

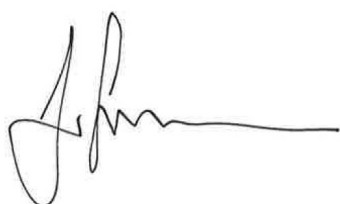
AGENDA

NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING

Notice is hereby given that a meeting of the Northern Beaches Council Local Traffic Committee will be held via Teams

TUESDAY 2 AUGUST 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 Menano-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 James Makasiale
 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 Officer
 Traffic Officer
 Traffic Officer
 Traffic Officer
 Road Safety Officer
 Strategic Transport Coordinator
 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
 Mr Scipio Tam
 Mr Luke Nickson
 Mr Brian Duong
 Mr Yuan Ren
 Mr Jenzy Ocampo
 Ms Robynann Dixon
 Ms Michelle Carter
 Mr Nicholas Murace
 Mr Michael Kennedy
 Mr Paul Crossan
 Mr Geoff Johnson
 Ms Caty Pilley

Visitors

Nil

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

to be held via Teams on Tuesday 2 August 2022

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 5 July 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 6 September 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 5 JULY 2022

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee held 5 July 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	ANZAC AVENUE, COLLAROY – DELINEATION
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2021/331874
ATTACHMENTS	1 Anzac Avenue, Collaroy – Plan 2 Table of Consultation

GEOCODES: -33.737765, 151.296663

REPORT

BACKGROUND

Council has received concerns from local residents regarding safety, due to speeding and parked vehicles in Anzac Avenue, Collaroy.

Upon investigation, Council considered delineation options and forwarded the proposal to Council's Local Traffic Committee for their consideration on 6 April 2021. However, the Local Traffic Committee deferred the proposal on the basis that the road environment is not suitable for Separation Lines.

Council reviewed the proposal and re-submitted it for reconsideration.

LOCATION

- Anzac Avenue is a local road with a speed limit of 50km/h.
- The section of Anzac Avenue between Plateau Road and Jamieson Parade has been considered in this proposal.
- Anzac Avenue is a sealed pavement and most of the sections are defined by kerb & gutter with a varying width between 7.2m-10.4m.
- No parking bays or edge lines were marked on Anzac Avenue.
- The horizontal and vertical alignment of Anzac Avenue varies rapidly.

ISSUES

- The considered section of Anzac Avenue is a narrow residential street and horizontal & vertical alignment varies rapidly.
- Although no injury crashes have been recorded in the last five (5) years, residents advise that there are many near-misses.
- Council carried out the traffic counts at 3 different locations and found that the 85 percentile speed is less than the default speed limit of 50km/h and AADT is more than 2500.
- The Separation Line (S1) on Anzac Avenue is warranted, based on Transport for NSW line marking guidelines because:
 - Anzac Avenue is a sealed pavement.
 - The width of Anzac Avenue is more than 5.5m.

➤ AADT is more than 2500.

- Overtaking or right-turning manoeuvres may be made across the Separation Line (S1) in both directions.
- The southern carriageway of Anzac Avenue in between Plateau Road and Hendy Avenue is not well defined.

PROPOSAL

Council has undertaken a review of the above location and proposes delineation throughout the considered section and intersections to enhance safety.

The proposal includes the following:

- Installing 'Separation line (S1)' as shown:
 - between the existing Dividing Barrier Lines of the section of Anzac Avenue between Plateau Road and Hendy Avenue.
 - between the existing & proposed Dividing Barrier Lines of the section of Anzac Avenue between Hendy Avenue and Worcester Street.
 - between the proposed Dividing Barrier Lines of the section of Anzac Avenue between Worcester Street and Bedford Crescent.
 - between the proposed Dividing Barrier Lines of the section of Anzac Avenue between Bedford Crescent and Jamieson Parade.
- Installing 'Edge Line (E1)' on the southern side of Anzac Avenue in between Plateau Road and Hendy Avenue 3.3m away from centreline as shown.
- Proposing 'No Stopping yellow kerb lines' as shown to reinforce the 10m no stopping at corners of:
 - Anzac Avenue & Melody Lane
 - Anzac Avenue & Kent Street
- Installing 10m double barrier lines as shown to improve and regulate 'T' intersections between:
 - Anzac Avenue and Worcester Street
 - Anzac Avenue and Bedford Crescent
 - Anzac Avenue and Jamieson Parade

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 117 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

A. Installing 'Separation line (S1)' as shown:

- between the existing Dividing Barrier Lines of the section of Anzac Avenue between Plateau Road and Hendy Avenue.
- between the existing & proposed Dividing Barrier Lines of the section of Anzac Avenue between Hendy Avenue and Worcester Street.
- between the proposed Dividing Barrier Lines of the section of Anzac Avenue between Worcester Street and Bedford Crescent.
- between the proposed Dividing Barrier Lines of the section of Anzac Avenue between Bedford Crescent and Jamieson Parade.

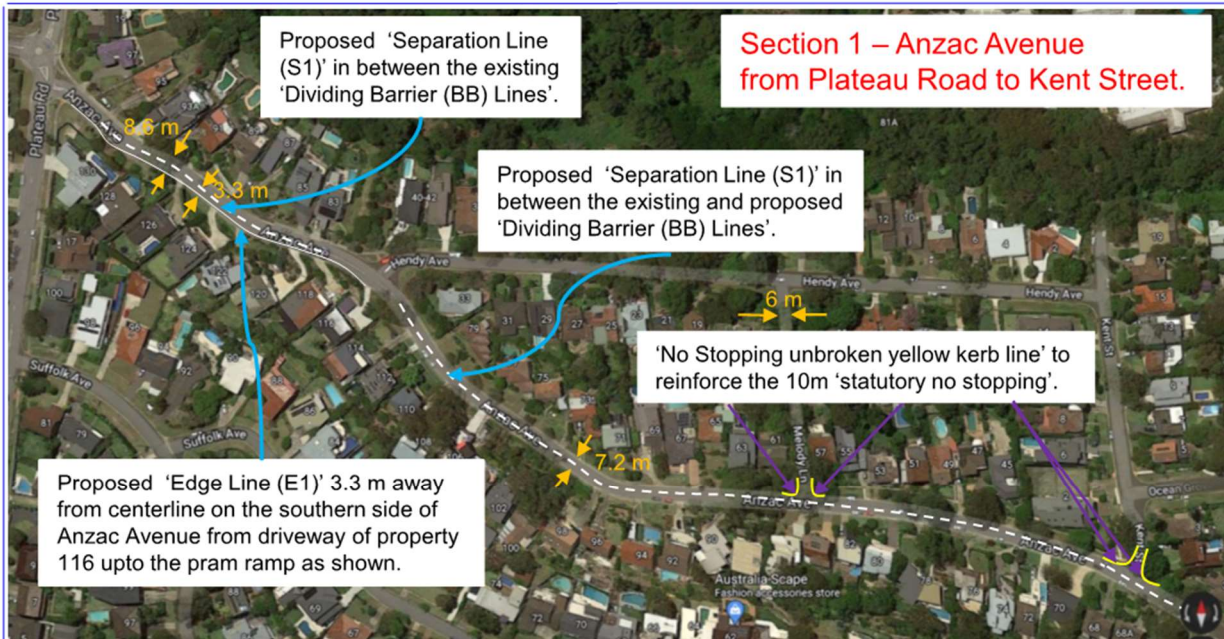
B. Installing 'Edge Line (E1)' on the south side of Anzac Avenue in between Plateau Road and Hendy Avenue 3.3m away from centreline as shown.

