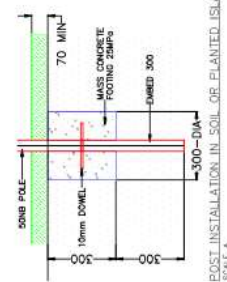
1. NEW AND EXISTING CONCRETE KERBS AND GUTTERS SHALL BE CONSTRUCTED TO THE FOLLOWING STANDARDS:
2. THE MINIMUM CONCRETE STRENGTH SHALL BE 25MPa.
3. FOR KERBS, THE MINIMUM CONCRETE STRENGTH SHALL BE 25MPa.
4. FOR GUTTERS, THE MINIMUM CONCRETE STRENGTH SHALL BE 25MPa.
5. REINFORCEMENT WILL NOT BE REQUIRED PROVIDED THE KERB OR GUTTER IS NOT LESS THAN 200mm AT 28 DAYS.
6. THE GUTTER IS TO BE RETAINED, THE CONTRACTOR SHALL PLACE A 75mm DEEP SAW CUT IN THE KERB OR GUTTER TO REMOVE THE KERB AND OR LAYBACK.
7. KERBS SHALL BE CONSTRUCTED TO A MINIMUM 50mm FROM THE TOP OF THE ADJACENT PAVEMENT.
8. KERBS SHALL BE CONSTRUCTED TO A MINIMUM 50mm FROM THE TOP OF THE ADJACENT PAVEMENT.
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13. KERBS SHALL BE CONSTRUCTED TO A MINIMUM 50mm FROM THE TOP OF THE ADJACENT PAVEMENT.

SIGN POST FIXTURE NOTES

1. "MAN/UMAN" SIGNS ARE TO BE USED TO INSTALL SIGN POLES IN THE FOOTWAY UNLESS NOTED OTHERWISE.
2. SIGN POLES ARE TO BE INSTALLED TO THE FOLLOWING STANDARDS:
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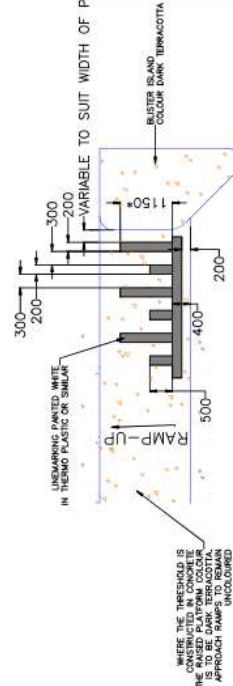
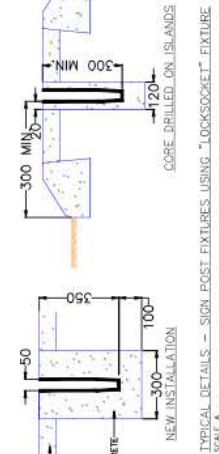


NOTE: D4-1-2A SIGN (450 x 450) OR BLADE MAY BE USED FOR NARROWER ISLANDS



IMPORTANT NOTE
THESE STANDARDS WERE PROVIDED FOR THE SOLE USE OF THE NORTHERN BEACHES COUNCIL. ANY CHANGES TO THESE STANDARDS FOR CONSTRUCTION DRAWINGS MUST HAVE BEEN APPROVED BY THE COUNCIL. ANY OTHER APPROVALS WITHOUT THE WRITTEN PERMISSION OF NORTHERN BEACHES COUNCIL'S ASSET MANAGER.

DRAWINGS COLOUR CODED
PLEASE PRINT ALL COLOURS IN COLOUR



PIANO KEY MARKINGS ON APPROACH RAMP
SCALE: 1:100 (PLAN)
NOTE: THIS IS FOR A 2000 RAMP LENGTH

PEDESTRIAN CROSSING LINEMARKING AND SIGNAGE NOTES

1. ALL PAVEMENT MARKING AND SIGN POSTING TO BE IN ACCORDANCE WITH ROADS AND TRAFFIC MANAGEMENT ACT 1999.
2. THE DETAILS SHOWN ARE INDICATIVE ONLY AND MAY BE MODIFIED SUBJECT TO SITE CONDITIONS.
3. SPACING OR AS ADVISED BY COUNCIL'S TRAFFIC ENGINEER.
4. THE DETAILS SHOWN ARE INDICATIVE ONLY AND MAY BE MODIFIED SUBJECT TO SITE CONDITIONS.
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MANLY 30KM/H PROJECT
NORTH STEYNE & CERAMIC LANE, MANLY
RAISED CROSSINGS
LINE MARKING DETAILS
SHEET 5



**northern
beaches
council**

MANLY 30KM/H PROJECT
NORTH STEYNE & CERAMIC LANE, MANLY
RAISED CROSSINGS
LINE MARKING DETAILS
SHEET 5

MANLY 30KM/H PROJECT
NORTH STEYNE & CERAMIC LANE, MANLY
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MANLY 30KM/H PROJECT
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MANLY 30KM/H PROJECT
NORTH STEYNE & CERAMIC LANE, MANLY
RAISED CROSSINGS
LINE MARKING DETAILS
SHEET 5

