



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 6 SEPTEMBER 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 Engineer
 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
 Ms Leila Kazemnezhad
 Ms Robynann Dixon
 Ms Michelle Carter
 Mr Nicholas Murace
 Mr Michael Kennedy
 Mr Paul Crossan
 Mr Michael Davey
 Ms Caty Pilley

Visitors

Nil

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

**to be held in the Flannel Flower Room, Civic Centre, Dee Why on
on Tuesday 6 September 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 2 August 2022	
2.2	Declaration of Pecuniary and Conflicts of Interest	
3.0	REPORTS TO PROCEED TO COUNCIL FOR APPROVAL	
	Nil	
4.0	REPORTS FOR APPROVAL BY COUNCIL DELEGATION	5
4.1	Blackbutts Road, Frenchs Forest - Pedestrian Refuge.....	5
4.2	Holmes Avenue and Monash Crescent, Clontarf - 6P Timed Parking	18
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4.5	Dove Lane, Warriewood - Timed Parking Restrictions and Accessible Parking Bays	29
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4.7	Yallumba Close, Forestville - No Stopping	37
4.8	Ettalong Street, Wheeler Heights - No Stopping	42
4.9	Regent Street, Dee Why - Removal of Childrens' Crossing and Associated Changes	47
4.10	Church Point and Bayview - Safety Treatments	50
4.11	Princes Lane, Newport - No Parking Restrictions.....	57
5.0	MATTERS FOR NOTATION	62
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NEXT MEETING Tuesday 11 October 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 2 AUGUST 2022

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee held 2 August 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	BLACKBUTTS ROAD, FRENCHS FOREST - PEDESTRIAN REFUGE
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2022/337875
ATTACHMENTS	1 Plans

GEOCODES: -33.744471, 151.219899

REPORT

BACKGROUND

Council has approved DA2018/1078 for a Seniors Housing Development at 76 Prince Charles Road, Frenchs Forest. One of the requirements for approval of Seniors Housing Developments is that access must be available to regular public transport within 400m of the site. In order to facilitate access to the nearest bus stop for the 281 Bus service, a Condition of Consent was applied to the Development Approval requiring the developer to prepare plans and construct a pedestrian refuge on Prince Charles Road on the southbound approach to Blackbutts Road. Council has agreed to prepare the plans and to construct the refuge at the developer's cost, in order to satisfy the relevant Conditions of Consent.

LOCATION

Blackbutts Road is a local road carrying peak hour volumes of up to 1,000 vehicles per hour. It is 12m in width with footpaths on both sides of the road. The 281 Bus service which travels between Davidson and Chatswood, proceeds in a one-way loop through Frenchs Forest and Davidson, passing in a westerly direction along Adams Street and Blackbutts Road, stopping near the development site on the south side of Blackbutts Road for travel in both directions.

Prince Charles Road is a local road carrying low volumes of traffic with peak hour volumes of approximately 100 vehicles per hour, it is 9.6m in width with a footpath on its eastern side.

The Seniors Housing Development which is currently under construction is located on the east side Prince Charles Road immediately south of its junction with Blackbutts Road.

ISSUES

- The 281 Bus service proceeds west along Adams Street and Blackbutts Road in both the inbound and outbound direction.
- Bus stops are located on the south side of Blackbutts Road and Adams Street.
- The nearest bus stop to the development is sited in front of No.5 Blackbutts Road.
- Blackbutts Road carries much higher volumes of traffic than Prince Charles Road and presents a much greater barrier to pedestrians seeking to access public transport.

- A refuge on Prince Charles Road north of Blackbutts Road would provide some benefit to pedestrians, however, does not facilitate safer access to the bus stop on the south side of Blackbutts Road. A refuge sited on Blackbutts Road west of Prince Charles Road is of greater benefit.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to make improvements to the prams ramps on Prince Charles Road that provide access to footpaths on the north side of Blackbutts Road and the east side of Prince Charles Road. In addition, rather than constructing a refuge on Prince Charles Road, a refuge has been designed for Blackbutts Road west of Prince Charles Road which will facilitate safer pedestrian access to and from the bus stop located at No.5 Blackbutts Road. The refuge will have kerb blisters on either side of the road to reduce the required crossing distance and improve visibility to and from pedestrians crossing 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

As the construction of the refuge is a condition of Development Consent, consultation on the matter has not been undertaken, with the consultation having occurred in conjunction with the Development Application approval process. Notification letters have been distributed to 22 properties within the immediate vicinity of the location providing notification of the proposed changes.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a pedestrian refuge on Blackbutts Road west of Prince Charles Road to satisfy the relevant conditions of Development Consent for DA2018/1078.

REFUGE ISLAND - BLACKBUTTS RD, FRENCHS FOREST



LOCALITY PLAN
NOT TO SCALE

DRAWING INDEX

DRAWING NO.	DESCRIPTION
1001	LOCALITY PLAN AND INDEX SHEET
2001	GENERAL SHEET ARRANGEMENT
3003	OVERALL SETOUT PLAN & SIGNAGE
3002	OVERALL SETOUT PLAN & ALIGNMENT CHAINAGES
4001	CIVIL WORKS AND SETOUT PLAN SHEET 1
4002	CIVIL WORKS AND SETOUT PLAN SHEET 2
4003	ALIGNMENT CHAINAGES AND SETOUT PLAN SHEET 3
5001	LONGITUDINAL SECTION SHEET 1
5002	LONGITUDINAL SECTION SHEET 2
6001	STANDARD DETAILS SHEET 1
6002	STANDARD DETAILS SHEET 2

CAUTION EXCAVATING NEAR TREES TO BE RETAINED

- CAREFULLY EXCAVATE WITH A TRENCHING MACHINE UP TO 2.0 METERS FROM THE BASE OF THE TREE. A SPOTTER IS TO BE USED TO GUIDE THE MACHINE AND AVOID DAMAGE TO THE TREE ROOTS. THE EXCAVATOR IS TO USE A FLAT BLADE BUCKET WITH NO TEETH.
- EXCAVATION BY HAND DIGGING SHALL BE EMPLOYED WITHIN 2.0 METERS ON EITHER SIDE OF THE TREE AND WITHIN 2.0 METERS OF THE TREE TRUNK.
- NO TREE ROOT GREATER THAN 40mm IN DIAMETER ARE TO BE CUT WITHOUT PRIOR INSPECTION AND APPROVAL BY COUNCIL'S TREE SERVICES.
- TREE ROOTS LESS THAN 40mm IN DIAMETER ARE TO BE CLEAN CUT WITH A SHARP IMPLEMENT.
- NO MATERIAL IS TO BE STORED UNDER TREES TO BE RETAINED OR AGAINST THE TREE'S TRUNK. GROUND PROTECTION MAY NEED TO BE EMPLOYED AS PER AS 4970-2009.
- WHERE INSTRUCTED BY COUNCIL'S TREE SERVICES, TREE PROTECTION BATONS ARE TO BE PLACED AROUND THE TREE TRUNK AS PER AS 4970-2009, SECTION 4.5.2 AND FIGURE 4.
- WHERE THERE IS DISCREPANCY BETWEEN THE CONSTRUCTION DRAWINGS OR A LIKELY PHYSICAL CONSTRAINT ENCOUNTERED BETWEEN THE TREE TO BE RETAINED AND THE INFRASTRUCTURE THAT IS TO BE INSTALLED, AN ALTERNATIVE DESIGN MAY NEED TO BE EMPLOYED. IN THIS SITUATION, STOP ALL WORK IN PROXIMITY OF THE TREE TO BE RETAINED AND CONSULT WITH COUNCIL'S PROJECT ENGINEER IMMEDIATELY. TREE SERVICES IN COLLABORATION WITH THE DESIGNER WILL THEN PROVIDE ADVICE ON THE MODIFICATIONS REQUIRED.
- IF IN DOUBT - PLEASE SEEK ADVICE FROM COUNCIL'S TREE SERVICES BEFORE PROCEEDING WITH WORKS.
- FAILURE TO ADHERE TO ANY OF THESE REQUIREMENTS WILL RESULT IN THE CONTRACTOR TO BEAR ALL COSTS ASSOCIATED WITH THE REMEDIATION OR EQUIVALENT REPLACEMENT OF THE TREE TO BE RETAINED.

CAUTION - SERVICES!!!



- THE POSITION OF SERVICES SHOWN ON THE DRAWINGS ARE INDICATIVE ONLY AND HAVE BEEN PLOTTED FROM PLANS SUPPLIED BY THE RELEVANT UTILITY AUTHORITIES.
- PITS, POLES, MARKER POSTS, SIGNS, ETC. HAVE BEEN PLOTTED ON THE DRAWINGS WHERE SIGHTED AT THE TIME OF SURVEY BUT THE SURVEY NOT DOES INCLUDE INVESTIGATION OR PHYSICAL LOCATION OF UNDERGROUND INFRASTRUCTURE.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ACTIVITY ON OR ADJACENT TO THE SITE TO OBTAIN UPDATED SERVICES DIAGRAMS THROUGH A DIAL-BEFORE-YOU-DIG SEARCH AND PHYSICAL SEARCH TO ESTABLISH AND CONFIRM THE EXACT LOCATION'S AND DEPTHS OF ALL UNDERGROUND SERVICES PRIOR TO COMMENCEMENT.

		LEVEL DATUM AND CO-ORD SYSTEM: MGA	PLOT DATE: 18/08/2022	FOLDER: G:\Work\PORT NETWORK\Michael Kennedy\Forest\Blackbutts Rd, Frenchs Forest\100 - BLACKBUTTS RD, FRENCHS FOREST - REFUGE - REFUGION RD - MICHEL.dwg
		SURVEYED: N/A	DESIGN APPROVED	APPROVED FOR CONSTRUCTION
		WORK - AS - EXECUTED	DRAWN BY: MICHAEL KENNEDY	PROJ. MGR: N/A
		BY: N/A	DATED: 23/05/22	DATE: (**/**/****)
2	20/06/22	DETAILED DRAWINGS	INITIATED BY: JAMES BROCKLEBANK	APPROVED BY: PHIL DEVON
1	23/05/22	INITIATE DRAWINGS	APPROVED BY: JAMES BROCKLEBANK	(MANAGER TRANSPORT)
		AMENDMENTS	INITIALS	

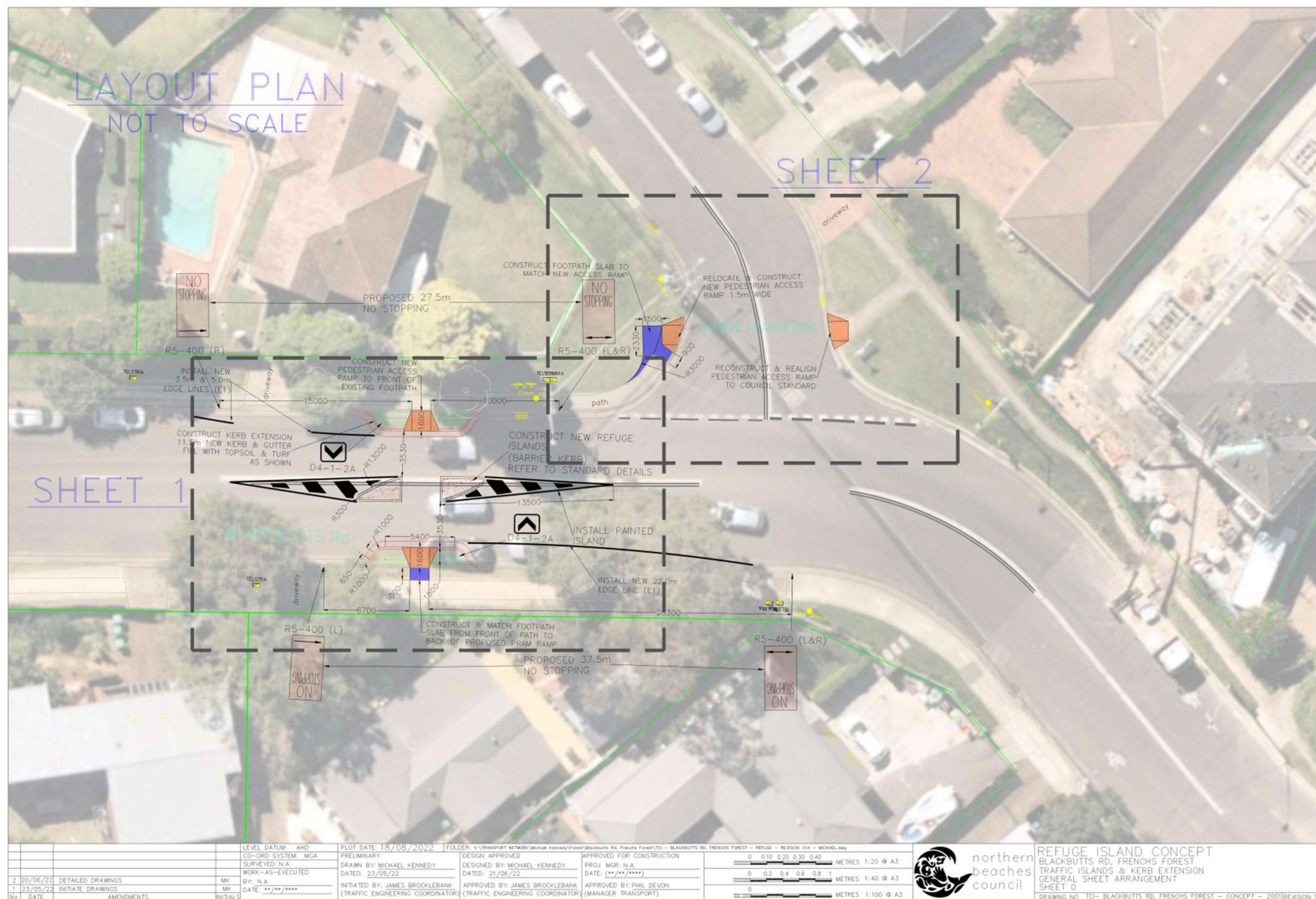
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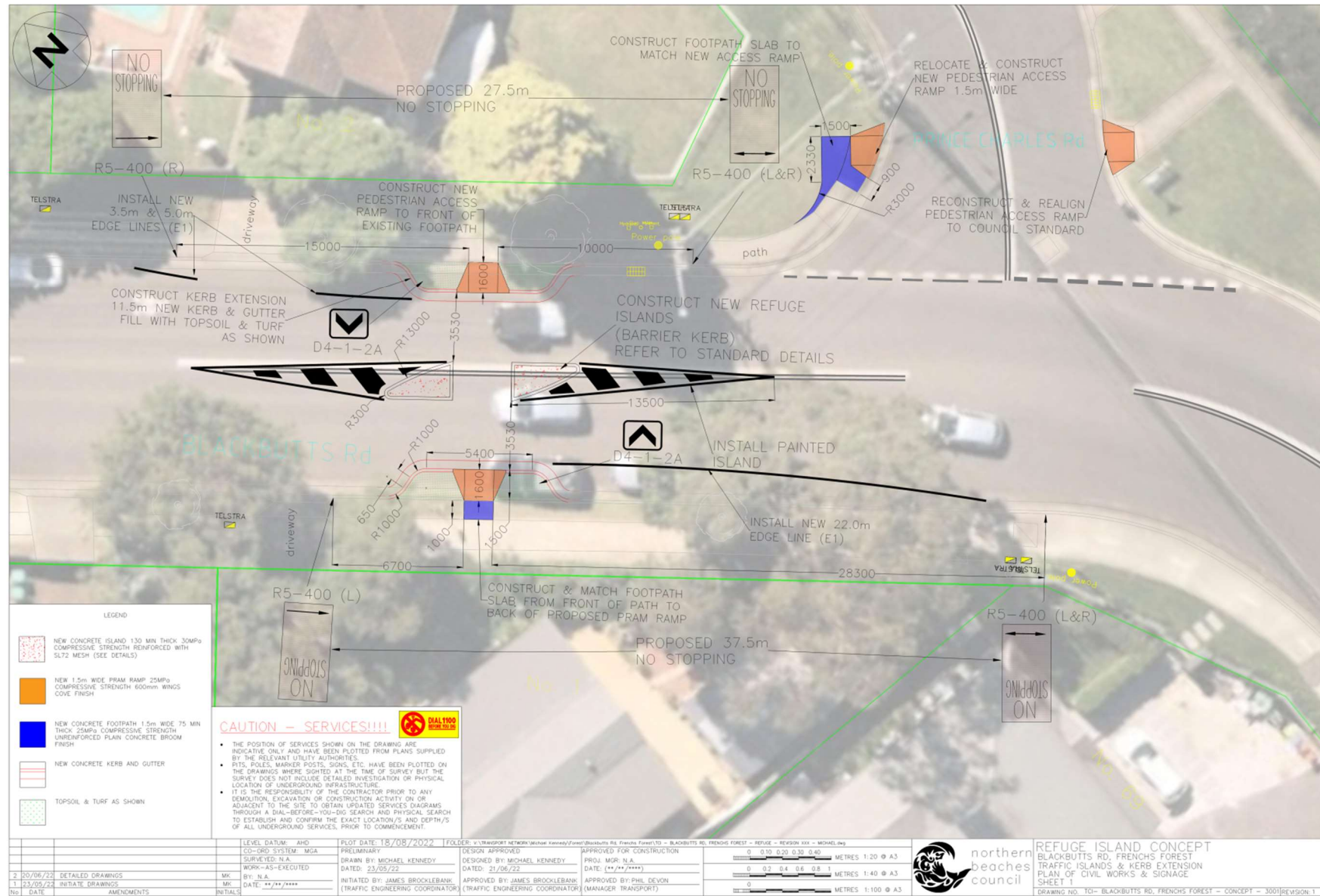