C. Proposing 'No Stopping yellow kerb lines' as shown to reinforce the 10m no stopping at corners of:

- Anzac Avenue & Melody Lane
- Anzac Avenue & Kent Street

D. Installing 10m double barrier lines as shown to improve and regulate 'T' intersections between:

- Anzac Avenue and Worcester Street
- Anzac Avenue and Bedford Crescent
- Anzac Avenue and Jamieson Parade.



PROPOSAL

Anzac Avenue from Plateau Road to Jamieson Parade , Collaroy
Delineation

Drawn: VS

Approved

P. Devon



northern
beaches
council

Table of Consultation		
Address	Anzac Avenue, Collaroy	
Proposal	Delineation	
Properties Consulted	117	
Responses Received	19	
Support	14	
Do Not Support	5	
Issue	Resident Comment	Council Response
Speeding	Speeding is a major issue therefore need more traffic calming devices.	Council carried out traffic counts at three (3) different locations on Anzac Avenue and all locations show that 85 percentile speed is less than the posted speed limit of 50km/h. However, Council continuously monitors and takes necessary action if needed.
Two-way traffic	Not suitable for two-way traffic and requesting one-way street.	Anzac Avenue is similar to other local streets in the Northern Beaches Council LGA in terms of road width (minimum 7.2 m) and road alignment and suitable for two-way traffic flow. One-way traffic is creating major unnecessary impacts on the road network and no need on Anzac Avenue at this point in time.
Footpath	The footpath needs to be provided for the safe access of pedestrians.	Northern Beaches Council has developed the Walking Plan by considering community needs and carry out footpath works according to the priority and the resource availability.
Delineation	These lines are not effective. Physical devices needed.	Traffic studies did not suggest that speeding is an issue. Delineation regulates driver behaviour and perception. Hence, improves safety and reduction in speed. Council will continuously monitor and take necessary action.
Driveway Exit	Few properties facing risks when exiting.	Proposed delineation does not impact the existing vehicular exiting condition, rather it helps.
Trucks and heavy vehicles	Heavy vehicles use this narrow road as a 'through road'.	'3T Load Limit' signs have been installed on the intersections between Anzac Avenue & Plateau Road and Anzac Avenue and Pittwater Road to control heavy vehicles.
Parked vehicles	Parked Vehicles causing visibility issues.	'No Stopping' restrictions have been reinforced at the critical intersections by installing 'No Stopping Yellow Line' and/or Double Barrier Lines (BB). Parking is premium and parked vehicles reduce the speed of the road environment and enhances safety.
Parking impacts	Loss of Parking (32, 34, 36).	Double Barrier Lines (BB) have been installed 5.5m away from the western edge of the kerb to enable vehicles to park legally. No loss of parking.
Pedestrian crossing facilities	There are no Pedestrian Crossing Facilities.	As a narrow street, installation of Pedestrian Refuge is not feasible.
Speed limit	Reduce the speed limit to 40km/h	As per the RMS Guidelines, the 40km/h speed zone is only applicable to 'School Zones' or 'High Pedestrian Activity Areas'.
Kerb & gutter	No Kerb and gutter - Creates potential risks.	A small section of Anzac Avenue has no Kerb & Gutter. Council will carry out infrastructure works according to the priority and the resource availability.

ITEM 4.2	CAMPBELL PARADE, MANLY VALE - TIMED PARKING RESTRICTION
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/300334
ATTACHMENTS	1 Campbell Parade, Manly Vale - Plan 2 Table of Consultation

GEOCODES: from -33.78060, 151.26721 to -33.77975, 151.26260

REPORT

BACKGROUND

Council has received concerns from residents regarding vehicles and trailers, especially boat trailers, parked in Campbell Parade, Manly Vale for an extended period of time.

LOCATION

- Campbell Parade, Manly Vale is a local road that caters for two-way traffic connecting Pittwater Road, Sloane Crescent and King Street (through Gibbs Lane), carrying small / moderate volume of traffic, with a speed limit of 50km/h.
- The studied location of Campbell Parade has an available road width which varies from approximately 8.2 metres (at No.115 Campbell Parade) to approximately 9.8 metres (at No.61 Campbell Parade).
- The road centreline is not installed in this location (under consideration) with the exception of 34 metres west from the intersection of Campbell Parade and Condamine Street, where a double centreline is installed.
- On-street parking is generally unrestricted on both sides of Campbell Parade.
- The land use on the south side of Campbell Parade consists medium density housing.
- David Thomas Reserve, Manly Vale Early Learning Services, Millers Reserve and Manly Vale Skate Park are situated on the North side of the road, in the order from west to east, divided by Sloane Crescent in the middle.
- A footpath is available on the north side of the road, and partially available on the south side.

ISSUES

- This section of Campbell Parade under consideration has been used to park vehicles for an extended period of time, some of the vehicles are trailers.
- Parked vehicles at this location obstruct road width and sight lines for other road users.
- The parking opportunities and turnover are limited due to existing unrestricted parking, especially during sport seasons.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install an 8P Timed Parking (8 am to 6 pm EVERYDAY) restriction on the north side of the road, between No.24 Campbell Parade to the Condamine Street intersection, while the existing No Parking/No Stopping restrictions applicable at intersections will be retained.

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 53 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 8P Timed Parking (8 am to 6 pm EVERYDAY) restriction on the north side of the road, between No.24 Campbell Parade to the Condamine Street intersection.



Table of Consultation

Address	Campbell Parade, Manly Vale
Proposal	8P Timed Parking Restriction

Properties Consulted	53
Responses Received	15
Support	5
Do Not Support	5
Neither	2
Address Not Provided	3

Issue	Resident Comment	Council Response
Lack of Parking	Shortage of parking spaces on the south side of the road. This restriction will prevent residents from parking their own vehicles.	The need for road safety and parking turnover for visitors are more important, which overrides the convenience.
Trailers Relocation	Trailers and other current vehicles may relocate to the area directly in front of homes on the south side of the street.	Council will continue to monitor the parking conditions and may take action accordingly if necessary.
Changing Restrictions	This is a new restriction disadvantaging homes that previously benefitted from unlimited on-street parking.	Parking patterns change over time and these restrictions ensure that there is turnover of parking to the benefit of all road users.
Resident Parking Scheme	Request for Resident Parking Permits or exemptions.	There is no provision for a resident exemption to a No Parking restriction and as most residents have off-street parking, a permit parking scheme would not be appropriate in this location.
Suggestions	Request for "No Parking Motor Vehicles Excepted" restriction instead.	The proposal aims to encourage parking turnover, which cannot be provided with this restriction.
Inconvenience	Inconvenient to move cars each day.	The need for road safety and parking turnover for visitors are more important, which outweighs the convenience.
Off-street Parking	Some residents do not have off-street Parking options.	Off-street parking opportunities can be provided with a development application lodged and Council will give thoughtful consideration when reviewing such applications.