MANLY 30KM/H PROJECT
NORTH STEYNE & CERAMIC LANE, MANLY
RAISED CROSSINGS
LINE MARKING DETAILS
SHEET 5

MANLY 30KM/H PROJECT
NORTH STEYNE & CERAMIC LANE, MANLY
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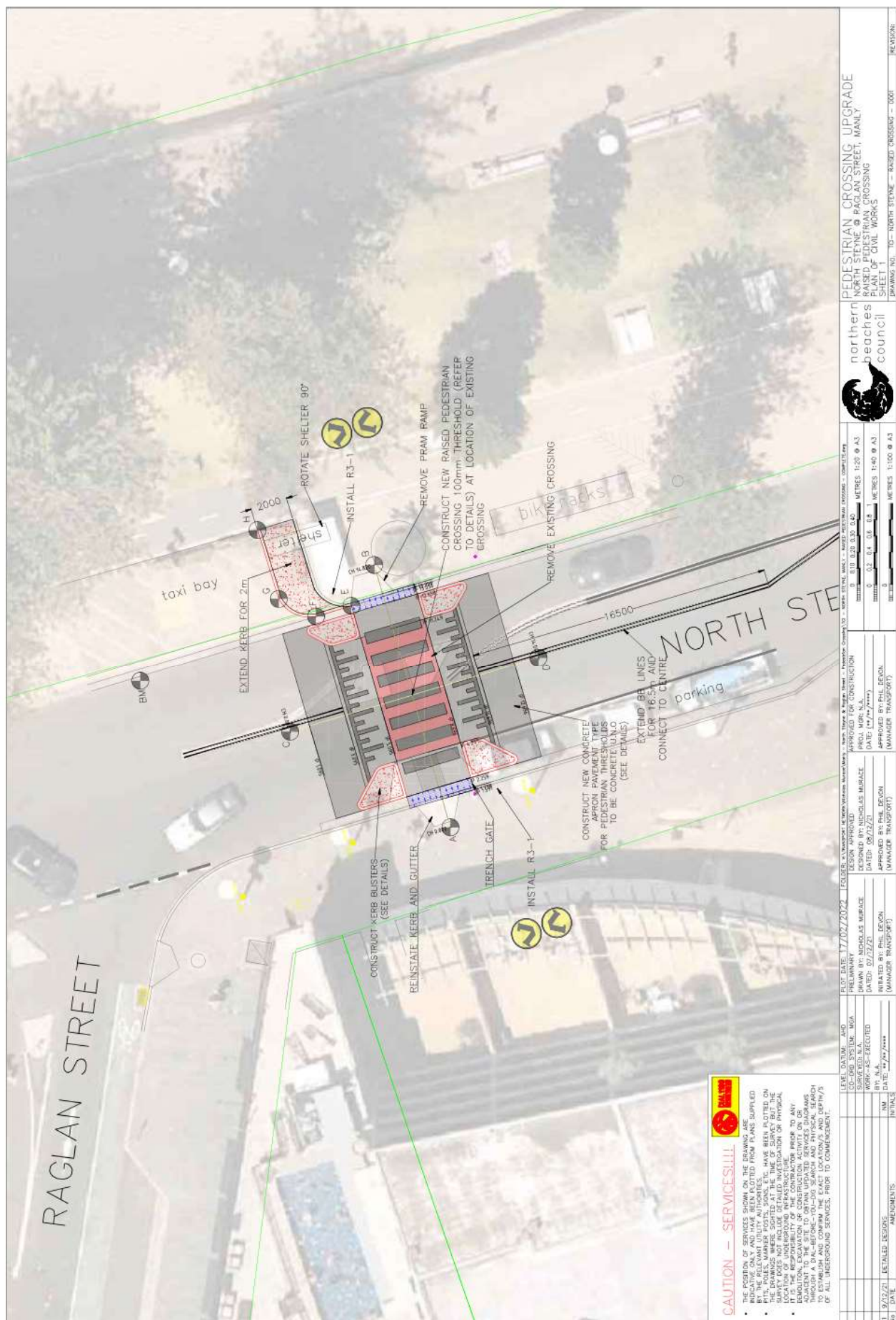
MANLY 30KM/H PROJECT
NORTH STEYNE & CERAMIC LANE, MANLY
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SHEET 5