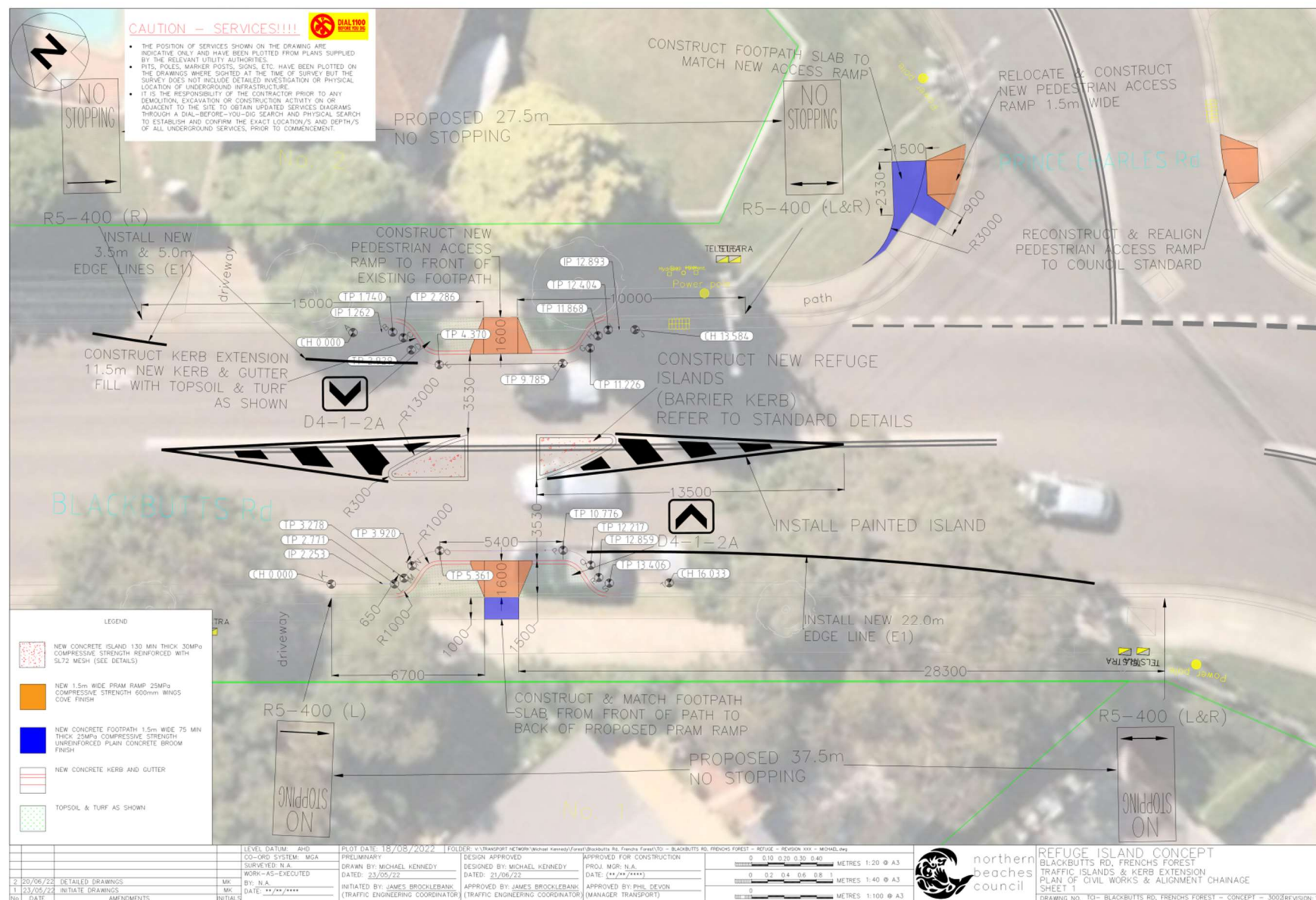
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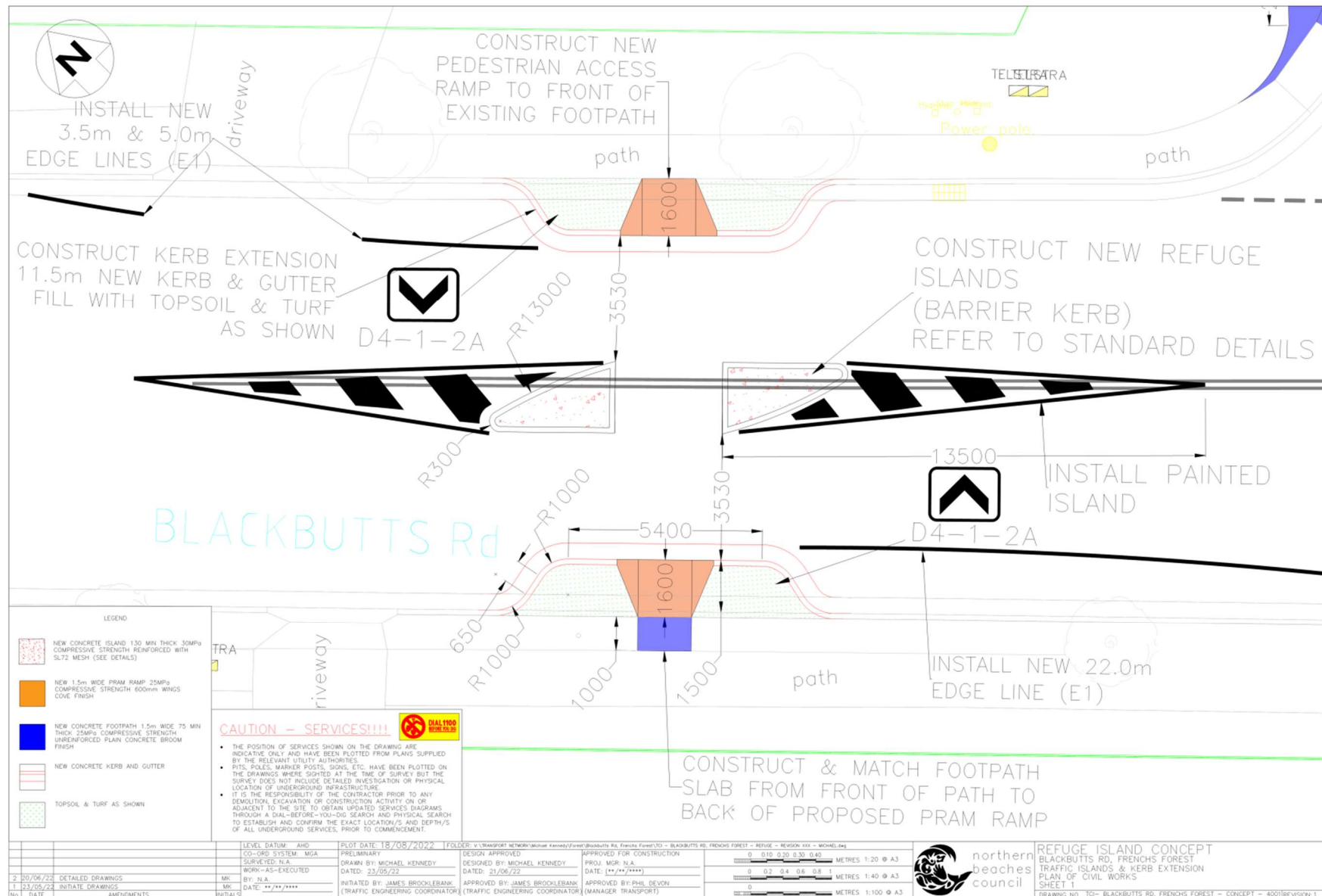
REFUGE ISLAND CONCEPT
BLACKBUTTS RD, FRENCHS FOREST
TRAFFIC ISLANDS & KERB EXTENSION
LOCATION
INDEX SHEET

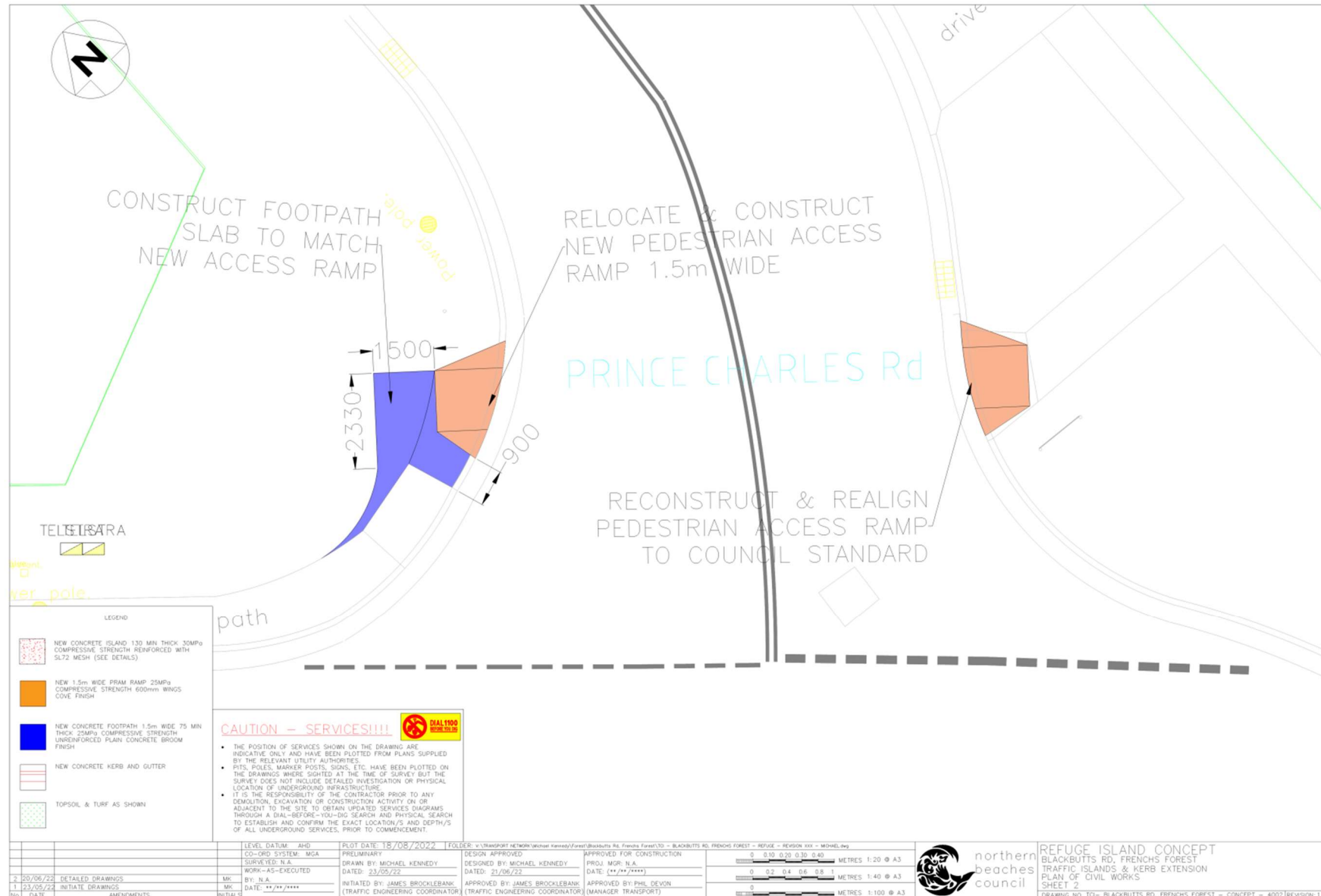
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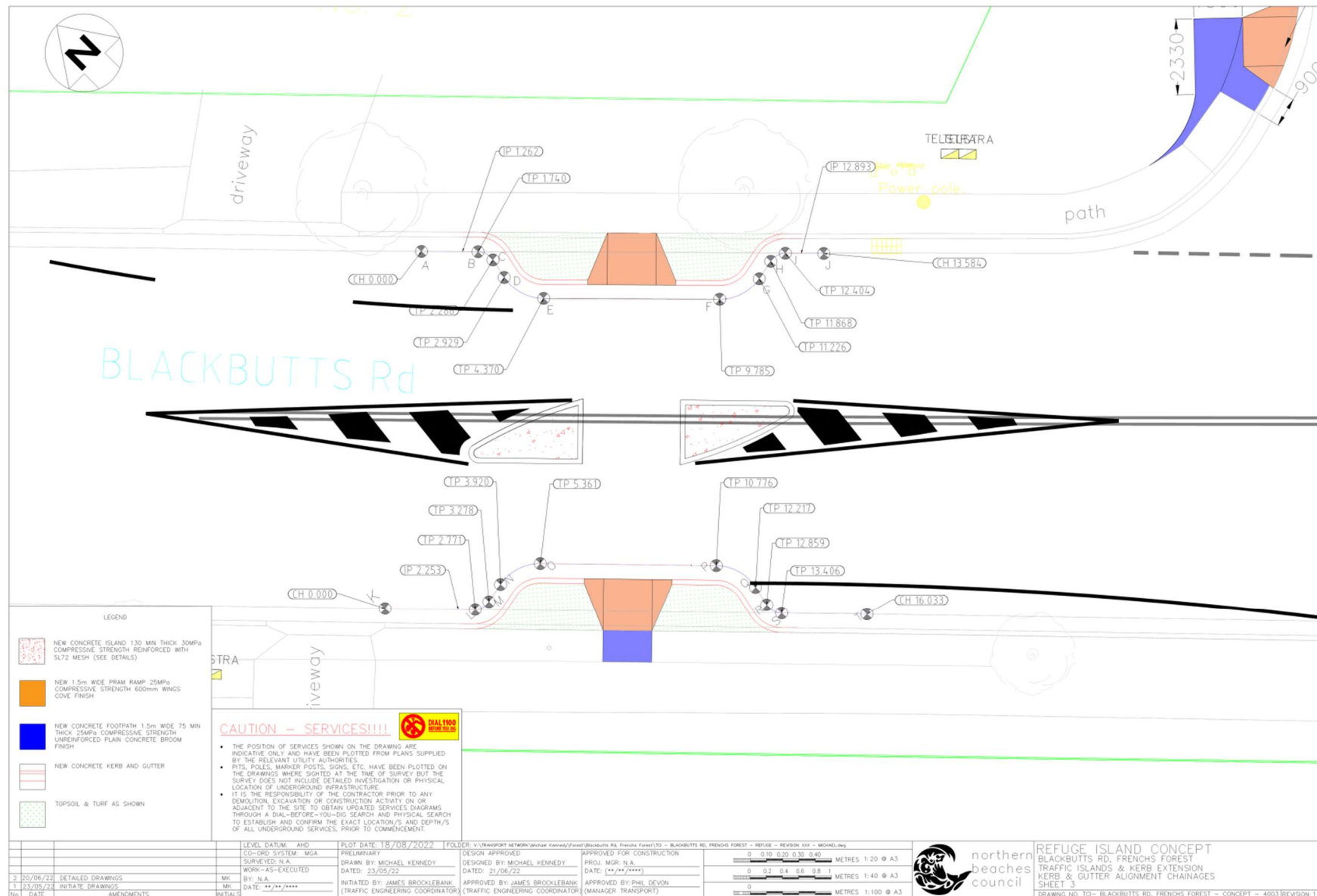