ITEM 4.3	MANOR ROAD, INGLESIDE - INSTALLATION OF 3 TONNE LOAD LIMIT SIGNS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/382832
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.682200, 151.266420

REPORT

BACKGROUND

Council has received concerns from local residents, regarding large trucks and vehicles travelling between Mona Vale Road and Powderworks Road via Manor Road and adjoining side streets. This causes damage to the road pavement and endangers pedestrians and oncoming vehicles due to narrow width of the roads and lack of footpaths.

LOCATION

- The proposed locations of the installation of 3 Tonne Load Limit signs have been located between Mona Vale Road and Powderworks Road.
- The proposed sections of Ingleside Road, McLean Street, Manor Road, Wattle Road, King Road, Waratah Road are local roads carrying medium volumes of two-way traffic.
- Wattle Road and McLean Street join Ingleside Road on east. Wattle Road intersects Powderworks Road on south and it joins to Manor Road on west.
- Manor Road intersects Mona Vale Road on north and it joins Wattle Road on south. This road joins King Road and Waratah Road on east and west respectively.
- King Road and Waratah Road join Powderworks Road on south and they join Manor Road on north, respectively.
- King Road has a carriageway width of 3 metres.
- Waratah Road has a carriageway width of 4 metres.
- McLean Street has a carriageway width of 4 metres
- Wattle Road has a carriageway width of 5 metres.
- Ingleside Road has a carriageway width of 6.5 metres.
- Manor Road has a carriageway width of 8 metres.
- There are no parking restrictions at the proposed locations.
- A Bus route services Manor Road. No Bus route services Ingleside Road, McLean Street, Wattle Road, King Road and Waratah Road.

ISSUES

- Large trucks and vehicles travelling between Mona Vale Road and Powderworks Road via Manor Road and adjoining side streets.
- This causes damage to the road pavement and endangers pedestrians and oncoming vehicles due to narrow width of the roads and lack of footpaths.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the installation of “ 3 Tonne Load Limit” signs on Manor Road, McLean Street, Wattle Road, Waratah Road, King Road and Ingleside Road between Mona Vale Road and Powderworks Road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

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

- A total of 19 submissions were received with 9 objections and 10 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of “ 3 Tonne Load Limit” signs on Manor Road, McLean Street, Wattle Road, Waratah Road, King Road and Ingleside Road between Mona Vale Road and Powderworks Road.

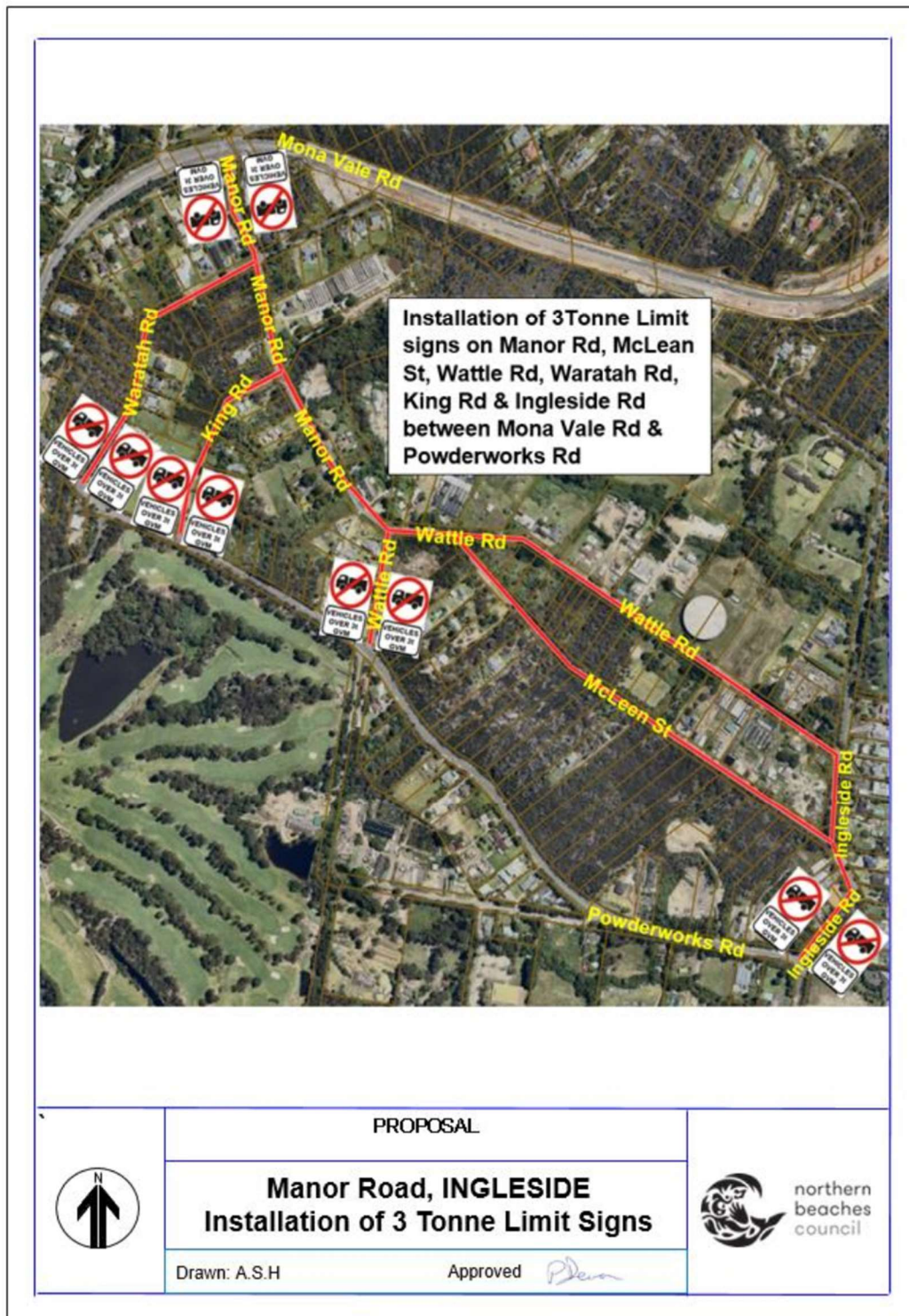


Table of Consultation

Address	<u>Manor Road, McLean Street, Wattle Road, Waratah Road, King Road & Ingleside Road - Ingleside</u>
Proposal	<u>Installation of 3 Tonne Load Limit</u>