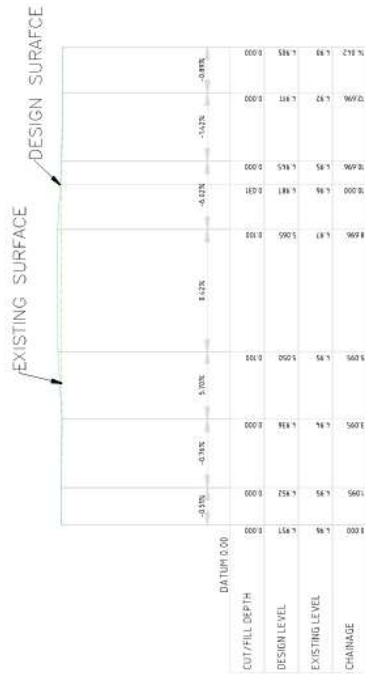
**NORTH STEYNE @ RAGLAN STREET,
MANLY - 30KM/H PROJECT**



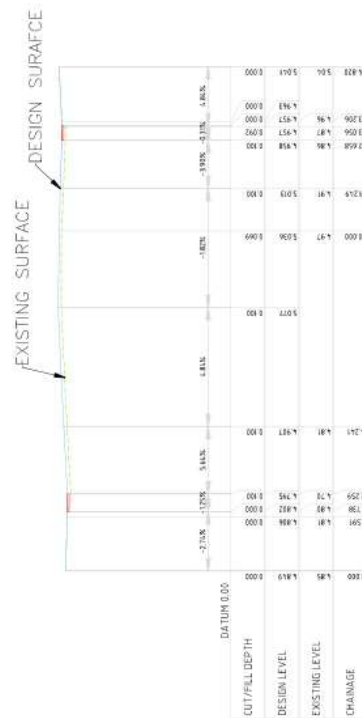
LOCALITY PLAN
NOT TO SCALE

[illegible]