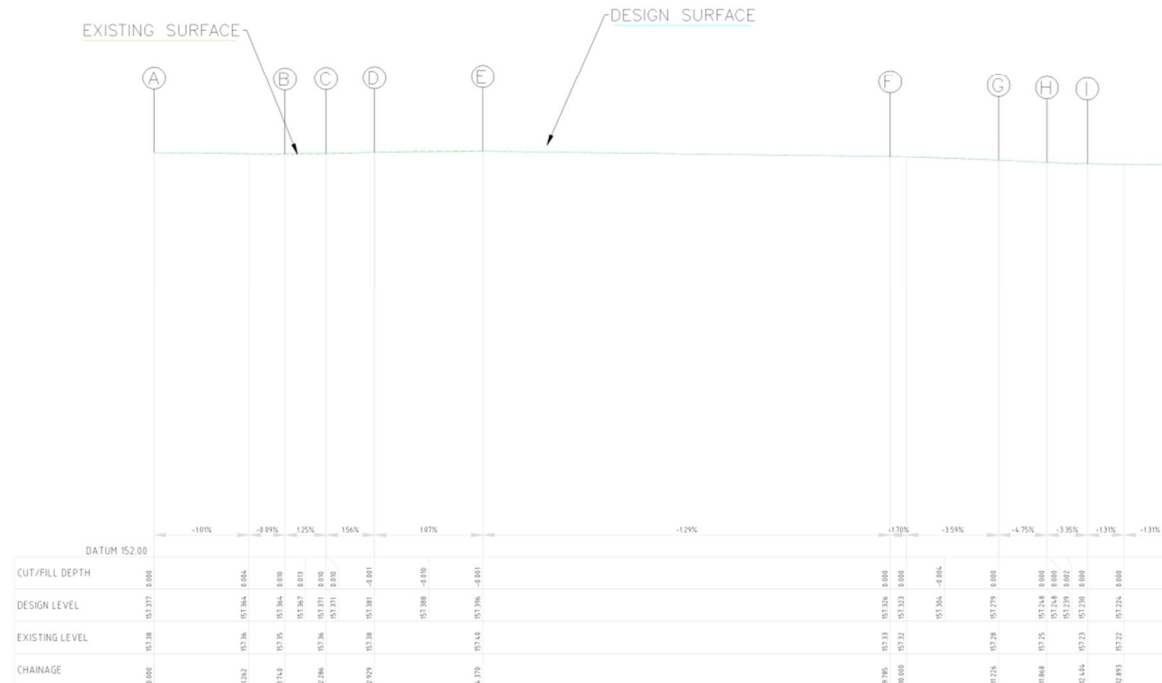








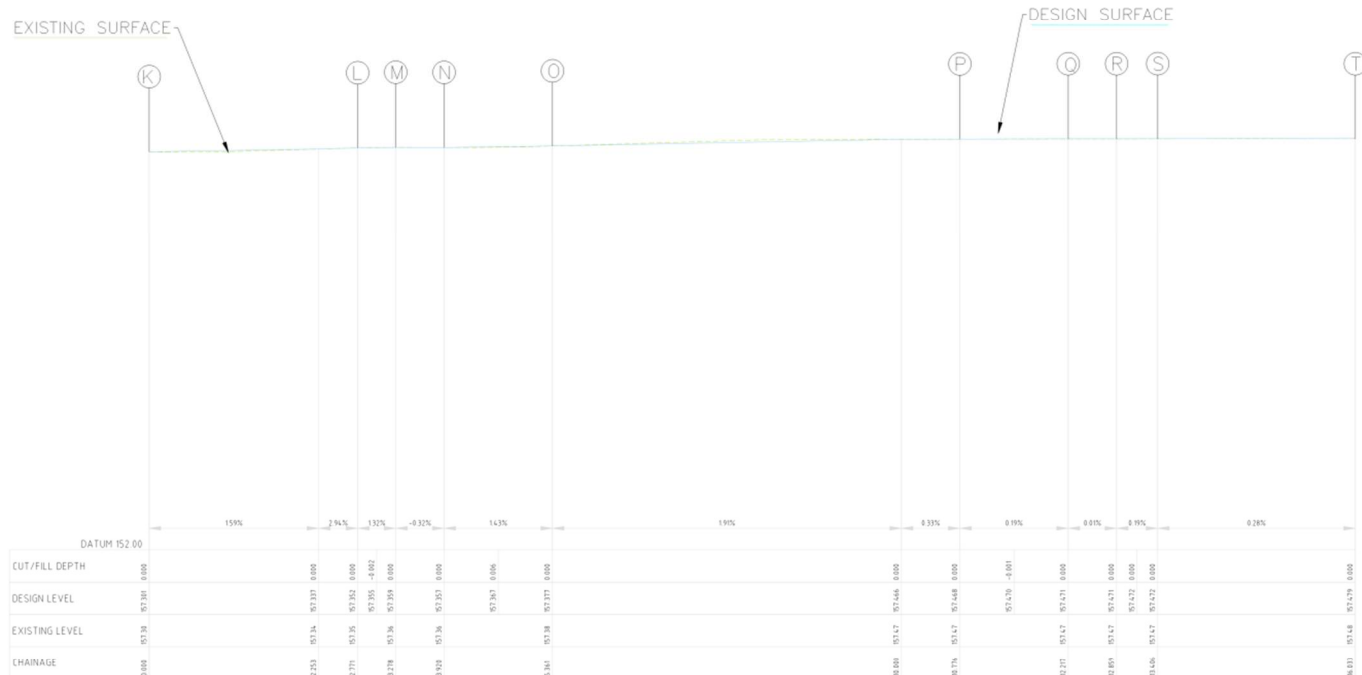




PROFILE 1: NORTHERN LIP OF GUTTER



		LEVEL DATUM: AHD	PLOT DATE: 18/08/2022	FOLDER: v:\TRANSPORT NETWORK\Michael Kennedy\Forest\Blackbuts Rd, Frenchs Forest\10 - BLACKBUTTS RD, FRENCHS FOREST - REFUGE - REVISION 300 - MICHAEL.KEN			northern beaches council	REFUGE ISLAND CONCEPT BLACKBUTTS RD, FRENCHS FOREST TRAFFIC ISLANDS & KERB EXTENSION LONGITUDINAL SECTION ALIGNMENT 1 - BLACKBUTTS RD NORTH KERB & GUTTER DRAWING NO. 10 - BLACKBUTTS RD, FRENCHS FOREST - CONCEPT - 5001 REVISION: 1		
		CO-ORD SYSTEM: MGA	PRELIMINARY	DESIGN APPROVED	APPROVED FOR CONSTRUCTION					
		SURVEYED: N.A.	DRAWN BY: MICHAEL KENNEDY	DESIGNED BY: MICHAEL KENNEDY	PROJ. MGR: N.A.					METRES 1:20 @ A3
		WORK-AS-EXECUTED	DATE: 23/05/22	DATE: 21/06/22	DATE: (**)/(**)/****					METRES 1:40 @ A3
		BY: N.A.	INITIATED BY: JAMES BROCKLEBANK	APPROVED BY: JAMES BROCKLEBANK	APPROVED BY: PHIL DEVON					METRES 1:100 @ A3
		DATE: **/**/****	(TRAFFIC ENGINEERING COORDINATOR)	(TRAFFIC ENGINEERING COORDINATOR)	(MANAGER TRANSPORT)					
1	20/06/22	DETAILED DRAWINGS	MK							
2	23/05/22	INITIATE DRAWINGS	MK							
		AMENDMENTS	INITIALS							



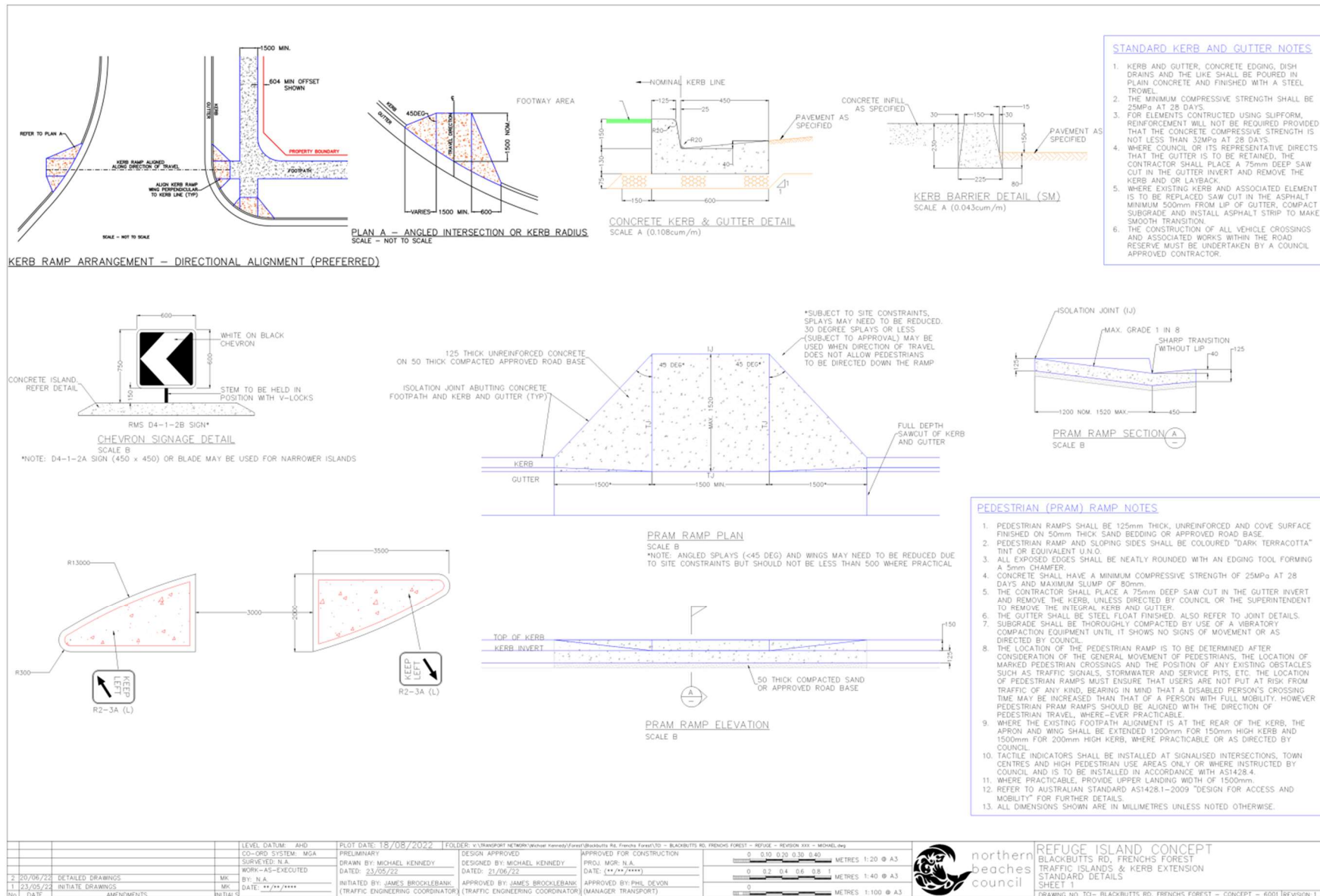
PROFILE 2: SOUTHERN LIP OF GUTTER

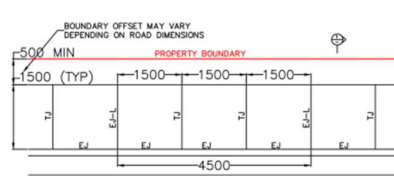


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		CO-ORD SYSTEM: MGA	PRELIMINARY	DESIGN APPROVED
		SURVEYED: N.A.	DRAWN BY: MICHAEL KENNEDY	DESIGNED BY: MICHAEL KENNEDY
		WORK: AS-EXECUTED	DATED: 23/05/22	DATED: 21/06/22
		BY: N.A.	INITIATED BY: JAMES BROCKLEBANK	APPROVED BY: JAMES BROCKLEBANK
		DATE: **/**/****	(TRAFFIC ENGINEERING COORDINATOR)	(TRAFFIC ENGINEERING COORDINATOR)
		INITIALS		
2	20/06/22	DETAILED DRAWINGS		
1	23/05/22	INITIATE DRAWINGS		
NO	DATE	AMENDMENTS		