Properties Consulted	128
Responses Received	19
Support	10
Do Not Support	9

Issue	Resident Comment	Council Response
Road Safety	Manor, McLean, Wattle, Waratah, King and Ingleside Roads have no kerb and gutter or footpaths. The roads are narrow in width and the topography varies throughout. The properties include horse lodgings and the majority of residents exercise, walk the dog, families with prams and bike ride along these roads. The volume of truck movements on these roads in particular Manor and Wattle Roads, have increased in recent years.	The proposal intends to improve pedestrian safety concerns due to the existing conditions and lack of footpaths. The installation of the proposed Load Limit will enhance road safety and remove vehicles that cannot accommodate safe movements given the topography of the proposed roads. Council Rangers and NSW Police can enforce any illegal heavy vehicle movements.
Additional Comment	Anyone using these roads for heavy vehicles is doing so as a necessity for their work rather than for sightseeing.	Sections of the abovementioned roads cannot accommodate a safe passage of heavy/long vehicles due to reduced road width and a lack of pedestrian access. The proposal intends to address the risk of potential vehicle collisions and pedestrian safety concerns.

ITEM 4.4	PARKES ROAD, COLLAROY PLATEAU – CURVE SAFETY
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2022/365718
ATTACHMENTS	1 Parkes Road, Collaroy Plateau – Plan 2 Table of Consultation

GEOCODES: -33.732488, 151.286497

REPORT

BACKGROUND

Council has received concerns from residents regarding safety on the curved section of Parkes Road between properties No's 126 and 134. The correspondence advises that vehicles often cross the double barrier lines illegally and damage to parked vehicles is occurring, as traffic from opposing directions tries to squeeze past illegally parked vehicles.

LOCATION

- Parkes Road is a local road with a speed limit of 50km/h.
- The average width of Parkes Road is 9.6 m.
- Double barrier lines (BB) were installed on the curved section of Parkes Road and extended a bit further on the straight section of the road.

ISSUES

- Often motorists park along the double barrier line without realising it is illegal. Rangers find it difficult to enforce this illegal parking as the margin of illegality is small. This condition creates potential risks of either head-on collision or creating damage to parked vehicles.
- Visibility is compromised, especially in the curved section.

PROPOSAL

Council has undertaken a review of the above location and proposes a 'No Stopping yellow line' on both sides of the apex of the curved section of Parkes Road to reinforce the parking restriction. This well-defined parking restriction prevents vehicles to park on curved section and improve visibility.

Council also proposes to convert both ends of the straight section of the existing Double Barrier Line (BB) into a single broken separation Line (S1). This does not only allow vehicles to park parallel to the kerb, but also calms the traffic.

BB and S1 lines delineate vehicles and assist in keeping traffic on the correct side of the road. Proposal enhances the safety and "No Parking" spaces will be lost as a result of these changes.

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

- Installing about 35m 'No Stopping yellow line' on both sides of the apex of the curved section of Parkes Road.
- Converting both ends of 20m straight section of existing Double Barrier Line (BB) into a single broken separation Line (S1).

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 24 properties within the immediate vicinity of the location providing notification of the proposed changes.

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The installation of approximately 35m 'No Stopping yellow line' on both sides of the apex of the curved section of Parkes Road.
- B. Converting both ends of 20m straight section of existing Double Barrier Line (BB) into a single broken separation Line (S1).






	PROPOSAL		 northern beaches council
	Parkes Road, Collaroy Plateau Curve safety		
	Drawn VS	Approved 	

Table of Consultation		
Address	Parkes Road, Collaroy Plateau	
Proposal	Curve Safety	
Properties Consulted	24	
Responses Received	7	
Support	6	
Do Not Support	1	
Issue	Resident Comment	Council Response
Speeding	Removal of parking will improve traffic speed and create potential risks. Need more traffic calming devices. Speed limit and curve warning signs are to be installed.	No legal parking spaces are removed. Only dangerous and illegal parking spaces on the curve section are clearly defined with 'No Stopping Yellow Line'. By this, visibility will be improved hence safety will be enhanced. The default speed limit of 50 km/h is not needed to be posted with signs. As the curve is not sharp, warning signs are not required. Council is planning to improve Parkes Road traffic and safety through the Blackspot program. Also, Council monitors and takes necessary action.
Delineation	The double Barrier Centreline (BB) should not be shortened. Also 'No Stopping Yellow Line' should be extended further to improve visibility and facilitate vehicles to exit from driveways.	As the visibility is sufficient enough on the straight section of Parkes Road, no need to prevent parking by extending the BB line or extending the 'No Stopping' restriction. 'Single Broken Separation Line (S1)' delineates vehicles and also allows parking. Parking on a local street is beneficial and calms the traffic hence safety will be improved. There are times visibility is compromised due to parked vehicles when exiting from a driveway. It is very common on local streets.
Pedestrian Safety	Request to install 'Raised Pedestrian Marked Crossing' which helps pedestrians including School Children safely cross the road and also reduce the traffic speed.	Suitability of Raised Pedestrian Marked Crossing needs detailed investigation and analysis. Out of this scope of the proposal.
Footpath	There is no footpath on the northern side of the street.	The Council has developed the 'Walking Plan' by considering community needs and carrying out footpath works according to the priority and the resource availability.

ITEM 4.5	GLADSTONE STREET AND BISHOP STREET, NEWPORT - RAISED SAFETY PLATFORM
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2022/420025
ATTACHMENTS	1 Gladstone Street and Bishop Street, Newport - Plan

GEOCODES: -33.658271, 151.315549

REPORT

BACKGROUND

- Council has received requests from local residents to improve pedestrian access and safety near the intersection of Gladstone Street and Bishop Street, Newport.
- A proposal for a raised pedestrian crossing in Gladstone Street, located to the east of the intersection with Bishop Street, was previously supported by the Traffic Committee.

LOCATION

- Gladstone Street is a collector road with a 50km/h speed limit, and a road pavement width of 10m between kerbs.
- Bishop Street is a local road which intersects Gladstone Street as the stem of a 'T' intersection, and is controlled by 'Stop' signs on both sides of the intersection.
- The statutory 10m 'No Stopping' restrictions are signposted for the Gladstone Street/Bishop Street intersection, with restrictions increased to 20m in Gladstone Street on the northern side of the intersection only.
- Newport Oval is located on the north-eastern corner of Gladstone Street and Bishop Street,
- The 199 Palm Beach to Manly and several School bus services operate along Gladstone Street.

ISSUES

- Local residents have raised concerns regarding pedestrian safety in the area, particularly children who experience difficulties in crossing Gladstone Street.
- School students cross Gladstone Street near the intersection with Bishop Street on their regular walking routes to Newport Public School.
- The location is also situated near Newport Oval which is used for School sports.
- The main issues from residents relate to increased traffic volumes and vehicles speeds.
- Marked pedestrian crossings may be considered if they meet the specified Transport for NSW (TfNSW) guidelines and warrant criteria for pedestrian and traffic volumes. Reduced warrants apply to pedestrian crossing sites predominantly used by school children.
- Raised Safety Platforms are a vertical deflection device which can be used to lower the speed of vehicles at conflict points, particularly at intersections.