PROFILE 2 - THRESHOLD CENTRELINE



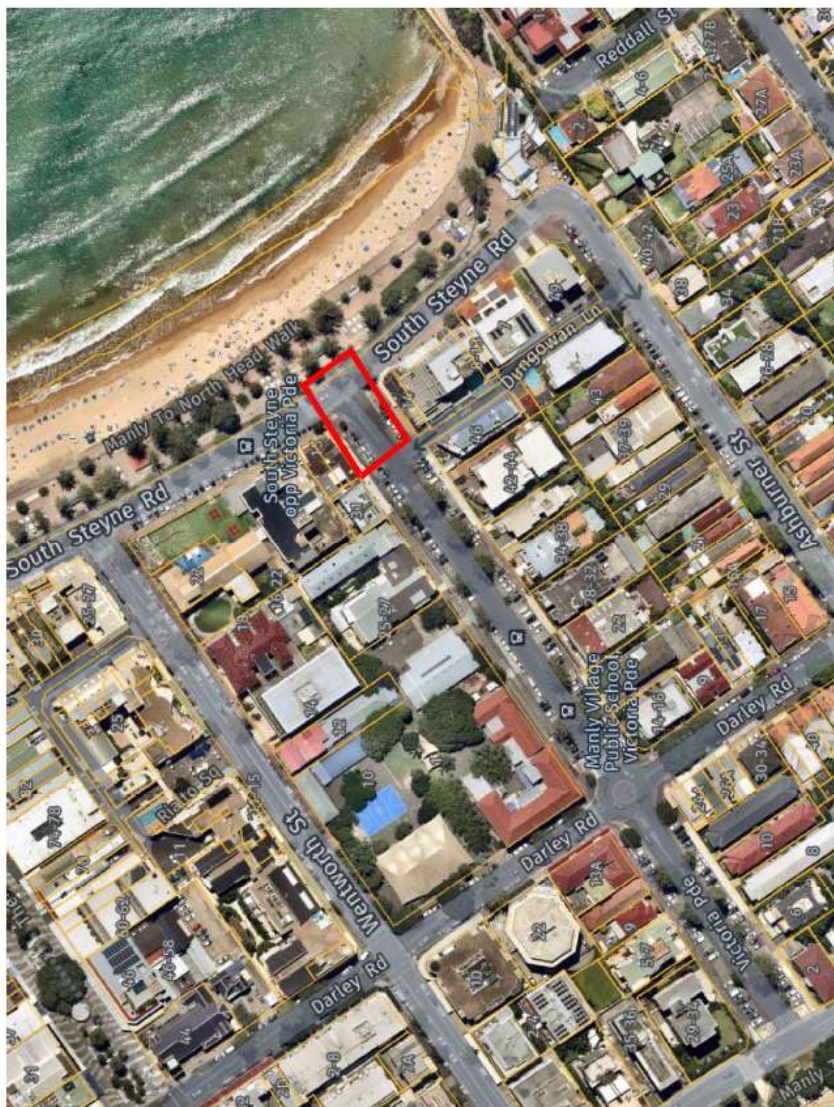
PROFILE 1 - THRESHOLD X-SECTION

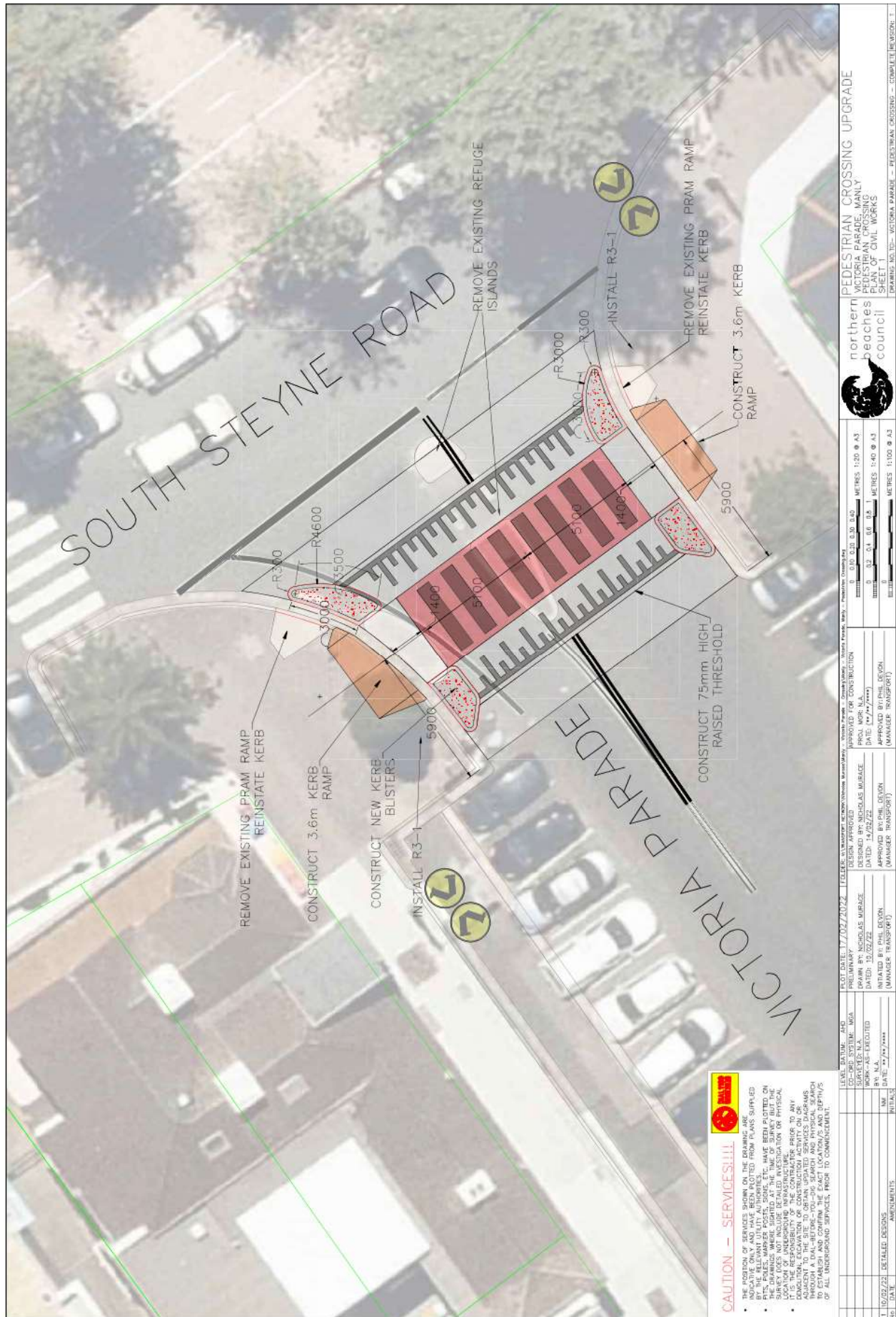
<div>  <div> <div>northern beaches council</div> <div>PEDESTRIAN CROSSING UPGRADE NORTH STEYNE @ RAGLAN STREET, MANLY RAISED PEDESTRIAN CROSSING THRESHOLD PROFILES SHEET 2</div> </div> </div>		<div> <div>PROJECT NO. 10 - NORTH STEYNE - RAISED CROSSING - 0001</div> <div>REVISION: 1</div> </div>	
<div> <div>DATE: 17/02/2022</div> <div>DESIGNED BY: PHIL DEVON</div> <div>DATE: 07/02/21</div> <div>INITIATED BY: PHIL DEVON</div> <div>MANAGER TRANSPORT</div> </div>		<div> <div>DATE: 17/02/2022</div> <div>DESIGNED BY: PHIL DEVON</div> <div>DATE: 07/02/21</div> <div>INITIATED BY: PHIL DEVON</div> <div>MANAGER TRANSPORT</div> </div>	
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**SOUTH STEYNE ROAD @ VICTORIA PARADE, MANLY -
30KM/H PROJECT**

[illegible]



PEDESTRIAN CROSSING UPGRADE
VICTORIA PARADE - MANLY
PLAN OF CIVIL WORKS
SHEET 1



**northern
beaches
council**

APPROVED FOR CONSTRUCTION
DATE: 12/02/22
DESIGN
(MANAGER TRANSPORT)

DESIGNED BY: NICHOLAS MURRAY
DATE: 12/02/22
DESIGN
(MANAGER TRANSPORT)

DESIGNED BY: NICHOLAS MURRAY
DATE: 12/02/22
DESIGN
(MANAGER TRANSPORT)

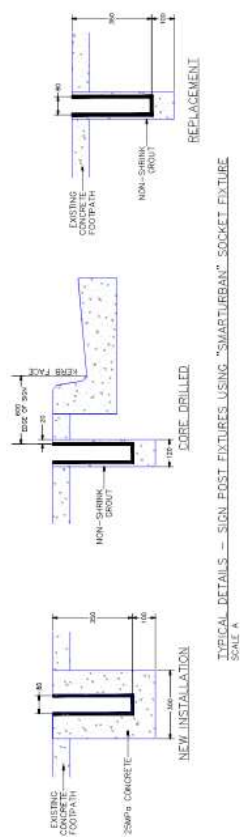
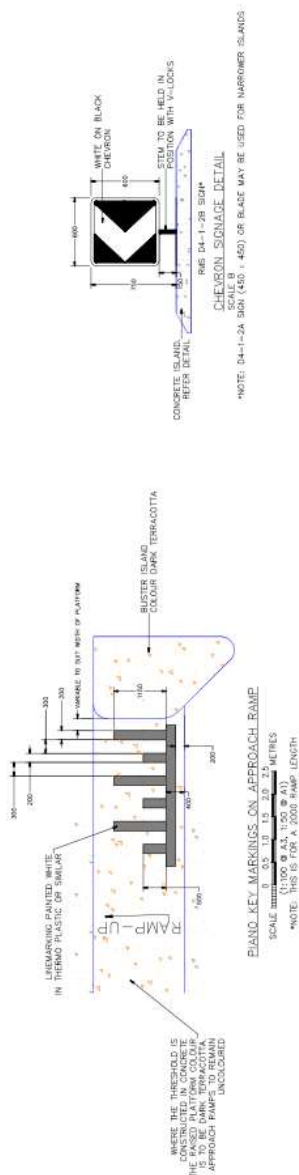
DESIGNED BY: NICHOLAS MURRAY
DATE: 12/02/22
DESIGN
(MANAGER TRANSPORT)