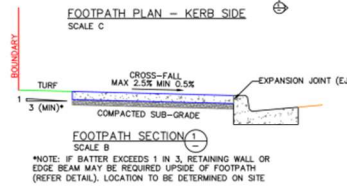


REFUGE ISLAND CONCEPT
BLACKBUTTS RD, FRENCHS FOREST
TRAFFIC ISLANDS & KERB EXTENSION
LONGITUDINAL SECTION
ALIGNMENT 2 - BLACKBUTTS RD SOUTH KERB & GUTTER
DRAWING NO. 10 - BLACKBUTTS RD, FRENCHS FOREST - CONCEPT - 5002 | REVISION: 1



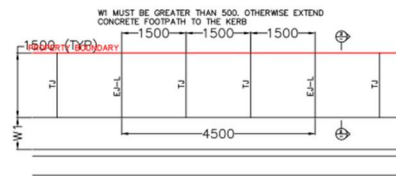


FOOTPATH PLAN - KERB SIDE
SCALE C

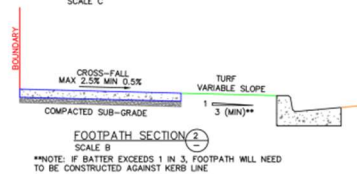


FOOTPATH SECTION 1
SCALE B

NOTE: IF BATTER EXCEEDS 1 IN 3, RETAINING WALL OR EDGE BEAM MAY BE REQUIRED UPSIDE OF FOOTPATH (REFER DETAIL). LOCATION TO BE DETERMINED ON SITE

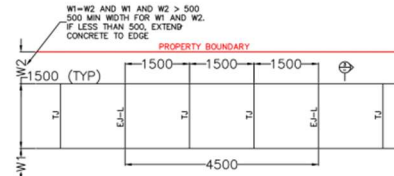


FOOTPATH PLAN - BOUNDARY SIDE
SCALE C

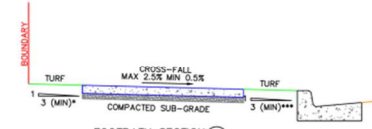


FOOTPATH SECTION 2
SCALE B

NOTE: IF BATTER EXCEEDS 1 IN 3, FOOTPATH WILL NEED TO BE CONSTRUCTED AGAINST KERB LINE

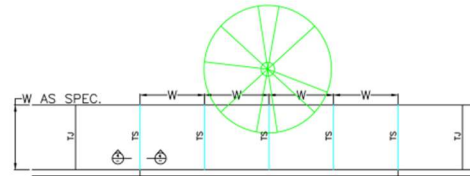


FOOTPATH PLAN - CENTRED
SCALE C

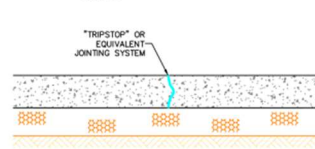


FOOTPATH SECTION 3
SCALE B

NOTE: WHERE BATTER EXCEEDS 1 IN 3, RETAINING WALL OR EDGE BEAM MAY BE REQUIRED UPSIDE OF FOOTPATH (REFER DETAIL). LOCATION TO BE DETERMINED ON SITE



FOOTPATH PLAN NEAR TREE PLAN
SCALE C



TRANSVERSE JOINTING SYSTEM NEAR TREE ROOTS (TS) SECTION 1
SCALE 0 0.25 0.50 0.75 1.00 1.25 METRES
(1:50 @ A3, 1:25 @ A1)

FOOTPATH SCHEDULE

FOOTPATH WIDTH (mm)	SLAB THICKNESS (mm)	DISTANCE BETWEEN JOINTS (mm)	DISTANCE BETWEEN EXPANSION JOINTS (mm)	REINFORCEMENT (CONCREGE CONTROL ONLY)
1500	75	1500	4500	NIL

STANDARD CONCRETE FOOTPATH NOTES

1. FOOTPATHS TO HAVE A MAX. 2.5% CROSSFALL TOWARDS THE KERB (APPROXIMATELY 37.5mm FALL OVER A 1.5m WIDE FOOTPATH), AND BROOM FINISHED U.L.O.
2. CONCRETE EDGES SHALL BE FINISHED WITH AN EDGING TOOL.
3. CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 25MPa MINIMUM UNLESS OTHERWISE SPECIFIED.
4. CONCRETE SHALL BE PLACED WITH A MAXIMUM SLUMP OF 80mm.
5. MINIMUM CONCRETE COVER (TO REINFORCEMENT) TO BE 30mm UNLESS NOTED OTHERWISE.
6. CONCRETE FOOTPATHS SHALL BE LAID ON A MINIMUM 75mm THICK ROAD BASE DGR20 (COMPACTED TO MINIMUM 98% MAXIMUM DRY DENSITY) OR 50mm THICK SAND (WELL COMPACTED TO DENSITY INDEX OF NOT LESS THAN 80%).
7. COUNCIL REQUIRES 24 HOURS NOTICE PRIOR TO POURING OF CONCRETE TO INSPECT THE FORMWORK. NO CONCRETE SHALL BE POURED UNTIL THE EXCAVATION AND FORMWORK HAVE BEEN INSPECTED.
8. EXCAVATE TO MINIMUM UNIFORM CONCRETE SLAB THICKNESS AND BEDDING COURSE AS SPECIFIED. REFER TO DETAILS.
9. PLAIN CONCRETE IS TO BE USED EXCEPT FOR PEDESTRIAN RAMPS (PRAM RAMPS) WHICH WILL BE COLOURED "DARK TERRACOTTA" COLOURED TINT OR EQUIVALENT.
10. WHERE THE SLAB IS TO BE POURED ONTO EXISTING ROCK OR ONTO A CONCRETE SUBGRADE, PROVIDE A COAT OF RIGID BOND BREAKER BETWEEN THE INTERFACE TO ENSURE THAT THE CONCRETE WILL SET EVENLY THROUGHOUT THE WHOLE SECTION OF THE SLAB (EVEN SHRINKAGE CONTROL).
11. PLACE REINFORCEMENT FABRIC CENTRALLY USING SEATS AS PROPS AND ENSURING THAT THERE WILL BE AT LEAST 30mm MINIMUM COVER (FOR FOOTWAY SLABS) BETWEEN THE REINFORCEMENT AND EXTERNAL SURFACE OF THE SLAB.
12. CONCRETE IS TO BE FULLY CURED TO ENSURE THAT IT DOES NOT RESULT IN SHRINKAGE CRACKS. HIGHER STRENGTH CONCRETES TEND TO SET QUICKER AND REQUIRES PROPER CURING BY KEEPING IT CONTINUOUSLY WET FOR A MINIMUM OF 7 DAYS IMMEDIATELY AFTER THE POUR OR BY COVERING WITH CLEAR PLASTIC SHEETS.
13. ALL CONCRETE WORKS SHALL BE IN ACCORDANCE WITH AS 3600.
14. COMPRESSIBLE FILLER BOARD USED AS CONSTRUCTION JOINTS SHALL BE BITUMEN IMPREGNATED FIBREBOARD.
15. SAW JOINTS WHERE REQUIRED ARE TO BE CUT AFTER THE CONCRETE HAS SUFFICIENTLY HARDENED THAT IT WILL NOT BE DAMAGED BY THE SAWING BUT BEFORE SHRINKAGE CRACKS CAN OCCUR.
16. PROVIDE "SMART URBAN" OR "LOCK SOCKETS" AS SPECIFIED FOR ALL SIGN POSTS U.L.O.
17. ALL DIMENSIONS SHOWN ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALING.

TRANSVERSE DISPLACEMENT JOINT NOTES

1. WHERE THERE IS LIKELY TO BE TRANSVERSE OR VERTICAL MOVEMENT OF JOINTS IN THE ROAD PAVEMENT (FOR EXAMPLE, NEAR A TREE, WHERE INVASIVE ROOTS ARE LIKELY TO DISPLACE THE PAVEMENT), A JOINTING SYSTEM WHICH ALLOWS VERTICAL DISPLACEMENT OF THE SLAB WITHOUT SEPARATION OF THE JOINTS AND CAUSING A TRIP HAZARD, IS TO BE USED.
2. COUNCIL'S TREE OFFICER/ARBORIST IS TO BE CONSULTED AS TO DETERMINE ADEQUATE TOPSOIL COVER OVER EXISTING TREE ROOTS REQUIRED PRIOR TO INSTALLATION.
3. "TRIPSTOP" JOINTING SYSTEM OR EQUIVALENT SHALL BE USED IN NEW OR REPLACEMENT FOOTPATHS WHERE THE SLAB IS TO BE INSTALLED NEAR OR ADJACENT TO A TREE.
4. "TRIPSTOP" OR EQUIVALENT SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S GUIDELINES.
5. THE "TRIPSTOP" IS PROFILE OR EQUIVALENT SHALL BE INSTALLED TO MATCH THE FOLLOWING SLAB THICKNESSES:
 - (a) TS755 - 75mm THICK CONCRETE SLAB
 - (b) TS1255 - 125mm THICK CONCRETE SLAB
 - (c) TS1505 - 150mm THICK CONCRETE SLAB
6. "TRIPSTOP" JOINTING STRIPS OR EQUIVALENT MUST BE INSTALLED FOR THE FULL DEPTH AND WIDTH OF THE SLAB.
7. THESE STRIPS MUST HAVE UP TO 5mm OF CLEARANCE AT EACH END OF THE "TRIPSTOP" TO ALLOW FOR AN EDGING TOOL TO BE PASSED WITHOUT INTERRUPTION.
8. THE "TRIPSTOP" EDGING OR EQUIVALENT MUST BE INSTALLED WITHIN A 5mm TOLERANCE OF VERTICAL.
9. WHEN INSTALLED IN STRAIGHT SECTIONS OF PAVEMENT, INSTALL TO +/- 30mm PER METER OF WIDTH FROM A RIGHT ANGLE TO THE LENGTH OF PAVEMENT.
10. WHEN INSTALLED IN CURVED PAVEMENTS, INSTALL RADially TO THE CURVE AT +/- 30mm PER METER FROM THE RADIAL LINE.
11. "TRIPSTOP" STRIPS OR EQUIVALENT SHALL BE POSITIONED DIRECTLY IN LINE WITH THE MOST AGGRESSIVE TREE ROOT. ONE STRIP SHALL BE PLACED IN LINE WITH THE CENTRE OF THE TREE TRUNK. CONTINUE WITH INSTALLATION OF MORE SECTIONS OUTWARDS UNTIL AT THE END OF THE DRIP LINE.

LEVEL DATUM: AHD	PLOT DATE: 18/08/2022	FOLDER: V:\TRANSPORT NETWORK\Michael Kennedy\Forest\Blackbutts Rd, Frenchs Forest\TOD - BLACKBUTTS RD, FRENCHS FOREST - REFUGE - REVISION XXX - MICHAEL.dwg
CO-ORD SYSTEM: MGA	PRELIMINARY	APPROVED FOR CONSTRUCTION
SURVEYED: N.A.	DRAWN BY: MICHAEL KENNEDY	DESIGNED BY: MICHAEL KENNEDY
WORK - AS-PLANNED	DATED: 23/05/22	DATED: 23/05/22
BY: N.A.	APPROVED BY: JAMES BROCKLEBANK	APPROVED BY: JAMES BROCKLEBANK
DATE: **/**/****	INITIATED BY: JAMES BROCKLEBANK	APPROVED BY: PHIL DEVON
INITIALS	(TRAFFIC ENGINEERING COORDINATOR)	(MANAGER TRANSPORT)

2 20/06/22	DETAILED DRAWINGS	MX
1 23/05/22	INITIATE DRAWINGS	MX
NO 1	DATE	AMENDMENTS



REFUGE ISLAND CONCEPT
BLACKBUTTS RD, FRENCHS FOREST
TRAFFIC ISLANDS & KERB EXTENSION
STANDARD DETAILS

DRAWING NO. T01- BLACKBUTTS RD, FRENCHS FOREST - CONCEPT - 6002 [REVISION: 1]

ITEM 4.2	HOLMES AVENUE AND MONASH CRESCENT, CLONTARF - 6P TIMED PARKING
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2021/550493
ATTACHMENTS	1 Plan

GEOCODES: -33.807556, 151.252294, -33.807016, 151.252911

REPORT

BACKGROUND

Council has received concerns from local residents regarding long term parking of campervans, box and boat trailers in Holmes Avenue and Monash Crescent, Clontarf. Council circulated a plan for the introduction of 6P Timed Parking residents for resident feedback in December 2020, and this was considered by Council's Traffic Committee at its meeting on 2 March 2021. The matter was deferred for further liaison with residents on an amended proposal. An amended plan was distributed among the residents on 23 July 2021 and further resident feedback was received.

LOCATION

- Holmes Avenue and Monash Crescent, Clontarf are two-lane roads with a posted speed limit of 50km/h. Holmes Avenue is in an east/west direction between Amiens Road and Monash Crescent, Clontarf. Monash Crescent is in a north/south direction between Holmes Avenue and the cul-de-sac at the end of Monash Crescent, Clontarf.
- On-street parking is generally unrestricted on Holmes Avenue and Monash Crescent; however, No Parking restrictions are located on the western side of Monash Crescent which merges into No Stopping through to the cul-de-sac.
- Adjacent land use consists of low to medium density housing and Clontarf Reserve.
- Monash Crescent Track is part of the Spit Bridge to Manly Walk.
- A monument and pine tree are located at the intersection of Holmes Avenue and Monash Crescent, Clontarf.

ISSUES

- Boat trailers, trailers and campervans parked long term at 90 degrees to the road alignment, affecting available parking for residents and visitors.
- Some trailers are left projecting out to facing traffic, creating risks to pedestrians.
- The number of boat trailers in the area is an eyesore.
- There is no signage legally permitting parking at 90 degrees to the kerb on Holmes Avenue or Monash Crescent, however, many vehicles and trailers do so illegally.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install 6P Timed Parking restrictions applying 7am – 7pm Everyday & 90-degree angle parking, Front to Kerb Only restrictions on the northern side of Holmes Avenue between Amiens Road and Monash Crescent and on the western side of Monash Crescent between Holmes Avenue and No.31 Monash Crescent.

These restrictions will be installed on a 6-month trial basis throughout the 2022/23 Summer period, which will allow the success of the change to be monitored during the time period, when parking congestion is at its most acute in the Clontarf Reserve area. The changes will prevent long term parking of vehicles, encourage turnover of parking, allow residents and visitors to park overnight and formalize 90-degree parking activity in these streets.