PROPOSAL

- Council proposes to construct a Raised Safety Platform (RSP) with improved safety and traffic calming features. The RSP will include marked pedestrian crossings, in Gladstone Street on the eastern side of the intersection as well as additional pedestrian crossings on both sides of Bishop Street. The facility on the northern side of the Gladstone Street/Bishop Street intersection will be a shared cycle and pedestrian crossing. The 'Stop' lines in Bishop Street

will be moved forward using linemarking, to improve traffic sight distances for vehicles exiting onto Gladstone Street. A plan of the proposal is shown in Attachment 1 - Gladstone Street and Bishop Street, Newport - Plan.

- Dividing barrier lines are proposed for the section of Bishop Street, between Gladstone Street and Bardo Road, along with road edge lines on both sides of the road. The linemarking improves delineation of the traffic and parking lanes and does not affect existing access to driveways.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Safety for pedestrians will be improved by prioritising pedestrian movement at the Gladstone Street/Bishop Street intersection. The RSP also provides traffic calming to reduce vehicle speeds travelling through the intersection.
- Gladstone Street is part of the Safe Cycling Network which links Newport West to Newport. A 2.5m wide shared path has been constructed along the eastern side of Bishop Street connecting to the northern side of Gladstone Street, with kerb extensions reducing the crossing point at the intersection. The proposal further improves the connectivity between the existing facilities by providing a shared cycle and pedestrian crossing across Bishop Street linking the shared paths.

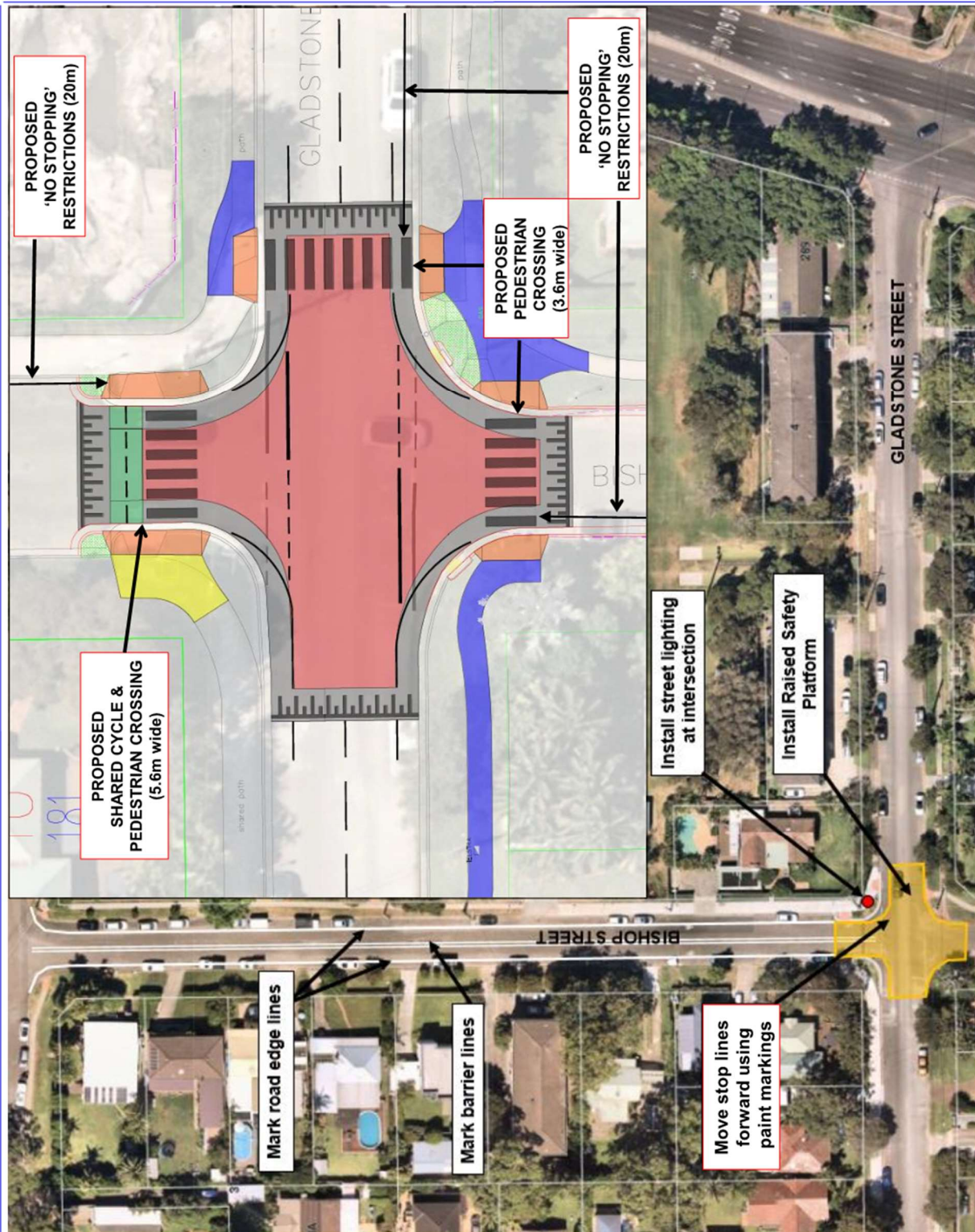
CONSULTATION

Consultation letters were distributed to 50 properties within the immediate vicinity of the location providing notification of the proposal. No submissions were received from the properties during the consultation period.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Construction of a Raised Safety Platform at the intersection of Gladstone Street and Bishop Street.
- B. Installation of Dividing Barrier (BB) lines in Bishop Street, between Gladstone Street and Bardo Road.
- C. Installation of road edge (E1) lines on both sides of Bishop Street, between Gladstone Street and Bardo Road.



PROPOSAL

GLADSTONE STREET & BISHOP STREET, NEWPORT
RAISED SAFETY PLATFORM

Drawn RK

Approved *P. Devan*

ITEM 4.6	PITTWATER ROAD, BAYVIEW - TIMED PARKING RESTRICTIONS AND ACCESSIBLE PARKING
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2022/420088
ATTACHMENTS	1 Pittwater Road, Bayview - Plan 2 Table of Consultation

GEOCODES: -33.659285, 151.297316

REPORT

BACKGROUND

Council has received concerns from local residents regarding the availability of parking near the Maybanke Cove Bayview Dinghy Storage in Pittwater Road, Bayview.

LOCATION

- The section of Pittwater Road under consideration is a Regional Road with a 50km/h speed limit.
- The road is two-way with one travel lane in each direction. On-street parking includes a 90° angle parking on the northern side of the road and an indented parallel parking bay on the southern side.
- Maybanke Cove is located directly north of the parking area, and includes a dinghy storage facility and boat ramp. Bayview Anchorage, Gibson Marina, Bayview Baths and Council Carpark (12P TICKET 7AM-7PM EVERYDAY) are located further east.
- The 156 McCarrs Creek to Mona Vale bus route operates along Pittwater Road with services approximately every 30 minutes in each direction. The bus stops are located on both sides of the road immediately east of the parking area.