DESIGNED BY: NICHOLAS MURRAY
DATE: 12/02/22
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DATE: 12/02/22
DESIGN
(MANAGER TRANSPORT)



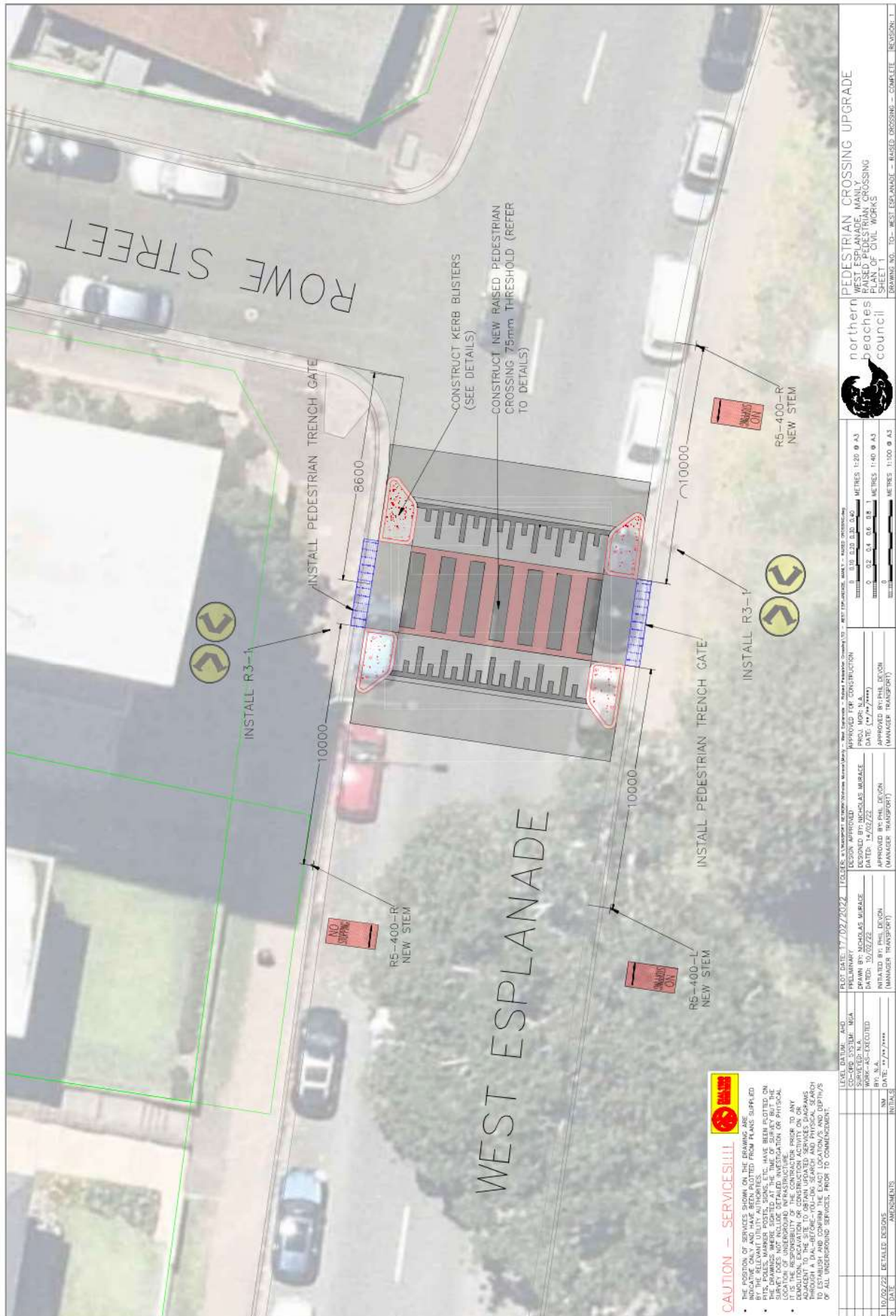


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WEST ESPLANADE @ ROWE STREET, MANLY - 30KM/H PROJECT



LEVEL DATUM: AHD	PROJECT DATE: 17/02/2022	100%: 1:1000 METRES 1:1000 0 A3	PEDESTRIAN CROSSING UPGRADE
SCHEME: MSA	DESIGN APPROVED: 14/02/22	1:10 0.2 0.4 0.6 0.8 1	WEST ESPLANADE, MANLY
WORK: AS-EXECUTED	DATED: 14/02/22	0 0.2 0.4 0.6 0.8 1	RAISED PEDESTRIAN CROSSING
BY: N.A.	INITIATED BY: PHIL DEVON	0 0.2 0.4 0.6 0.8 1	SECTION
DATE: 27/02/2022	APPROVED BY: PHIL DEVON	0 0.2 0.4 0.6 0.8 1	DRAWING NO. 101- WEST ESPLANADE - RAISED CROSSING - COMPLETE
INITIALS	(MANAGER TRANSPORT)	0 0.2 0.4 0.6 0.8 1	REVISION: 1