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

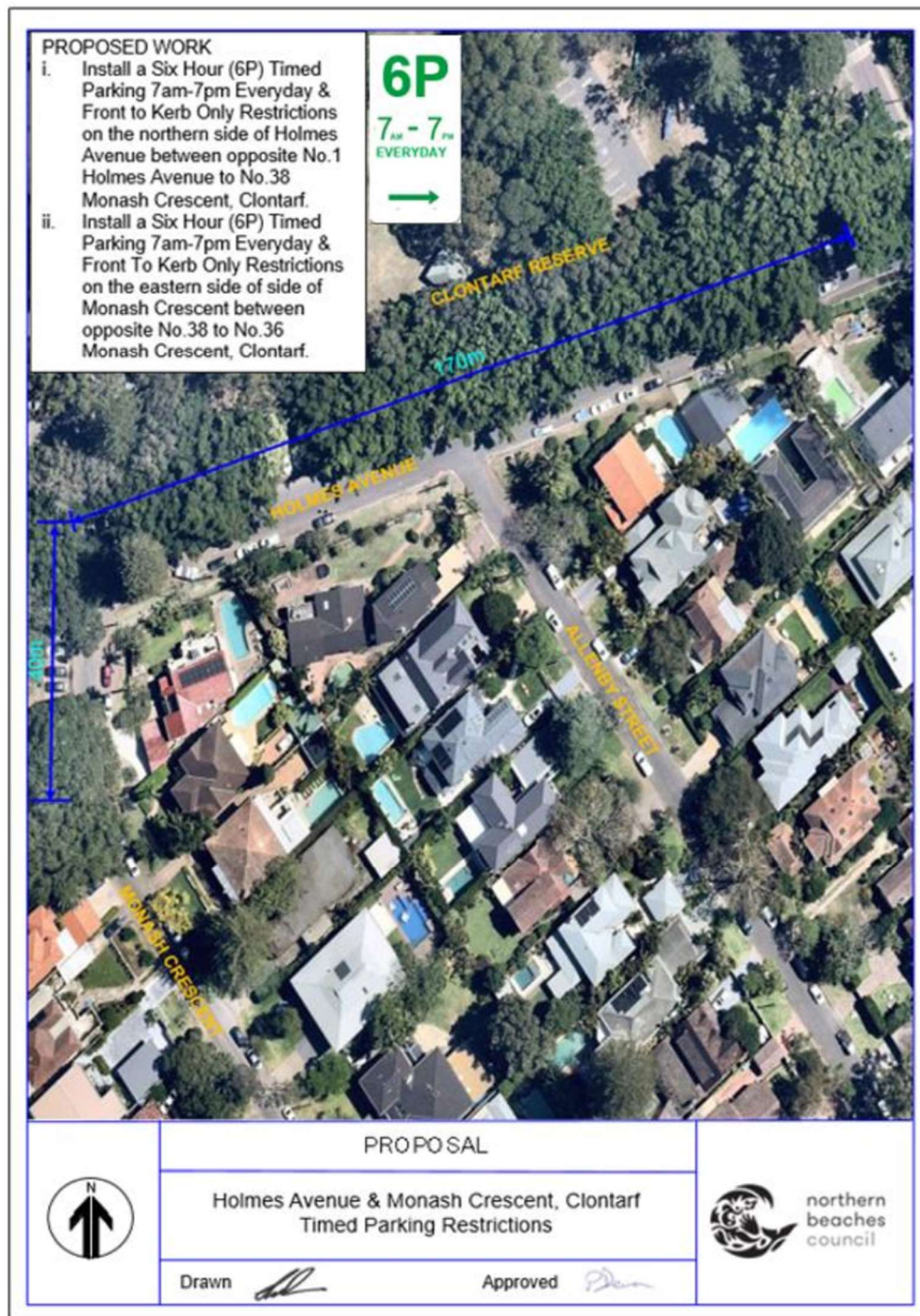
Two rounds of consultation have previously been undertaken in regard to this matter. A notification letter advising of the conduct of the trial has been distributed to 82 properties within the immediate vicinity of the location providing notification of the proposed trial. Although submissions regarding the trial were not requested, four submissions, all from residents who have previously lodged other submissions, and opposing the conduct of the trial have been received.

Although noting that residents are opposing the restrictions, the conduct of the trial will allow the effectiveness of the restrictions and any adverse impacts to be gauged.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of six-hour Timed Parking (6P) 7am – 7pm Everyday & 90 degree angle parking, Front to Kerb Only restrictions on the northern side of Holmes Avenue between Amiens Road and Monash Crescent and on the western side of Monash Crescent between Holmes Avenue and No.31 Monash Crescent.
- B. The implementation of the restrictions on a six-month trial basis during the summer period of 2022/2023.
- C. Report back to the April 2023 on the outcomes of the trial and provide further recommendations on how this area can be managed in future.



ITEM 4.3	WINDSOR PARADE – MINARTO LANE, NORTH NARRABEEN - INTERSECTION IMPROVEMENT
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2022/365842
ATTACHMENTS	1 Windsor Parade – Minarto Lane, North Narrabeen – Plan 2 Table of Consultation

GEOCODES: -33.709395, 151.295490

REPORT

BACKGROUND

Council has received concerns from residents regarding unsafe and conflicting traffic movements along Windsor Parade and Minarto Lane, North Narrabeen. This is creating potential risks to road users.

LOCATION

- The average width of Windsor Parade is 9.6 m and the Minarto lane is 7.6 m.
- Both streets are local roads with a speed limit of 50km/h.
- The corner of Windsor Parade and Minarto Lane is established as a carpark.

ISSUES

- The corner of Windsor Parade and Minarto Lane is not well defined and traffic is not regulated safely. It creates conflicting and confusing traffic movements, hence causing potential risks.

PROPOSAL

Council has undertaken a review of the above location and proposes line markings and signs to better regulate the traffic. In addition, Council will also correct/replace missing and/or inconsistent signage.

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

- Installing 5m 'Dividing Barrier Lines (BB)' on both ends at the corner of Windsor Parade and Minarto Lane.
- Installing 10m 'Separation Lines (S1)' in between BB lines at the corner of Windsor Parade and Minarto Lane.
- Installing 5m 'Dividing Barrier Lines (BB)' at the carpark to delineate vehicles from entry and exit.
- Installing the 'No Stopping (R)' sign on Minarto Lane 10m away from the corner.
- Installing the 'No Stopping (R)' sign at the carpark with the existing '2P' sign.
- Installing the 'No Stopping (L)' sign on Windsor Parade 10m away from 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 63 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:

- Installing 5m 'Dividing Barrier Lines (BB)' on both ends at the corner of Windsor Parade and Minarto Lane.
- Installing 10m 'Separation Lines (S1)' in between BB lines at the corner of Windsor Parade and Minarto Lane.
- Installing 5m 'Dividing Barrier Lines (BB)' at the carpark to delineate vehicles from entry and exit.
- Installing the 'No Stopping (R)' sign on Minarto Lane 10m away from the corner.
- Installing the 'No Stopping (R)' sign at the carpark with the existing '2P' sign.
- Installing the 'No Stopping (L)' sign on Windsor Parade 10m away from the corner.



PROPOSAL

Windsor Parade – Minarto Lane, North Narrabeen
Intersection improvement

Drawn VS

Approved *P. Devan*



northern
beaches
council

<u>Table of Consultation</u>		
Address	Windsor Parade – Minarto Lane, North Narrabeen	
Proposal	Intersection improvement	
Properties Consulted	63	
Responses Received	4	
Support	4	
Do Not Support	0	
Issue	Resident Comment	Council Response
Speeding	Motorists drive fast and create potential risks.	The proposed delineation at the curve regulates the traffic and also reduces the speed. Hence, safety will be enhanced. There have been no accidents in the last five (5) years of accident history. In addition, Council monitors and takes necessary action.
Traffic volume	More and more Motorists are using the street as a rat-run. Therefore, traffic volume has increased considerably.	Traffic is continuously increasing over time. Motorists choose local roads to reduce their travel time and it is very hard to control.
Parking	Motorists are not adhering to parking laws.	The proposal considers missing signs. This helps Council Rangers to regulate illegal parking more efficiently.
Car park upgrade	Car park to be upgraded.	Council's Maintenance Section will consider upgrading the Carpark in their regular maintenance works.
Footpath	There is no footpath on Windsor Parade.	Council has developed the 'Walking Plan' by considering community needs and carrying out footpath works according to priority and resource availability.

ITEM 4.4 PRINCE ALFRED PARADE, NEWPORT - TIMED PARKING RESTRICTIONS**REPORTING OFFICER ENGINEER - TRAFFIC****TRIM FILE REF 2022/483946****ATTACHMENTS**
1 Prince Alfred Parade, Newport - Plan
2 Table of Consultation**GEOCODES: -33.648260, 151.307552****REPORT****BACKGROUND**

Council has received concerns from local residents regarding the availability of parking for visitors to Florence Park.

LOCATION

- Prince Alfred Parade is a collector road with a 50km/h speed limit.
- The road width varies between 7-8m with double dividing barrier lines installed along the majority of Prince Alfred Parade. Parking is therefore limited and restricted to sections where the road is wide enough to enable parking on the road shoulder.
- The section of road fronting Florence Park widens to 11.3m, providing an indented parallel parking bay with unrestricted parking for seven vehicles.
- Florence Park has a small playground with both concrete and sand boat ramps, providing access to Old Mangrove Bay.
- Kerb and gutter has been constructed on both sides of the road, however, there is no footpath in Prince Alfred Parade between Elvina Avenue and De Lauret Avenue.

ISSUES

- Parking usage along this section of Prince Alfred Parade is shared between users of Florence Park, as well as residents and their visitors.
- Long term parking of vehicles reduces the availability of on-street parking for all users.
- Parking is not permitted within 3m of the dividing barrier lines.
- Residents who live further away from the area find it difficult to visit Florence Park, due to the lack of parking and pedestrian facilities.
- Timed parking near areas where there is limited and/or a high demand for parking, can increase turnover, so that it is available to more users.

PROPOSAL

- Council has undertaken a review of the above location and proposes '4P 7AM-7PM EVERYDAY' restrictions for the indented parking area outside Florence Park. A plan of the proposal is shown in Attachment 1 - Prince Alfred Parade, Newport - Plan.
- The timed parking restrictions will improve parking amenity and availability of spaces for visitors and allow overnight parking for residents.

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 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. A summary of the responses are noted in Attachment 2 - Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of '4P 7AM-7PM EVERYDAY' restrictions for the indented parking area in Prince Alfred Parade, outside Florence Park in Newport.






	PROPOSAL		 northern beaches council
	PRINCE ALFRED PARADE, NEWPORT TIMED PARKING RESTRICTIONS		
	Drawn	RK 	

Table of Consultation

Address	Prince Alfred Parade, Newport
Proposal	Timed Parking restrictions

Properties Consulted	16
Responses Received	4
Support	2
Do Not Support	2

Issue	Resident Comment	Council Response
Timed Parking restrictions	<p>- We would like to support the council's proposed timed parking restrictions of 4P 7 am to 7pm everyday at Florence Park, Newport. We believe this will improve the access to parking at the park for the public and prevent unwanted caravans and trailers from parking unrestricted at the park.</p> <p>- Absolutely SUPPORT that a sign for timed parking with restrictions should be installed at Florence Park.</p> <p>- 1. Prince Alfred Parade in this area has almost no alternative parking. It is about 1.5kms in one direction to the nearest safe street parking and 500m in the other direction. If someone needs to park through the day, such as a carer, a tradie or just a friend for the day there is no where else within a reasonable distance they can park at.</p> <p>2. During Covid there were times when people parked boats and caravans there at various times. This does not seem to be happening any more. There were also children returning to live with their parents during Covid but they have since moved away again.</p> <p>I strongly urge that the current parking arrangement remain unaltered or at worst limiting it to Cars Only.</p> <p>- To deter future storage of trailers, vans, boats etc, is there a sign that can prohibit the parking of vans, trailers, boats etc? Otherwise, I would suggest we leave at this time, as the 4 hour limit is difficult for residents and visitors. Or move to 24 hr parking alternatively.</p>	<p>- The proposed timed parking restrictions will improve parking amenity and availability of spaces for visitors to Florence Park and still allow overnight parking for residents.</p> <p>- Florence Park is a public space for the community and the proposed timed parking is located on the frontage within the indented parking bay. Access to the park is limited for visitors as there is no footpath and no available off-street parking. Residents have off-street parking and can utilise existing driveways for visitors and trades.</p> <p>- Limiting the parking to Cars Only does not increase turnover of parking so that it can be available to more users.</p> <p>- Motor Vehicles excepted signs does not prevent the long term parking of caravans or other vehicles. 24hr parking does not address any parking issues.</p>

ITEM 4.5	DOVE LANE, WARRIEWOOD - TIMED PARKING RESTRICTIONS AND ACCESSIBLE PARKING BAYS
REPORTING OFFICER	SENIOR PROJECT OFFICER
TRIM FILE REF	2022/493966
ATTACHMENTS	1 Dove Lane, Warriewood - Aerial 2 Dove Lane, Warriewood - Plan

GEOCODES: -33.685935, 151.287227

REPORT

BACKGROUND

During community consultation for Plan of Management for Lynne Czinner Park, Council received feedback from local residents regarding the potential parking issues on local streets and the long-term parking of box & boat trailers within the proposed parking spaces in Dove Lane, Warriewood as part of the concept plan for Lynne Czinner Park.

LOCATION

- Lynne Czinner Park lies within the Warriewood Valley, between Angophora Circuit, Callistemon Way and Dove Lane.
- Lynne Czinner Park will be a popular local scale multi-purpose park in a natural setting to be enjoyed by the surrounding community for a range of recreation, social, education and community activities. Natural areas will be preserved, protected and enhanced into the future.
- Dove Lane is currently under construction with the adjacent land uses largely consisting of vacant land under development. The area has been zoned as medium-density residential land to the southern side and Lynne Czinner Park lies to the northern side of Dove Lane.
- Dove Lane is a proposed to be local road, located at the end of Fern Creek Road and has a speed limit of 50km/h.
- There are temporary cul-de-sacs at each of the ends of the road to assist with the traffic flow in the area.
- There is an existing shared pedestrian path along the eastern side of Fern Creek Road, which is proposed to continue to Dove Lane and connect to a shared path in the concept plan for Lynne Czinner Park.
- On-street parking is generally unrestricted except for the no parking restrictions along existing dividing (barrier) lines on Fern Creek Road.
- There are no bus routes that service the section of Dove Lane.

ISSUES

- Feedback on the Lynne Czinner Park concept plan and Plan of Management during the public exhibition was overwhelmingly positive, with the majority of respondents supporting the plans.
- There was specific support for the proposed paths, native plantings, fitness area and pump track. We heard that our proposal for the park was a great idea and will be very welcome and appreciated by the community.
- Concerns were expressed about potential increase to traffic and congestion, parking issues on local streets and additional noise. Local residents raised concerns regarding potential limited access to and turnover of parking provided for Lynne Czinner Park caused by the long-term parking of boat and box trailers and trucks.
- Approximately 44 parking bays are proposed along the northern side of Dove Lane (outside of Plan of Management boundary), including two bays for people with disability with the provision of a shared area adjacent to the bays.

PROPOSAL

As part of Council's response to the local residents' feedback raised during community consultation, Council proposes the introduction of '4P 9am-5pm EVERYDAY' timed parking restrictions for the parking bays along the northern side of Dove Lane, Warriewood.