ISSUES

- Parking usage along this section of Pittwater Road is shared between users of the Maybanke Cove Bayview Dinghy Storage as well as residents and visitors to the area.
- There is a high demand for parking, due to its waterfront setting and proximity to boating and recreational facilities.
- Long term parking of vehicles reduces the availability of on-street parking.
- Timed parking near areas of higher demand can provide turnover of parking, so that it is available to more users.
- Council provides dinghy and watercraft storage at a number of waterside locations. These bays are available for lease on an annual basis, however, use of the facilities are for private purposes

only and not for commercial use. The facilities at Maybanke Cove is limited to 30 vertical dinghy racks.

PROPOSAL

- Council has undertaken a review of the above location and proposes timed parking restrictions with ten spaces signed '6P 7AM-7PM EVERYDAY' and two spaces '1/2P 7AM-7PM EVERYDAY' restrictions, including linemarking of parking spaces. A plan of the proposal is shown in Attachment 1 - Pittwater Road, Bayview - Plan.
- The two short term parking spaces allows users who require a longer period to drop off their equipment and/or watercraft close to the waterfront and park their vehicle where long term parking is permitted.
- Upgrades to the Accessible Parking space are also proposed, with the adjacent space marked as a Shared Area with bollard installation, and the wheel stop removed to provide access to the footpath.
- The proposal will improve parking amenity for the area by providing additional parking options and increased availability of spaces.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Pittwater Road is part of the Road Cycling Network. The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposed changes to the Accessible Parking space improves safety for wheelchair users by providing direct access from the parking area to the existing footpath. The proposal does not affect pedestrian facilities or impacts on walking paths.

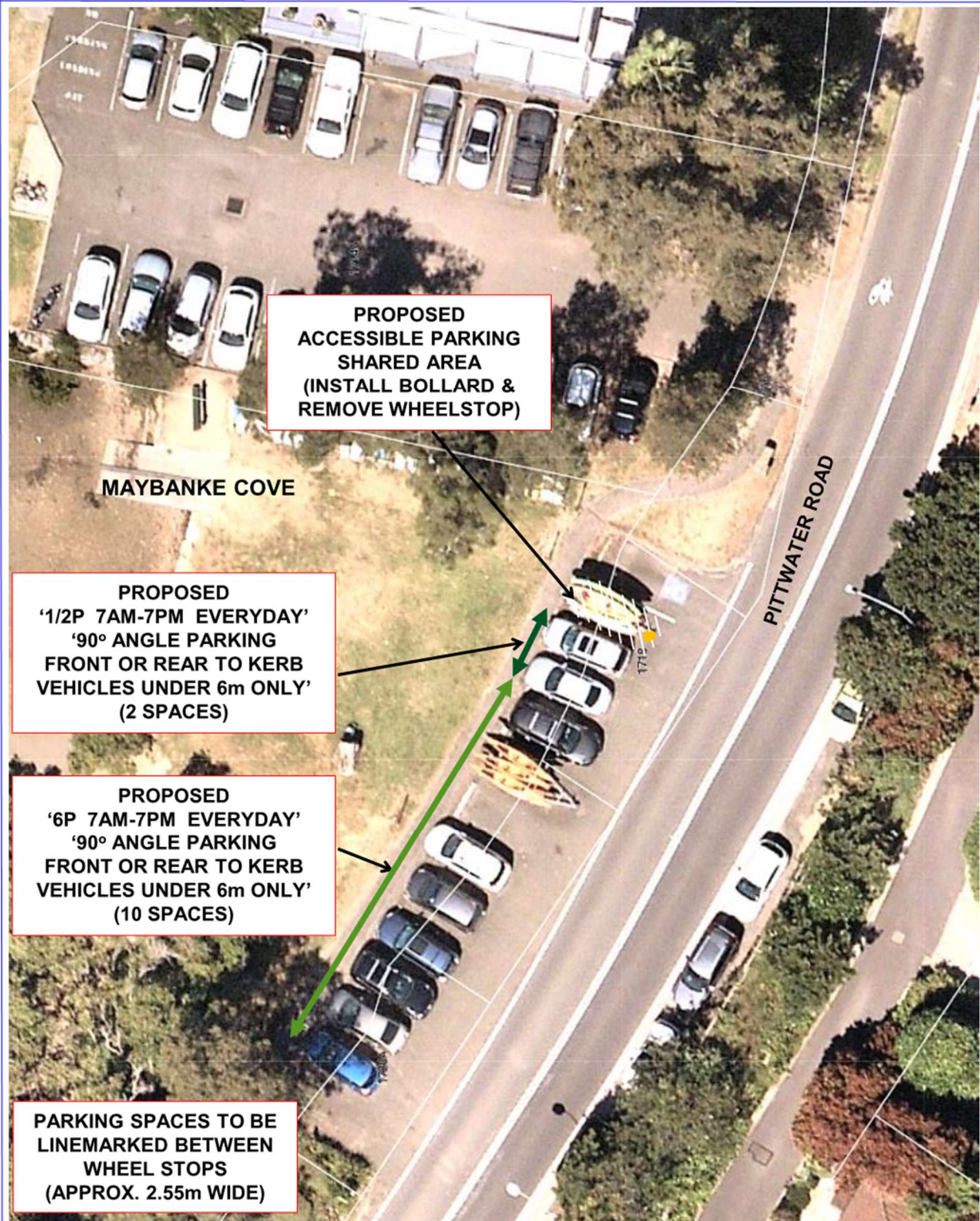
CONSULTATION

Consultation letters have been distributed to 16 properties within the immediate vicinity of the location providing notification of the proposed changes. Council also advised the Bayview Church Point Residents Association (BCPRA) of the proposal. Signs with details of the proposal were installed along the frontage of the parking area, to allow visitors the opportunity to provide comments. A summary of the responses are noted in Attachment 2 - Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following changes to the 90 degree angle parking area in Pittwater Road at Maybanke Cove, Bayview:

- A. Install '6P 7AM-7PM EVERYDAY' restrictions for ten parking spaces.
- B. Install '1/2P 7AM-7PM EVERYDAY' restrictions for two parking spaces.
- C. Provide a Shared Area with bollard adjacent to the Accessible Parking space and remove wheelstop.
- D. Install linemarking for all parking spaces.



PITTWATER ROAD, BAYVIEW
TIMED PARKING & ACCESSIBLE PARKING SPACE

Drawn RK

P. Devan

Table of Consultation

Address	Pittwater Road, Bayview
Proposal	Timed Parking restrictions & Accessible Parking

Properties Consulted	16
Responses Received*	5
Support	3
Do Not Support	2

*Signs with details of the proposal were installed along the frontage of the parking area, to allow visitors the opportunity to comment.