ITEM 4.21	CHANGE IN APPROVED RESTRICTIONS - COMMUNITY FEEDBACK
REPORTING OFFICER	MANAGER TRANSPORT NETWORK
TRIM FILE REF	2022/106572
ATTACHMENTS	NIL

GEOCODES: -33.753299, 151.281308

REPORT

BACKGROUND

Council had originally received a petition from local residents regarding on-street parking, in particular, in the cul-de-sac area of Redman Road, Dee Why. The existing unrestricted parking reduces the road width, restricts waste operators and emergency vehicle access and often vehicles drive into incoming traffic.

The approval was granted at the November 2021 as item 4.9 - for the installation of no stopping yellow line around the turning head of the cul-de-sac.

LOCATION

This section of Redman Road is a local road that caters for two-way traffic, with a speed limit of 50km/h. Redman Road consists of two sections, the western side is located between Victor Road and a cul-de-sac. A Council walkway separates the two sections and provides stair access for pedestrians to the eastern end located between Burne Avenue and Fisher Road, Dee Why.

ISSUES

Vehicles parking on both sides of the street reduce road width and restrict traffic flow. Visibility is affected by parked vehicles and often vehicles have difficulty entering and exiting driveways and drive into oncoming traffic with limited sightlines. Vehicles parking in the cul-de-sac affect the turning circle, in particular, entry and exit for waste operators.

The discussion raised by the residents relates to the ability of the properties to now receive deliveries and pick up and drop off people in this area. They have requested a minor change to the approval to address this concern.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to change the restriction from the approved "No Stopping" to "No Parking" to resolve the issues raised in discussions with the residents.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have no impact on pedestrians and people cycling.

CONSULTATION

Several residents have contacted the Transport Network team to discuss the matter since approval and the installation was paused to allow for the change to be discussed and approved.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the change from “No Stopping” to “No Parking”

ITEM 4.22	AVON ROAD & CLYDE ROAD, DEE WHY - MARKED PEDESTRIAN CROSSINGS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2022/109427
ATTACHMENTS	1 Clyde Road and Avon Road, Dee Why - Plans

GEOCODES: -33.753437, 151.292186

REPORT

BACKGROUND

Council has received concerns from local residents regarding pedestrian safety and amenity in the residential streets lying between Pittwater Road and Dee Why Beach. The introduction of One-Way northbound traffic flow on The Strand as a Streets as Shared Spaces project has also resulted in increased traffic volumes using the parallel side streets Clyde Road and Avon Road. The recent introduction of a 40km/h High Pedestrian Activity Zone between Pittwater Road and Dee Why Beach, coupled with the introduction of the Streets as Shared Spaces work, has increased the attractiveness of the Dee Why beachfront for pedestrians and cyclists. To facilitate and encourage travel to and from the beach by these travel modes and to support the 40km/h High Pedestrian Activity Zone, additional pedestrian crossings on Avon Road and Clyde Road are required.

LOCATION

Clyde Road and Avon Road are local roads carrying moderate volumes of two-way traffic. Both roads are oriented in a north-south direction with pedestrians crossing these roads to travel between Dee Why Beach and the Dee Why shops/Pittwater Road. A marked pedestrian crossing was introduced across Clyde Road south of Howard Avenue in August 2021. The intersection of Clyde Road with Oaks Ave has a pedestrian refuge to assist pedestrians crossing Clyde Road. The intersections of Avon Road with Oaks Avenue and Howard Avenue are both controlled with roundabouts.

ISSUES

- The 40km/h High Pedestrian Activity Zone has been supported by at grade pavement patches and some additional traffic facilities. Further work to enhance the level of pedestrian safety and amenity is required.
- Buses use both Clyde Road and Avon Road and any traffic devices introduced need to be suitable for use by buses.
- Pedestrians frequently raise concerns about safety when crossing both Clyde Road and Avon Road.
- There is currently inadequate pedestrian connectivity in an east-west direction.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce marked pedestrian crossings on Clyde Road north of Oaks Avenue, on Avon Road north of Oaks Avenue and on Avon Road south of Howard Avenue.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal will improve pedestrian safety and amenity and provide better pedestrian connections to Dee Why Beach

CONSULTATION

The work has arisen as an outcome from consultation conducted prior to and feedback received following the introduction of the Dee Why Streets as Shared Space Project and the 40km/h High Pedestrian Activity Zones in the Dee Why area.