The timed parking will match similar parking restrictions in the area, ie: Angophora Circuit, Callistemon Way. Time-limited parking ensures a turnover of parking in the area.

Council also proposes 2 parking bays dedicated to people with disabilities with the provision of a shared area adjacent to the bays. The number of parking bays meets the requirements of the recommended minimum number of accessible spaces by land use per AS2890.5.

The proposed shared path connection across Fern Creek will facilitate active transport connections for park users and through Warriewood Valley in general.

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

The Plan of Management for Lynne Czinner Park and concept plan were presented during community engagement and accessible parking bays along Dove Lane.

Feedback on the Lynne Czinner Park concept plan and Plan of Management was overwhelmingly positive, with the majority of respondents supporting the plans. There was specific support for the proposed paths, native plantings, fitness area and pump track.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of '4P 9am-5pm EVERYDAY' timed parking restrictions along the parking bays along the northern side of Dove Lane, Warriewood.
 - B. Installation of two accessible parking bays and the associated shared area along the northern side of Dove Lane, Warriewood.
-





ITEM 4.6	LAKE PARK ROAD, NORTH NARRABEEN - TIMED PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/501138
ATTACHMENTS	1 Lake Park Road, North Narrabeen - Plan

GEOCODES: -33.701951, 151.302195

REPORT

BACKGROUND

Council has received concerns from local residents regarding the long-term parking of vehicles in an unrestricted section of parking in Lake Park Road, North Narrabeen. The concerns raised include a motorist living in a vehicle full-time and it is difficult to provide parking opportunities, in particular, on weekends, for residents and visitors in the subject location.

LOCATION

- Lake Park Road is a local road approximately of 11.5m in width and is located between Pittwater Road and Collins Street, North Narrabeen.
- Lake Park Road caters for two-way traffic with a posted speed limit of 50km/h.
- No Stopping restrictions and double barrier lines exist to the intersection of Pittwater Road. Additionally, No Stopping restrictions exist at the intersection of Darius Avenue and Lake Park Road. Statutory No Stopping restrictions exist at the intersection of Collins Street and Lake Park Road, North Narrabeen.
- The southern side of Lake Park Road has 'No Parking Motor Vehicle Excepted' restriction from the 'Boat Ramp' Carpark west to the 'Reserve' Carpark. The 'Boat Ramp' Carpark has Four Hour (4P) 7am-7pm Everyday timed parking.
- Northern Beaches Council Local Traffic Committee approved the installation of 11m of One Hour (1P) 7am - 4pm Everyday timed parking on the western side of Lake Park Road at the frontage of The Melting Room Café in August 2021.
- Adjacent land uses consist of low-medium density housing and is located within walking distance of the Sydney Lakeside Holiday Park, Lakeside Park, Narrabeen Sports High School, Narrabeen Lagoon, North Narrabeen beach and Rockpool.

ISSUES

- Parking use in Lake Park Road is shared between residents and visitors to the area.
- The existing unrestricted parking area limits parking turnover and encourages the long-term parking of vehicles.
- A motorist living in a vehicle full time.

PROPOSAL

Council has undertaken a review of the location and proposes to amend the existing unrestricted parking area with a Two Hour (2P) 8:00am-6:00pm Everyday timed parking restriction approximately 32m in length Opposite No.34 -36 Lake Park Road, North Narrabeen.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of Two Hour (2P) 8:00am-6:00pm Everyday timed parking restriction approximately 32m in length Opposite No.34 -36 Lake Park Road, North Narrabeen.



ITEM 4.7	YALLUMBA CLOSE, FORESTVILLE - NO STOPPING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/501683
ATTACHMENTS	1 Yallumba Close, Forestville - Plan 2 Yallumba Close, Forestville - Table Of Consultation

GEOCODES: -33.756756, 151.212334

REPORT

BACKGROUND

Council has received ongoing concerns from local residents regarding vehicles parking on the inside radius of the bend at Yallumba Close, Forestville. The existing unrestricted parking reduces the road width, restricts waste operators and emergency vehicle access and often vehicles drive into incoming traffic. Illegal parking has been reported on Council land.

LOCATION

- Yallumba Close is a local road approximately of 6.9m in width and is located between Brown Street and the cul de sac in Yallumba Close, Forestville
- Yallumba Close caters for two-way traffic with a posted speed limit of 50km/h and parking is unrestricted.
- The proposed section of road reduces in width when two vehicles are parked abreast and measures approximately 3.7m in width.
- Adjacent land uses consist of low-medium density housing.

ISSUES

- In the proposed section of road, parked vehicles reduce road width and motorists often drive into oncoming traffic.
- Illegal parking on path/strip and encroachments on Council land.
- No footpaths and varying use of Council land requires residents and visitors to walk on the road.
- Compliance unable to improve resident concerns and the Traffic team continues to receive customer requests.
- Poor visibility entering and exiting properties.

PROPOSAL

Council has undertaken a review of the location and proposes to install a No Stopping Unbroken Yellow Kerb Line approximately 50 metres in length, beginning on the northern side outside the boundary of No.6 to the boundary of No.10, outside No.8 Yallumba Close, 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 32 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of a No Stopping Unbroken Yellow Kerb Line approximately 50 metres in length, beginning on the northern side outside the boundary of No.6 to the boundary of No.10, outside No.8 Yallumba Close, Forestville

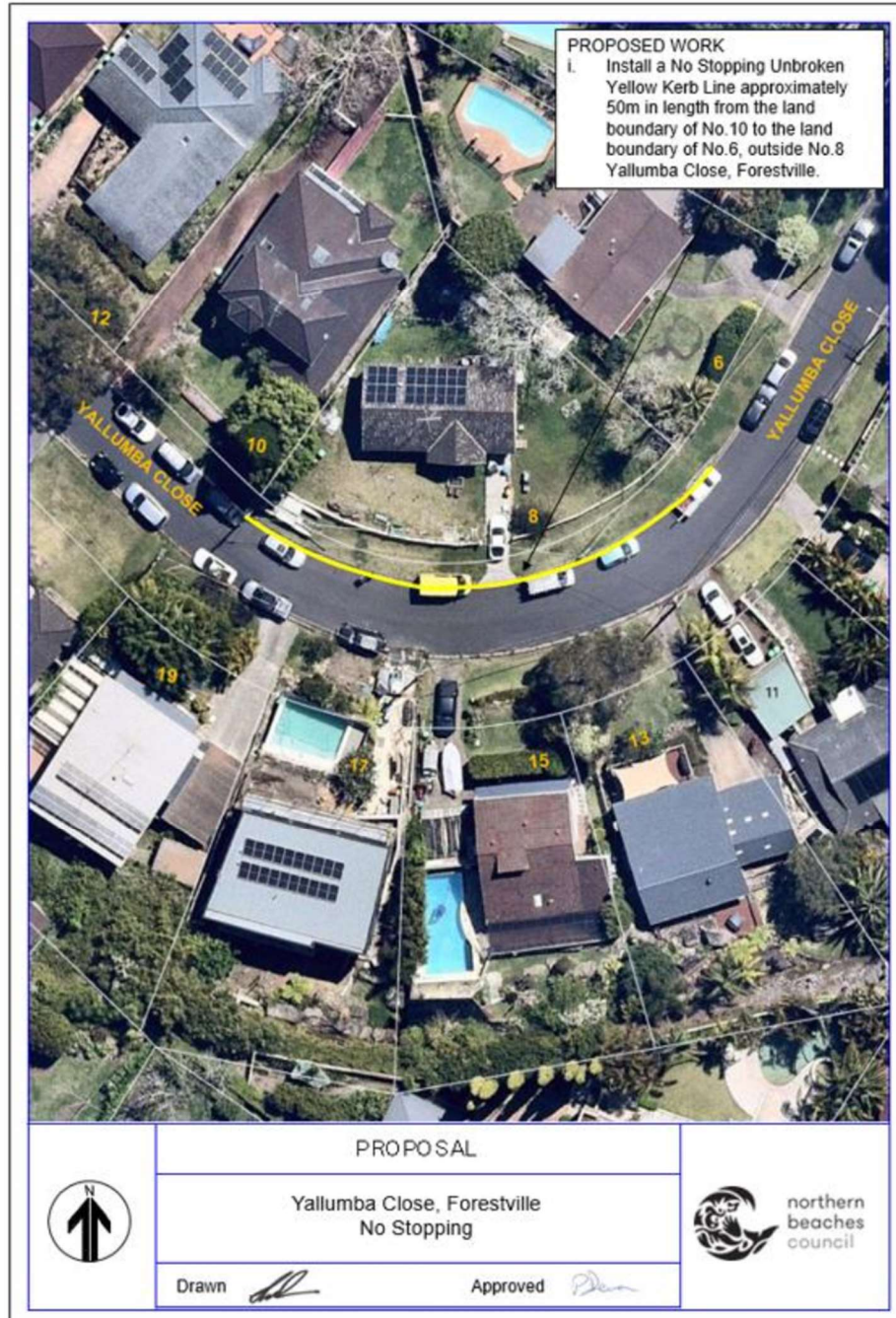


Table of Consultation

Address	<u>Yallumba Close, Forestville</u>
Proposal	<u>No Stopping</u>

Properties Consulted	32
Responses Received	17
Support	7
Do Not Support	10

Issue	Resident Comment	Council Response
Affects Residents	<p>There is already limited parking on the street. A reduction of 10 parking spaces will make it far worse for all residents and also means it will be much harder for home deliveries such as Woolworths.</p> <p>In over eight years we have never seen any significant issues with the cars parked on the street.</p> <p>I have always understood the thin corner as a significant benefit to the whole street as its a natural traffic control.</p> <p>I know streets will less width to drive through and I believe the "problem" here is not significant.</p>	<p>The intention of the proposal is to improve existing access concerns and enhance sightlines.</p> <p>Council has completed this proposal to improve road safety, whilst maintaining parking for residents and visitors on the outside kerb which will also act as a natural speed deterrent.</p>
Loss Of Parking	<p>The proposal will place an undue burden on the residents by removing their on-street parking facility, and on the residents on either side of the proposed zone, by pushing additional vehicles (up to 10) to the front of their properties.</p> <p>Move the 'tight fit' problem for service vehicles from the existing location to a different location in the street.</p> <p>Speaking with the other residents in the street. one of the main issues appears to be lack of visibility on the bend for residents coming out of the street.</p> <p>This may have been due to my son parking his work truck on the bend in front of number 8 and, now he is aware of the issue. He will only park on a straight part of the street, removing the impediment.</p> <p>Outside number 8 a resident parked a high van in a similar location, has advised he will do the same. Noting that he has also removed the obstruction from the nature strip.</p> <p>The only incident was a garbage truck around 6 months ago, and someone had possibly parked a little ambiguously in the rain after a late night.</p>	<p>Yallumba Close 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.</p> <p>The Traffic team continue to receive requests in relation to on and off street compliance issues which have been forwarded to Council Rangers to investigate.</p>

Additional Comments	<p>The proposed changes will make the street less safe. There are inexperienced teenage drivers on the street that will drive a lot faster.</p> <p>We live directly opposite from the proposed changes and have the clearest perspective and observe the whole street and traffic in all directions and have seen what happens when there are no cars parked on the corner.</p> <p>We have two young children and there are many other young children on the street who ride their bikes and scooters most days and we are obviously very concerned about this.</p> <p>Notified residents have agreed to the best of their ability, make reasonable efforts to park vehicles where possible further along the street off the corner, alleviating the need for any restrictions.</p> <p>An agreement that the person with several trade vehicles will park their vehicles away from the curve.</p>	<p>The proposal will increase road width at the corner improving visibility and access.</p> <p>Council is maintaining parking on the opposite side of the corner which will reduce speed.</p> <p>Children should not be encouraged to play or use the road at any time.</p> <p>The Traffic team continue to receive requests in relation to on and off street compliance issues which have been forwarded to Council Rangers to investigate.</p>
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ITEM 4.8	ETTALONG STREET, WHEELER HEIGHTS - NO STOPPING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/502231
ATTACHMENTS	1 Ettalong Street, Wheeler Heights - Plan 2 Ettalong Street, Wheeler Heights - Table Of Consultation

GEOCODES: -33.729732, 151.285362

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked boats, trailers and caravans on the proposed section of Ettalong Street, Wheeler Heights. The existing unrestricted parking reduces the road width, restricts waste operators and emergency vehicle access and often vehicles drive into incoming traffic.

LOCATION

- Ettalong Street is a local road approximately of 8.8m in width and is located between Berith Street and Veterans Parade, Wheeler Heights.
- Ettalong Street caters for two-way traffic with a posted speed limit of 50km/h and parking is unrestricted.
- The proposed section of road reduces in width when two vehicles are parked abreast and measures approximately 4.5m in width.
- Adjacent land uses consist of low-medium density housing and Ettalong Street is located within walking distance of Wheeler Heights Public School.

ISSUES

- In the proposed section of road, parked vehicles reduce road width and motorists often drive into oncoming traffic.
- Illegal parking at the intersection of Veterans Parade and Ettalong Street.
- No footpaths - causing residents and visitors to walk on the road at times.
- The Traffic team continues to receive customer requests in relation to poor visibility and reduced road width.
- Poor visibility entering and exiting properties.

PROPOSAL

Council has undertaken a review of the location and proposes the introduction of a No Stopping Unbroken Yellow Kerb Line from No.2, approximately 15 metres in length, west of the driveway to No.4 Ettalong Street, Wheeler Heights.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 22 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of a No Stopping Unbroken Yellow Kerb Line from No.2, approximately 15 metres in length, west of the driveway to No.4 Ettalong Street, Wheeler Heights.