Issue	Resident Comment	Council Response
Timed Parking restrictions	<p>- I support Council's proposal but I would like to see any parking restricted to Motor Vehicles, not boats, caravans, trailers, etc</p> <p>- So if I get to my dinghy by 10am I'll have to be back by 4pm or perhaps cop a parking fine! It seems strange that councils seem to go out of their way to annoy us. And you're suggesting this while the parking area only about 50m to the East (between the 2 boat sheds) that was once Pay and Display is full of long term boats and trailers. It'd make more sense to make Maybanke Cove parking exclusively for those of us who pay council for dinghy storage and time the parking between the boat sheds!</p>	<p>- The proposed timed parking restrictions would also prevent the long term parking of boats, caravans and trailers.</p> <p>- The proposal provides additional parking options for the angled parking area in front of the facility. The existing on-street parallel parking is unrestricted and longer term off-street parking is also available nearby in the Bayview Baths car park. The parking area between Bayview Anchorage and Gibson Marina is private off-street parking for businesses only.</p>
Accessible Parking	<p>- It is disappointing that the disabled parking will now take up two spaces out of 12, given the limited parking for those wanting to use the dinghy rack or accessing the waterfront to launch skis.</p> <p>- The existing disabled space could be widened on the right side by moving the kerb, as there seems to be space and this would be preferable to losing another space just for bollards on the left side. Maybe the cost would not be so different and it would be a cost effective way of providing an extra parking space where parking is so limited.</p>	<p>- The existing marked parking space does not meet the current standards for Accessible Parking.</p> <p>- There is insufficient space to widen the Accessible Parking space to the right due to site constraints and the existing footpath.</p>
Parking for businesses	<p>- We write as a business operator who rely on continued access to Maybanke Reserve to sustain our Kayaking business located 30m away at 1714 Pittwater Road. We currently provide skills and training for 3 schools as part of their formal curriculum Wednesday, Thursday & Friday. For 6 years we have parked a trailer with Racking (accommodating up to 15 Kayaks) in one of the unrestricted parking stalls.</p> <p>Suggestions to allow our business to continue:</p> <p>24 Hour Parking Permit. A permit to allow us to park our trailer overnight.</p> <p>Dedicated Trailer Park. A dedicated Trailer Parking Space.</p> <p>Permanent Kayak Racks. Install permanent racks.</p>	<p>- Parking for businesses should be provided off-street in the private car park.</p> <p>- Council does not provide specific permits for trailer parking.</p> <p>- Council does not provide dedicated on-street trailer parking spaces.</p> <p>- There is minimal grass area for recreation and the construction of kayak racks would substantially reduce the available space.</p>

ITEM 4.7	BURKE STREET, NEWPORT - NO PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/422301
ATTACHMENTS	1 Burke Street, Newport - Plan

GEOCODES: -33,64931, 151.32275

REPORT

BACKGROUND

Council has received concerns from local residents regarding road safety issues on Burke Street, Newport, due the parked cars along the road.

LOCATION

- Burke Street, Newport is a local road that caters for two-way traffic connecting Newport Rugby Club and Barrenjoey Road, carrying small / moderate volume of traffic, with a speed limit of 50km/h.
- This street has very limited vehicular movements normally, however, it becomes congested during sports events.
- The studies location of Burke Street has an available road width of approximately 7 metres with nature strips available on both sides.
- Signs and lines are generally not installed at this location under consideration, with the exemption of pedestrian warning signs at the north end and Give Way / No Stopping signs at the south end.
- On-street parking is generally unrestricted at this location under consideration.
- Adjacent land use consists low density housing and public recreation.
- There are no bus routes that service the section under consideration.
- Footpath is unavailable on the sections of the road under considerations.

ISSUES

- A review indicates that vehicles and trailers parked at this location on the residential side of the road for an extended period of time on weekends, reduces parking opportunities and impedes safe access for residents.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a part-time No Parking restriction from the power pole adjacent to No.3 Burke Street to the intersection of Burke Street and Attunga Road/Barrenjoey Road, where existing No Stopping restriction applies around the corner.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 32 properties within the immediate vicinity of the location providing notification of the proposed changes. No response was received.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of part-time No Parking restriction from the power pole adjacent to No.3 Burke Street to the intersection of Burke Street and Attunga Road/Barrenjoey Road, where existing No Stopping restriction applies around the corner.



ITEM 4.8	CONNAUGHT STREET, NARRAWEENA - SHARED ZONE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/424419
ATTACHMENTS	1 Connaught Street, Narraweena - Plan 2 Connaught Street, Narraweena - Table Of Consultation

GEOCODES: -33.756042, 151.271666

REPORT

BACKGROUND

Council has received ongoing concerns from local residents regarding the parking of vehicles on both sides of Connaught Street, Narraweena. Vehicles parked along a narrow section of the street reduce road width, impact visibility, affect the access for waste operators and emergency vehicles and motorists often drive into oncoming traffic.

Additional concerns raised include the long term illegal parking of vehicles on Council land and it is noted there is no footpath either side of Connaught Street.

LOCATION

- Connaught Street is a local road with a 50 km/h area speed limit and connects with Warringah Road, Narraweena at the northern end and a cul-de-sac at the southern end of the street.
- Connaught Street is approximately 7.4m wide, however, narrows in width at the crest of the hill to 5.5m wide.
- A public stairway connects Connaught Street at the southern end to Federal Parade, Brookvale.
- Adjacent land use consists of low to medium density housing.

ISSUES

- Due to the topography of the street, parked cars and other vehicles are reducing road width and causing visibility issues, in particular, at the crest of the hill.
- The increased development such as approved granny flats, have placed additional vehicles on street.
- Ongoing road safety concerns raised by residents.
- No footpaths either side of Connaught Street.
- Long term illegal parking.

PROPOSAL

Council has undertaken a review of the location and proposes to install a Shared Traffic Zone to enhance pedestrian and road safety. A Shared Zone enables pedestrians, cyclists and motorised traffic to share the same road space and on which pedestrians have priority.

Traffic speed is reduced, in this case to 20km/h and parking may only occur within marked parking bays, allowing vehicles to park within the bay and be partially located on the grassed nature strip 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 46 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a Shared Traffic Zone consistent with the attached Plan.