RECOMMENDATION TO TRAFFIC COMMITTEE

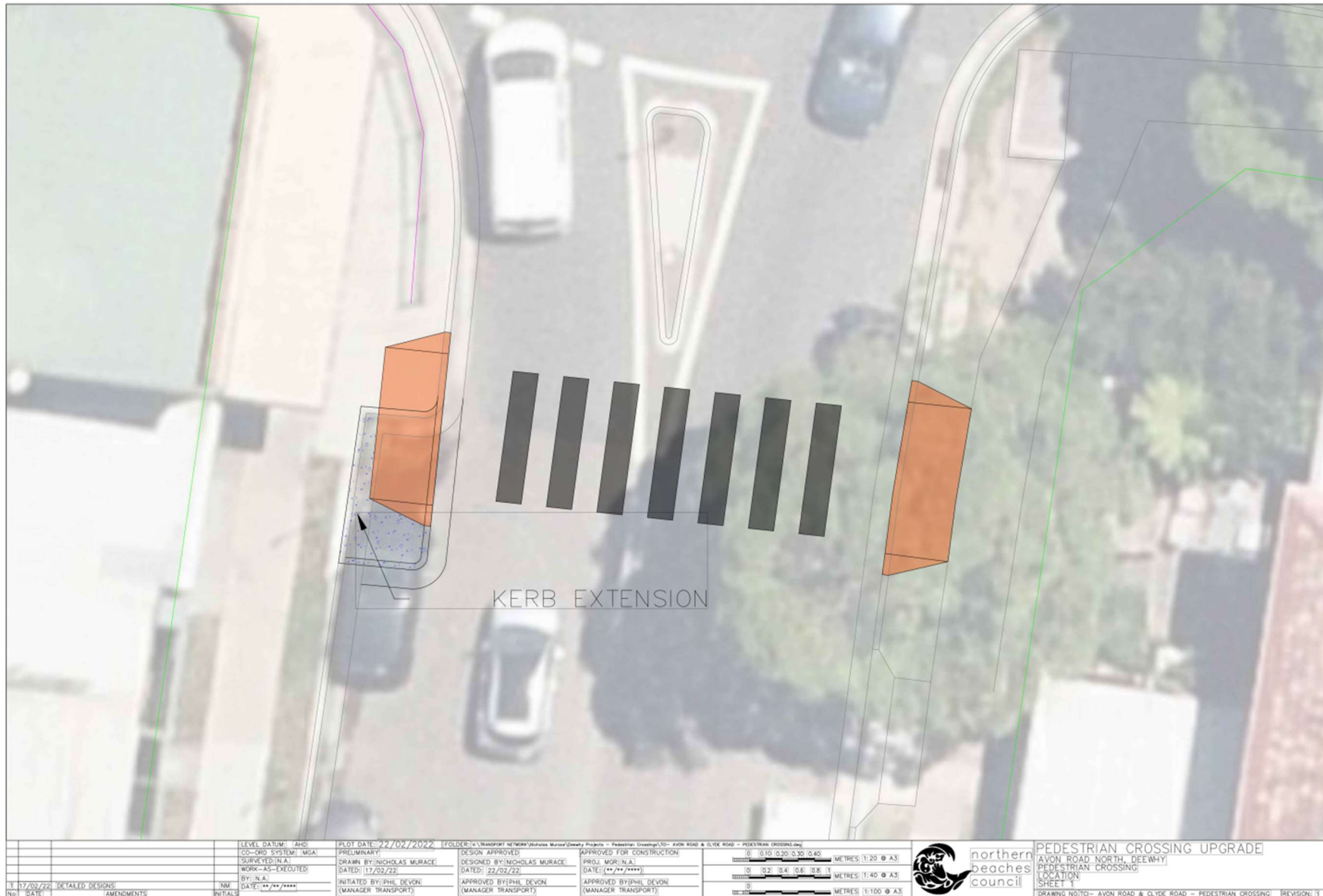
That the Traffic Committee supports the concept plans for introduction of at grade pedestrian crossings on:

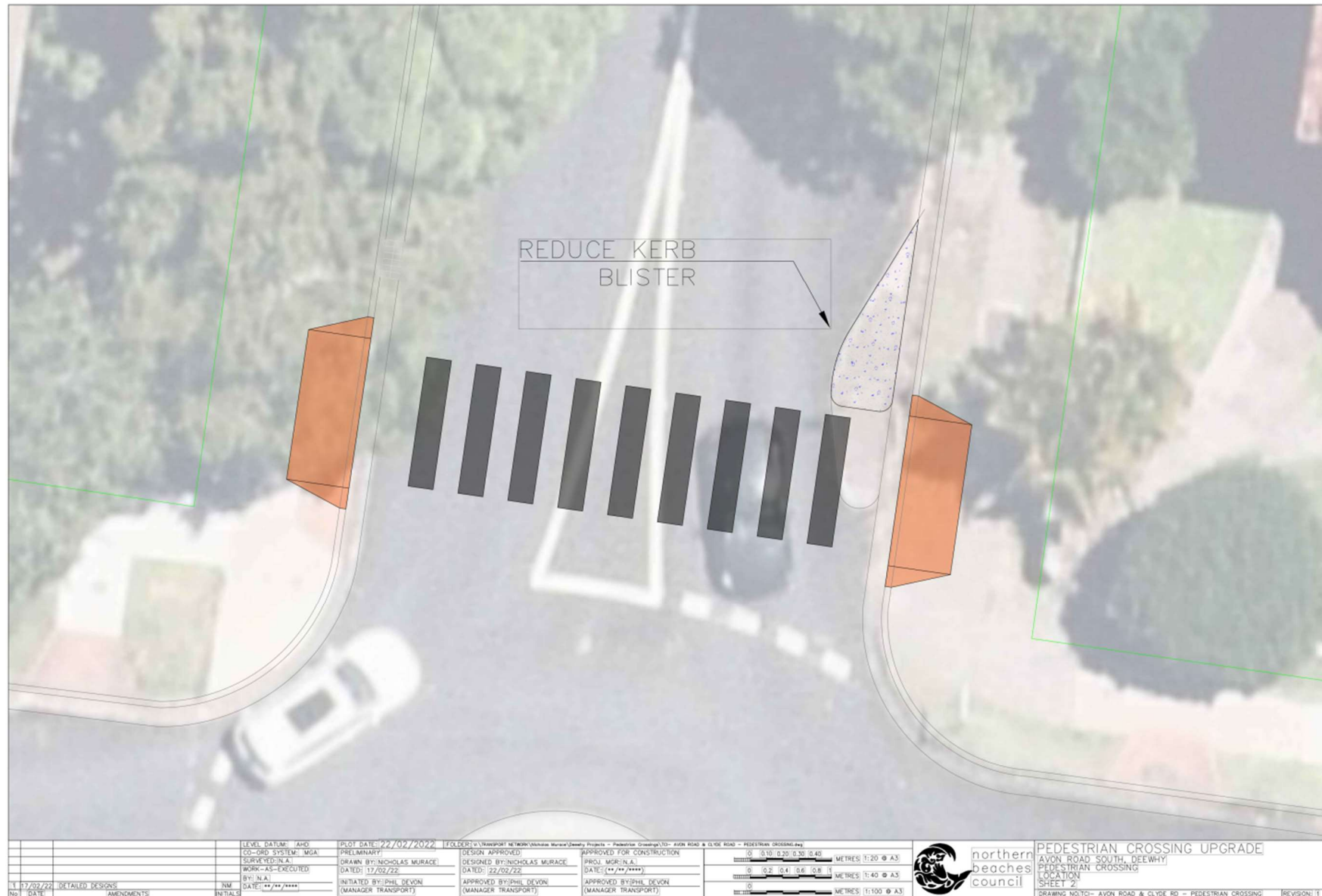
- A. Clyde Road, north of Oaks Avenue
- B. Avon Road, north of Oaks Avenue
- C. Avon Road, south of Howard Avenue

Noting that detailed designs will be prepared for each location and forwarded to TfNSW for their consideration prior to construction.

AVON ROAD & CLYDE ROAD, DEE WHY PEDESTRIAN CROSSING UPGRADES

[illegible]









5.0 MATTERS FOR NOTATION

ITEM 5.1	TABLE OF APPROVALS UNDER DELEGATION - MARCH 2022
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/078727
ATTACHMENTS	1 Table of Approvals Under Delegation

GEOCODES: Various

REPORT

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

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

Table of Approvals Under Delegation - 1 March 2022

Location	Action	Consultation	Referral Sent Date	Approval Date
Howard Avenue, Dee Why	- Install a new Loading Zone outside 17 Howard Avenue	Properties consulted: N/A Support: N/A Object: N/A Reason for approval: The installation will not reduce parking opportunities for other vehicles but will allow trucks to utilise this area to complete deliveries jobs.	15 December 2021	1 March 2022
North Steyne, Manly	- Replace current "Front to Kerb" parking restriction with "Front or Rear to Kerb" for the angle parking spaces along the east side of North Steyne from Ceramic Lane to Pine Street.	Properties consulted: N/A Support: N/A Object: N/A Reason for approval: This replacement will take place where the shared path is set back from the parking bays to allow vehicle overhang. It will introduce no further restrictions but allow motorists to practise their personal preferences when accessing the parking spaces.	14 December 2021	1 March 2022
Headland Road at Robertson Road, North Curl Curl	- Install Give Way control at the T-junction.	Properties consulted: N/A Support: N/A Object: N/A Reason for approval: Vehicles approaching this T-junction on Robertson Road should give way. Signs and line marking will be installed to reinforce the road rules.	8 December 2021	1 March 2022

ITEM 5.2 **REQUEST FOR WORKS ZONE**
REPORTING OFFICER **TRAFFIC OFFICER**
TRIM FILE REF **2022/058791**
ATTACHMENTS **NIL**

GEOCODES: Various

REPORT

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

Applicant	Location	Works Zone Length and Time	Requested Period
Gledhill Constructions Pty Ltd 13 Leeds Street RHODES NSW 2138	50-52 Golf Avenue MONA VALE NSW 2103	Length: 25 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	7 February 2022 to 4 December 2022
Blue Pacific Constructions 13/51 Old Barrenjoey Road AVALON BEACH NSW 2107	1191 Barrenjoey Road PALM BEACH NSW 2108	Length: 25 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	31 January 2022 to 08 May 2022

RECOMMENDATION TO TRAFFIC COMMITTEE

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