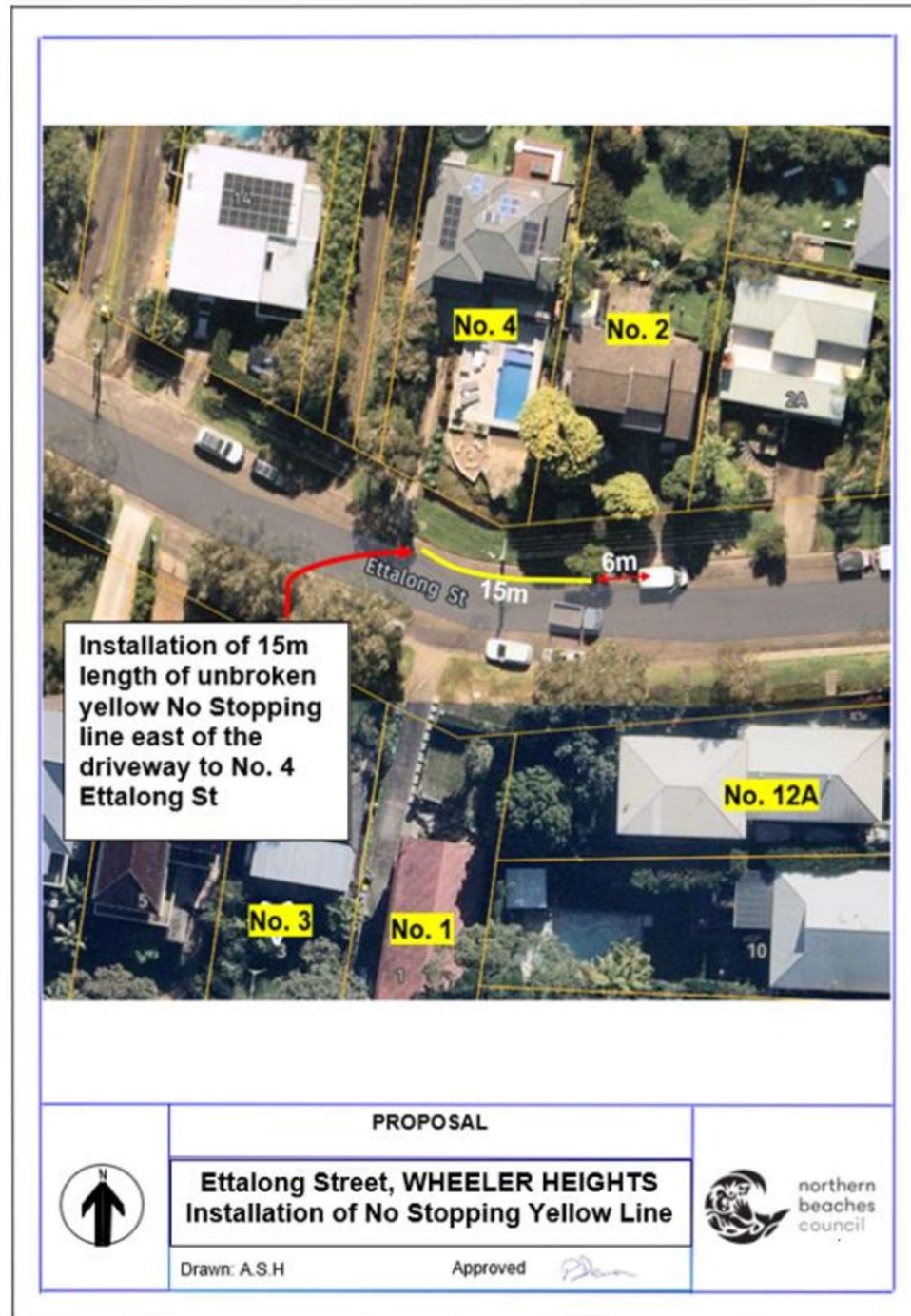


Table of Consultation

Address	<u>Ettalong Street, Wheeler Heights</u>
Proposal	<u>No Stopping</u>

Properties Consulted	22
Responses Received	7
Support	4
Do Not Support	3

Issue	Resident Comment	Council Response
Affects Residents	We do not feel that is fair for the homeowners of the houses closest to this area not being able to have their family or visitors park in this space. It will not deter the boats and trailers, just move the issue across the road, where again there will be issues of parking and loss of sight for drivers.	The proposal aims to improve road safety concerns which include reduced road width and poor visibility, therefore, enhancing sightlines. The position of the line on the inside kerb will improve the concerns as opposed to if the boats and trailers were parked across the road given the topography of Ettalong Street.
Loss of Parking	As residents, we already have a hard time parking our car outside our own home and this would further eliminate space for us. I have paid Council rates for over 60 years and should be reasonably able to park outside my own residence, the proposed No Stopping Unbrokjen Yellow Kerb Line would stop me from being able to do this.	Ettalong Street 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.
Increase Speed	There is no issue with the corner where the proposed No Stopping restriction would be installed. There have been no accidents. The width of the road is easily sufficient for cars to park on either side and vehicles to pass each way driving down the street. This is the way it has been safe since 1959. There is also plenty of visibility at that corner. Any impediment only comes from the height of the large trailers, campervans and large trucks that have started to park at the eastern end of Ettalong Street in the last couple of years. The only other issue is that some people use the street as a short-cut to the back of Wheeler Heights and some drive too fast.	There remains sufficient on-street parking to reduce speeding concerns. Council recommends the community contact NSW Police for any speeding or dangerous driving concerns.

Additional Comments	Is there not a sign that can be specifically for boats? Why do local residents have to be penalised for those that have boats? Surely this is not the only suggestion on the cards?	No Parking Motor Vehicle Excepted signs are generally installed to remove multiple boats and trailers parked in succession reducing visibility for motorists and pedestrians. Given the length of the concerns, the type of sign is not suitable. A timed parking sign would not be supported by residents as it would move the boat trailer for a period, however, there would be no resident exemption from a timed parking restriction. Council recommends residents forward correspondence to their Local Member to seek amendments to existing NSW box and boat trailer, campervan and caravan legislation.
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ITEM 4.9	REGENT STREET, DEE WHY - REMOVAL OF CHILDRENS' CROSSING AND ASSOCIATED CHANGES
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2022/507934
ATTACHMENTS	1 Regent Street, Dee Why - Plan

GEOCODES: -33.749056, 151.286278

REPORT

BACKGROUND

Transport for New South Wales (TfNSW) recently installed signalised Pedestrian Crossing facilities at the intersection of Fisher Road and Regent Street. Pedestrians can now cross Regent Street safely at Fisher Road and the existing Childrens' Crossing on Regent Street, which was introduced as an interim measure, is no longer required.

Therefore, Council proposes to remove the Childrens' Crossing and associated signs and line-markings. To facilitate childrens' pick-up and drop-off, Council is also proposing to replace the existing before and after school 'No Stopping' restrictions on the northern side of Regent Street with a 5 minutes timed parking restriction. Council will also remove and relocate the existing Bus Zone towards the eastern boundary of the school.

LOCATION

- Dee Why Public School is surrounded by Fisher Road, Regent Street, and Holborn Avenue.
- Regent Street is a two-way local street, approximately 12m wide, allowing parking on both sides of the street, which makes a single traffic lane in each direction.
- Regent Street is a Bus Route.

ISSUES

- As an introduction of a signalised crossing at the intersection of Fisher Road and Regent Street, the mid-block Childrens' Crossing at Regent Street is no longer required. Therefore, the Childrens' Crossing can be removed, and have it replaced with a pick-up/drop-off facility and relocate the Bus Zone.

PROPOSAL

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

- Remove the existing 'Children Crossing (w6-3)' warning signs and supplementary signs of 'Crossing Ahead (w8-22)' and 'Crossing on side road' on Regent Street and Fisher Road.
- Remove the existing 36m 'No Stopping, 8AM – 9:30PM, 2:30PM – 4:00PM, School Days' signs on the northern side of Regent Street.

- Remove the existing 19m 'Bus Zone 8:00AM–9:30AM and 2:30PM–4:00PM School Days' and 'J-Stem' on the northern side of Regent Street and relocate them with 25m 'Bus Zone 8AM–9:30AM and 2:30PM–4:00PM School Days' and 'J-Stem' towards the eastern boundary of the School.
- Install 65m 'P5 (5 minutes parking), 8AM – 9:30PM, 2:30PM – 4:00PM, School Days' on the northern side of Regent 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 166 properties within the immediate vicinity of the location providing notification of the proposed changes. No submissions were received at the time of reporting.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Removal of the existing 'Children Crossing (w6-3)' warning signs and supplementary signs of 'Crossing Ahead (w8-22)' and 'Crossing on side road' on Regent Street and Fisher Road.
- B. Removal of the existing 36m 'No Stopping, 8AM – 9:30PM, 2:30PM – 4:00PM, School Days' signs on the northern side of Regent Street.
- C. Removal of the existing 19m 'Bus Zone 8:00AM–9:30AM and 2:30PM–4:00PM School Days' and 'J-Stem' on the northern side of Regent Street and relocate them with 25m 'Bus Zone 8AM–9:30AM and 2:30PM–4:00PM School Days' and 'J-Stem' towards the eastern boundary of the School.
- D. Installation of 65m 'P5 (5 minutes parking), 8AM – 9:30PM, 2:30PM – 4:00PM, School Days' on the northern side of Regent Street.



Regent Street, Dee Why
Removal of Children Crossing & associated changes

Platon



ITEM 4.10	CHURCH POINT AND BAYVIEW - SAFETY TREATMENTS
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2022/511327
ATTACHMENTS	1 McCarrs Creek Road, Church Point - Plan 2 Pittwater Road and Loquat Valley Road, Bayview - Plan 3 Table of Consultation

GEOCODES: -33.653006, 151.278688; -33.658391, 151.296169; -33.660126, 151.293141

REPORT

BACKGROUND

- The Safer Roads and Australian Government Black Spot Program provides funding for projects which target locations where crashes are occurring. Nominations are encouraged to include Safe System solutions and treatments that reduce both the risk and severity of crashes.
- Council submitted a project proposal which includes a section of McCarrs Creek Road, Church Point (between No.96 and No.42); section of Loquat Valley Road, Bayview (between No.19 and No.34), and Pittwater Road near the intersection with Loquat Valley Road. The endorsed proposal comprises a number of treatments to address the reported head-on, off-road and pedestrian casualty crashes over the nominated 5 year period.

LOCATION

- McCarrs Creek Road provides a link between Barrenjoey Road in Mona Vale (via Pittwater Road), to Mona Vale Road in Terrey Hills. The section of McCarrs Creek Road under consideration has a 50km/h speed limit and is located between No.96 to No.142 McCarrs Creek Road.
- McCarrs Creek Road has a sealed pavement width which is approximately 6.5m wide, and contains several sharp alternating curves in succession, with dividing barrier lines installed along the centre of the road. Parking is intermittent along the section of road where the road is wide enough to enable parking on the road shoulder. There are no formal footpaths, and generally no kerb and gutter, except for irregular sections of dish drains.
- Pittwater Road in comparison is generally a wider road, with better road infrastructure including some pedestrian facilities and footpaths. The section of Pittwater Road under consideration is approximately 8.5m wide and is located south of the intersection with Loquat Valley Road within the School Zone.
- St Lukes Grammar School Bayview is located on the corner of Pittwater Road and Loquat Valley Road. A raised pedestrian crossing is located south of the intersection, connecting footpaths to the bus stop on the eastern side of Pittwater Road.
- Loquat Valley Road is a local with a sealed carriageway width of approximately 7.5m. The section of road under consideration is between the reverse curves, from No.19 to No.34. The existing road is narrow and winding, with kerb and gutter generally on one side of the road only.

ISSUES

- Road safety and inappropriate travel speeds are matters which have affected local residents in the Church Point and Bayview areas for many years. McCarrs Creek Road and Pittwater Road are Regional Roads which carry higher volumes of traffic and as a result, generates the major concern.
- Council has received numerous reports from residents over the years, regarding traffic speeds and associated anti-social vehicle activity along McCarrs Creek Road. The road is a challenging location for traffic management; due to the existing road geometry which is narrow and winding. It is also a popular cycle route and the 156 McCarrs Creek to Mona Vale route operates along McCarrs Creek Road and Pittwater Road.
- St Lukes Grammar School Bayview has raised concerns regarding safety around the school especially during the peak afternoon pick-up period. Congestion at the Pittwater Road/Loquat Valley Road intersection results in queuing along Pittwater Road affecting through traffic. There have been a number of reports where impatient drivers have illegally crossed the dividing barrier lines to overtake vehicles.
- Council has submitted an application for funding based on the eligible casualty crashes which require at least three casualty crashes over a five-year period, with proposed treatments to address the casualty crashes. The crash data reports that most of the casualty crashes occurred along the curved section of roads, resulting in off-road and head-on crashes, with three of the crashes occurring in wet weather.
- Non-casualty crashes cannot be considered as part of the assessment, as the program specifically funds locations where there is a history of casualty crashes, to ensure that those locations where injuries have occurred are prioritised for treatment.

PROPOSAL

- The proposal forms part of the Safe System approach to reducing fatalities and serious injuries on our roads. Council proposes a various treatments for the specific crash types, to assist in reducing the number and severity of injuries. The Safe System Review Committee has endorsed the project which proposes treatments that provide a safer road environment and is more forgiving of human or mechanical error. Plans of the proposals are shown in Attachment 1 - McCarrs Creeks Road, Church Point – Plan, and Attachment 2 - Pittwater Road & Loquat Valley Road, Bayview – Plan.
- A high friction seal is proposed on the curves where casualty crashes occurred during wet weather. The treatment will help improve skid resistance and prevent vehicles losing control on the wet surface.
- Profile (audio tactile) centrelines and edgelines reduce run-off road crashes by providing added warning to drivers when they deviate from the traffic lane.
- Curve warning signs are installed in advance of sub-standard curves. Vehicle Activated Signs light up to approaching vehicles and can increase driver attention, compared to static signs. Chevron Alignment Markers (CAMs) can be used in conjunction with curved warning signs to enhance curve delineation.
- Road shoulder improvements can help reduce run-off road crashes, particularly on narrower roads. Sealing of the shoulder provides additional road width and time for drivers to adjust when there are conflicts with other road users. The installation of semi-rigid barriers can reduce the severity of crashes, as well as providing protection in the road reserve and adjacent properties.
- The installation of raised medians can have traffic calming effects by narrowing the traffic lane and helps separate opposing traffic flows and likelihood of head-on crashes.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- McCarrs Creek Road is part of the Road Cycling Network. The proposed treatments will benefit road users including people cycling on the road, by improving the road environment and overall safety.
- Pedestrian safety will be improved for school children crossing Pittwater Road. The addition of the raised median will narrow the road to help reduce traffic speeds and discourage overtaking during queuing. The combination of safety treatments will also contribute to traffic calming in the area, which improves safety for pedestrians, especially where there are no constructed footpaths.