Table of Consultation

Address	Connaught Street, Narrabeena
Proposal	Shared Zone

Properties Consulted	46
Responses Received	7
Support	6
Do Not Support	1

Issue	Resident Comment	Council Response
Affects Residents	<p>Parking stickers or permits for residents needing to park on the grassed areas or in front of their home is a suggestion that should be looked at like the Manly resident parking permits.</p> <p>I Support the Shared Zone, but, I don't feel that it will solve the parking problem in the street, unless there is more information we are not aware of. 45 degree parking would be a better solution to the current problem especially in front of my house.</p>	<p>Due to the availability of off street parking, Connaught Street would not meet the Permit Parking guidelines consistent with the Road and Maritime Services Policy.</p> <p>The proposed Shared Zone will increase legal on street parking and improve existing illegal parking and road safety concerns. 45 degree angle parking would not be applicable given the road width and topography of Connaught Street.</p>
Pedestrian & Road Safety	<p>The proposal does not address any safety issues for residents in the bottom half of the street. I do think signs, as shown on the proposal, should be installed at the top and down the middle of the street.</p> <p>If it is not already a part of this proposal, could a pedestrian footpath be provided along the western side of Connaught Street to enable pedestrians to walk through the waterlogged and muddy section near the intersection with Warringah Road?</p> <p>This area is waterlogged and muddy due to shallow soil and exposed rock preventing the soil from draining. The waterlogged and muddy conditions cause pedestrians to walk on the road.</p>	<p>The shared zone will reduce speed , prioritise pedestrian safety and increase legal on street parking, therefore, improving the ongoing road safety concerns. Signage can be reviewed prior to install if the proposal is approved.</p> <p>Footpath requests have been added to Council's future works program, however, the implementation of the proposed Shared Zone will address pedestrian safety concerns.</p>
Additional Comment	<p>We want to add that Council should also create some perpendicular parking in front of 1 Connaught Street on the unused Council land for additional parking for at least four vehicles.</p> <p>This is essential as the street seems to have a vast number of granny flats and a ridiculous number of cars that need space to park.</p>	<p>The subject area is located in close proximity of the intersection, therefore, perpendicular parking would not be applicable given the road width and would affect vehicles entering and exiting Connaught Street.</p>

ITEM 4.9	HERBERT AVENUE, NEWPORT - NO STOPPING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/449934
ATTACHMENTS	1 Herbert Avenue, Newport - Plan 2 Herbert Avenue, Newport - Table Of Consultation

GEOCODES: -33.649490, 151.303545

REPORT

BACKGROUND

Council has received concerns from local residents regarding the parking of vehicles on Herbert Avenue, Newport. Vehicles parked at the proposed section of the street reduce road width, impact visibility and motorists often drive into oncoming traffic on Herbert Avenue, Newport, on approach to Prince Alfred Parade.

LOCATION

- Herbert Avenue is a local road with a speed limit of 50km/h.
- This section of Herbert Avenue has access from Prince Alfred Parade and Wallumatta Road.
- Herbert Avenue has varying road widths from approximately 6m to 7.5m.
- Trucks over 8.8m are not permitted in Herbert Avenue, Newport.
- Adjacent land use consists of low to medium density housing.

ISSUES

- Due to the topography of the street, parked cars and other vehicles are reducing road width and causing visibility issues, particularly at the bend on the hill.
- Ongoing road safety concerns raised by residents.

PROPOSAL

Council has undertaken a review of the location and proposes to extend the existing 'No Stopping' restriction from the intersection of Herbert Avenue and Prince Alfred Parade. The proposed 'No Stopping' restrictions begin on the inner bend from the existing signpost and extend up the hill to the southern side of the driveway No.11 Herbert Avenue, Newport.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Extension of the existing 'No Stopping' restriction from the intersection of Herbert Avenue and Prince Alfred Parade to begin on the inner bend from the existing signpost and extend up the hill to the southern side of the driveway No.11 Herbert Avenue, Newport.



Table of Consultation

Address	Herbert Avenue, Newport
Proposal	No Stopping

Properties Consulted	19
Responses Received	7
Support	1
Do Not Support	6

Issue	Resident Comment	Council Response
Affects Residents	<p>There's not enough parking as there is, and our kids will be driving and with cars as well in a few years, so what then? If you live in Newport and on these thin roads, you just have to accept this and drive slowly. We went through something similar not that long ago.</p> <p>Only very few people are advocating this change and the rest of us are not in support.</p> <p>Removing available parking spaces will mean greater illegal and dangerous parking in Prince Alfred Parade, which is already endemic, due to the lack of available parking spots.</p> <p>Current parking makes absolutely no difference to the intersection visibility.</p> <p>There has never, or extremely rarely, been any accidents at that intersection. I have never seen one in all my years on Herbert Avenue.</p>	<p>The proposal has been amended to improve concerns and enhance sightlines, no further extension of the line is required which would result in further loss of on-street parking.</p> <p>Council Rangers can enforce any illegal parking issues and can be contacted on 1300 434 434 (24hrs, 7 days a week including public holidays).</p>
Loss of Parking	<p>My understanding is that the proposal is to extend the No Stopping zone up to the driveway at No. 11 Herbert Avenue.</p> <p>If more parking is taken away from Herbert Avenue, the gap will need to be filled on Prince Alfred Parade or further up Herbert Avenue, where there is already high demand for on-street parking.</p> <p>If more parking is taken away from Herbert Avenue, the gap will need to be filled on Prince Alfred Parade or further up Herbert Avenue, where there is already high demand for on-street parking.</p>	<p>Herbert Avenue is a public road, located in a residential area 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.</p>

Increase in Speed	Without parking, vehicles will speed down Herbert Avenue as they already do on the rare occasions where there are no cars parked. A serious accident is bound to occur possibly involving pedestrians, as there are no pavements in Herbert Avenue. Furthermore, cars parked in this location act as a traffic calming device, forcing vehicles to slow down as they approach the intersection with Prince Alfred Parade. The supposed problem you are reporting will not change by restricting parking. In fact, it will increase potential accidents as cars will fly up and down more readily rather than cautiously approach the intersection.	There remains sufficient on-street parking to reduce speeding concerns. Council recommends the community contact NSW Police for any speeding or dangerous driving concerns.
Pedestrian Safety	This proposal increases safety risks, it will be very dangerous for pedestrians with easy two-way traffic, given there is no verge on either side. My children regularly walk to Newport shops or beach via this route. As there are no footpaths and minimal verge on Herbert Avenue, they are forced to walk on the road. My preference would be for the parking to remain as it is to keep traffic slower, making it safer for pedestrians.	Pedestrians must use a footpath or nature strip if there is one. If there isn't one, or it's not practical to use, they can walk on the road as long as they: walk in the direction of oncoming traffic, if practical. Pedestrians must keep to the far side of the road. Council will review footpath requests at this location under the Future Works Program.

5.0 MATTERS FOR NOTATION

ITEM 5.1	REQUEST FOR WORKS ZONE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/404451
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 Engineers.

Applicant	Location	Works Zone Length and Time	Requested Period
Metricon Homes Pty Ltd Level 4 32 Lexington Drive BELLA VISTA NSW 2153	11 Fromelles Avenue SEAFORTH NSW 2092	Length: 13.5 metres Time: 7:00am – 5:00pm Mon-Fri 8:00am – 1:00pm Saturday	25 August 2022 to 23 February 2023
Rawson Homes Pty Ltd Po Box 3099 RHODES NSW 2138	82 Beacon Hill Road BEACON HILL NSW 2100	Length: 15 metres Time: 7:00am – 5:00pm Mon-Fri 8:00am – 1:00pm Saturday	18 July 2022 to 18 January 2023

RECOMMENDATION TO TRAFFIC COMMITTEE

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