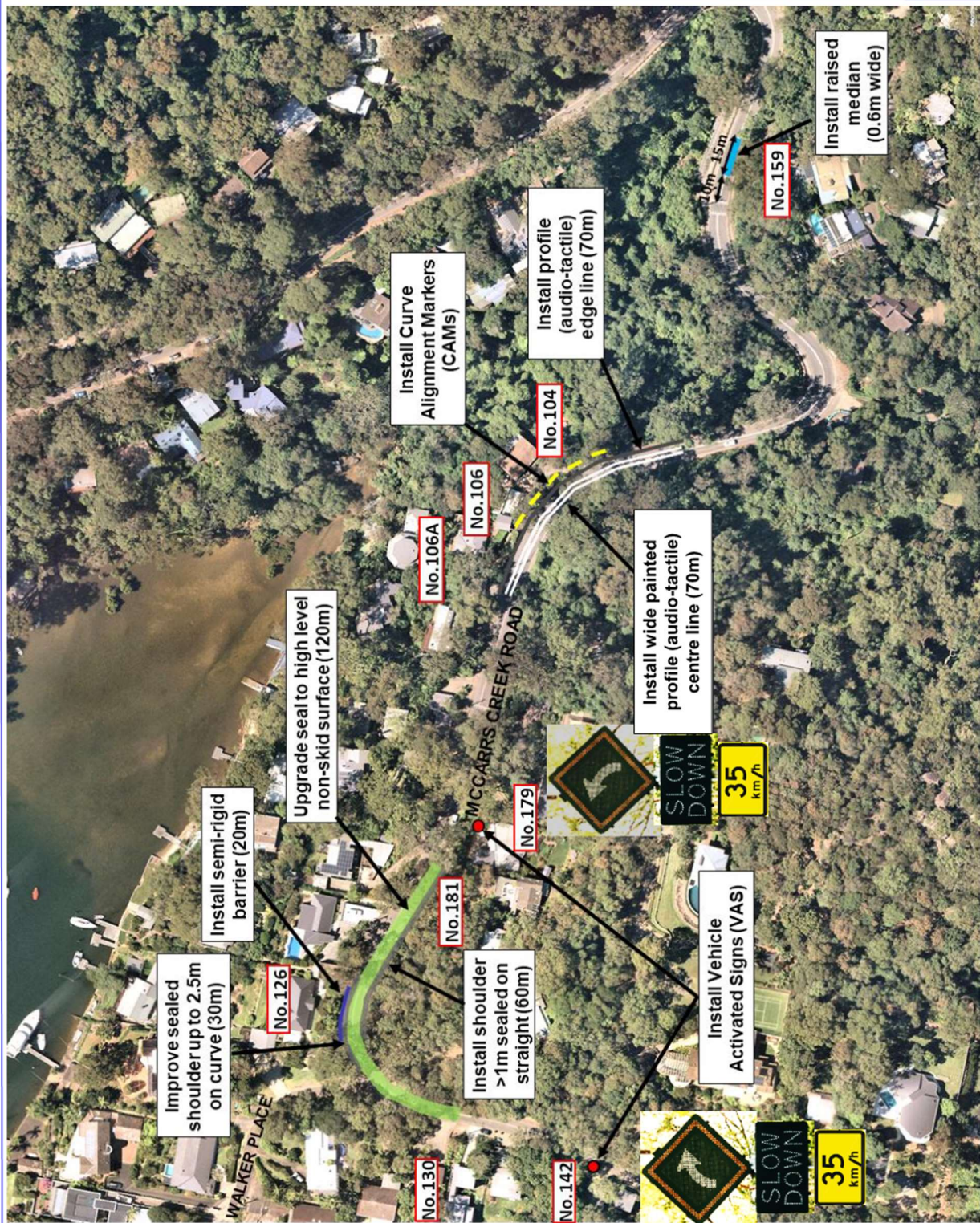
CONSULTATION

The overall project proposal encompasses parts of Church Point and Bayview. Separate plans were produced for each of these areas, with consultation letters distributed to properties within the immediate vicinity of each proposal. This allows those residents directly affected by the proposed treatments, the opportunity to comment and provide feedback on their local area. A summary of comments relating to the endorsed proposal are noted in Attachment 3 - Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following:

- Upgrade seal to high level non-skid surface between No.130 and No.181 McCarrs Creek Road, Church Point (120m length).
- Installation of profile (audio tactile) centrelines and edgelines (70m length eastwards from No.106A).
- Installation of Chevron Alignment Markers (between No.104 and No.106A).
- Seal shoulder on southern side of road (60m length westwards from No.181).
- Seal shoulder on outside of curve (30m length outside No.126).
- Installation of semi-rigid barrier (20m length between hardstand areas outside No.126).
- Installation of Vehicle Activated Signs (curve with advisory 35km/h) outside No.142 and No.179 McCarrs Creek Road.
- Installation of 0.6m wide raised median outside No.159 (15m length located 10m east of traffic calming device).
- Installation of 1m wide raised median in Pittwater Road, Bayview (18m length located 8m south of raised pedestrian crossing).
- Upgrade seal to high level non-skid surface between No.23 and No.34 Loquat Valley Road, Bayview (120m length).
- Installation of semi-rigid barrier (20m length between driveways of No.26 and No.28).
- Installation of 0.6m wide raised median (15m length between No.26 and No.28).
- Installation of reverse curve with advisory 35km/h (outside No.19 and No.34 Loquat Valley Road).

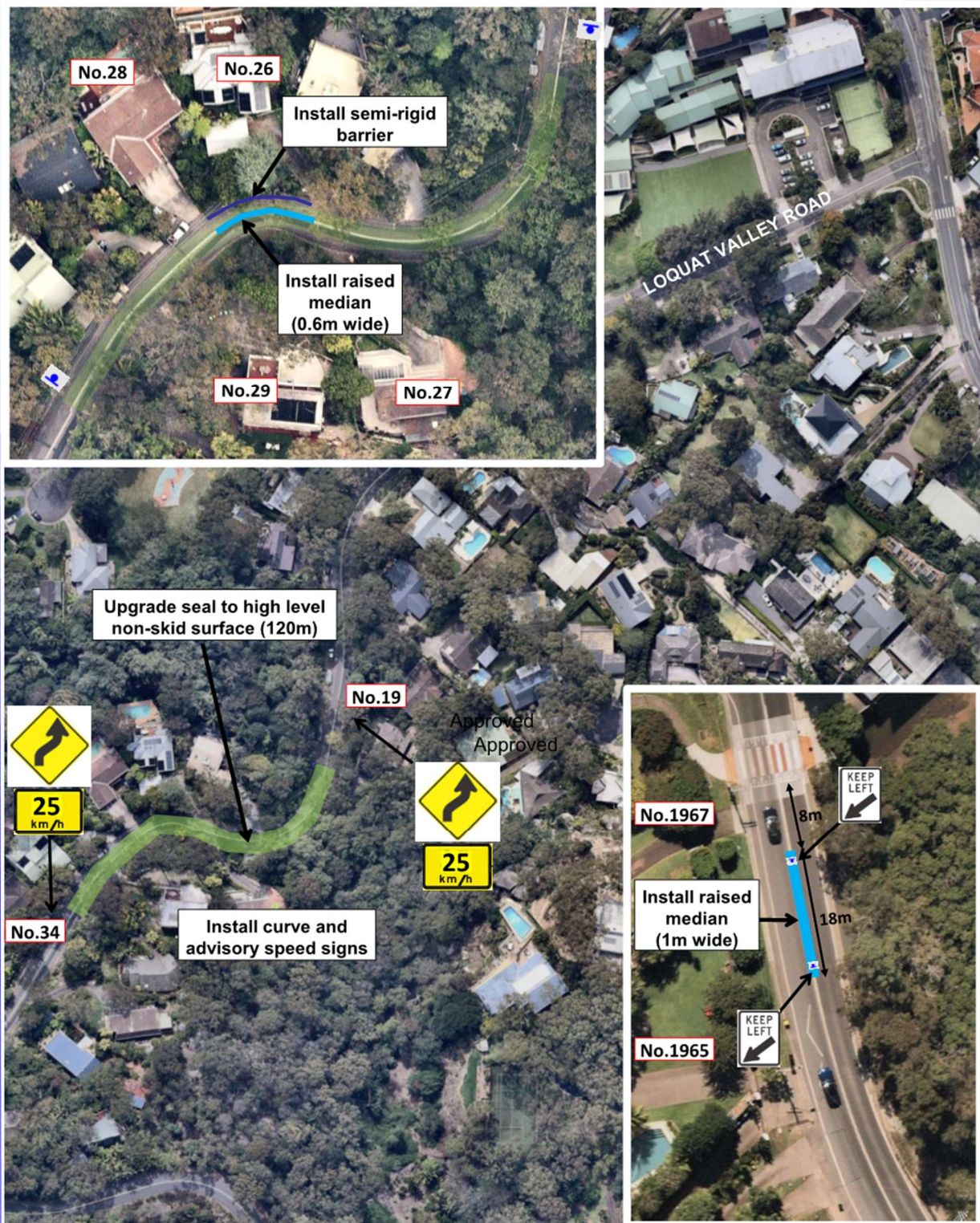


PROPOSAL

MCCARRS CREEK ROAD, CHURCH POINT
SAFETY TREATMENTS

Drawn RK

Approved *P. Deon*



PROPOSAL

PITTWATER ROAD & LOQUAT VALLEY ROAD, BAYVIEW
SAFETY TREATMENTS



Drawn RK

Approved *P. Devan*

Table of Consultation

Address	Pittwater Road and Loquat Valley Road, Bayview
	McCarrs Creek Road, Church Point
Proposal	Safety Treatments

	McCarrs Creek Road	Pittwater Road & Loquat Valley Road
Properties Consulted	63	24
Responses Received	15	4
Support	8	2
Partially Support	2	1
Do Not Support	5	1

Issue	Resident Comment	Council Response
McCarrs Creek Road	<p>- I don't see this as a necessary expense, I don't know why this has been classified as a black spot. I have been here almost 18 years and am not aware of any serious accidents other than the bike rider at the sharp turn at the Creek. The accidents are through the national park from the sharp turn at the Creek upwards.</p> <p>we do not support</p> <ul style="list-style-type: none"> - additional hardpaved surfaces - guardrails and CAMs which impact pedestrian access - excavating into road reserve land containing trees and other vegetation - raised resurfacing which would impact drainage and driveway access - any loss of or gain to existing informal on street parking <p>we would support a proposal for</p> <ul style="list-style-type: none"> - audio tactile centre and edge lines - raised median around Browns Bay as indicated - additional management of unsafe parking immediately east of our driveway. <p>- Council would better spend its money elsewhere instead of putting in expensive vehicle activated signs which are not becoming for the area. Putting Alignment markers in front of our house at 104, will only take out already limited parking in the area and close off the already limited walkways forcing pedestrians to walk on the road when trying to access the walkway that currently goes around Browns Bay. Besides that, it goes straight across our driveway, so we would be unable to access our house via a car.</p>	<p>- Transport for NSW administers (on behalf of the Australian Government) the Australian Government Black Spot Program in NSW. Funding for projects can also be provided through the Safer Roads Program. To be eligible for Black Spot funding, a project should have a history of at least three casualty crashes (involving injuries or fatalities) over a five-year period. There were 7 casualty crashes along this section of McCarrs Creek Road for the nominated period; with 2 serious injuries, 5 moderate injuries and 3 minor/other injuries.</p> <ul style="list-style-type: none"> - Sealing of the shoulder can help reduce run-off road crashes. The additional shoulder width can also provide a sealed surface for pedestrians to walk on the side of the road. - Any signage or safety barriers devices will be located to maintain access for pedestrians. - Shoulder improvements are limited to sealing of the shoulder, without the need for any retaining structures. - The proposed resurfacing does not affect existing driveway access or drainage. - Shoulder sealing improves the pavement width, however parking is not permitted within 3m of the dividing barrier lines. - Council will review whether the Vehicle Activated Sign could be better utilised at a different curve on the other sections of road considered under this project. The Chevron Alignment Markers (CAM) are to be located at the back of the nature strip and west of the driveway to No.104, where parking is not possible without encroaching on the roadway. An additional CAM may be located east of the driveway, however it will not obstruct access to the property or impact parking.

Issue	Resident Comment	Council Response
McCarrs Creek Road	<p>- I fully endorse and support the proposed works as outlined in correspondence dated 19 July 2022. Addition to this, I believe if funds were available, consideration be given to extending the 'Upgrade seal to high level non skid surface' to also be installed on the corner from 106a through to 104.</p> <p>- I support the proposed measures and I am pleased that safety concerns on this section of roadway are being addressed; however I am disappointed at the lack of attention being given to the Browns Bay bends area between No 96 and No 171.</p> <p>- Please STOP listening to the old retired people that live on McCarrs creek road with nothing better to do than complain to the council. Please just fix our roads and fill in all the potholes instead of wasting money on pointless exercises such as this. Currently driving the length of McCarrs creek road is like playing dodgem cars to avoid all the potholes.</p> <p>- Instead of considering treatments that are token and will add to the already overregulated state of McCarrs Creek Road, may I make the simple suggestion of a footpath? I would love to be able to step outside my home and walk down to the Pasadena. As a resident who has attempted the walk several times, the leaf litter and access makes the "path" slippery. You have to be continually cognisant of cars behind you as in several areas there is no choice but to walk on the road. A footpath would clearly delineate pedestrian vs. vehicle boundaries, and add to the functionality of the road.</p>	<p>- Council is only able to apply for use of non-skid surfacing to address the casualty crashes which occurred during wet weather. Other suggested locations are not eligible for funding however may be considered for treatment when the road is resurfaced in the future as part of Council's Asset Maintenance resheeting program.</p> <p>- Treatments proposed include a raised median outside No.159, to help separate opposing traffic flows and likelihood of head-on crashes. Profile (audio tactile) centrelines and edgelines are also proposed on the curve outside No.104, to provide additional warning to drivers and address run-off road crashes. These treatments in conjunction with existing traffic calming devices will improve overall safety in the area.</p> <p>- Potholes on local roads can be reported on the Council website or by contacting Customer Service, so that a request can be referred to the Construction and Maintenance section for road repair.</p> <p>- The construction of footpaths are considered in order of priority, based on criteria that include pedestrian volumes, traffic volumes, road classification and types of pedestrians. McCarrs Creek Road is listed as low priority compared to other footpath routes identified in the current adopted Council Footpath Program. The topography of the area creates difficulties for footpath construction and requires significant capital investment including retaining walls, tree removals, and kerb and gutter construction.</p>
Pittwater Road & Loquat Valley Road	<p>- We support any action which will ameliorate some of the hazards of Pittwater Rd. and / or Loquat Valley Rd. In particular <u>we support the plan proposals</u>. From our experience a frequent cause of collision and near misses occurs at the bend between 28 and 26 Loquat Valley Rd from north bound downhill traffic at excessive speed crossing the current double white line into the uphill south bound lane. The planned construction of a raised median strip in this location should control this hazard.</p> <p>- This part of the road at the time of school drop off and pick up is already dangerous due to cars waiting to turn left into Loquat Valley Road and not staying to the left to enable overtaking cars to continue. The 1 metre raised median strip would cause a total blocking of the road for the time it takes for children to be picked up. If the road could be widened before the corner and two lanes clearly defined to encourage drivers to keep left, the traffic would continue to flow and reduce the possibility of overtaking cars on the wrong side of the road.</p>	<p>- The proposed installation of a raised median can have traffic calming effects by narrowing the traffic lane and helps separate opposing traffic flows and likelihood of head-on crashes. A safety barrier is also proposed in this area to reduce the severity of crashes as well as providing protection in the road reserve and adjacent properties.</p> <p>- There is an existing Pedestrian (Zebra) Crossing near the intersection with Loquat Valley Road, and TfNSW does not permit this pedestrian facility on roads with two or more marked travel lanes in the same direction. The raised median will narrow the traffic lane, separate opposing traffic flows, and discourage illegal overtaking. The peak congestion lasts for approximately 10 minutes on School Days. and drivers should allow additional travel time or exercise patience exercised during this period.</p>

ITEM 4.11	PRINCES LANE, NEWPORT - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/534689
ATTACHMENTS	1 Princes Lane, Newport - Aerial 2 Princes Lane, Newport - Plan 3 Princes Lane, Newport - Swept Path

GEOCODES: -33.657310, 151.308863

REPORT

BACKGROUND

Council has received concerns from a local residents regarding difficulties in exiting their property due to the vehicles parking in Princes Lane, Newport.

LOCATION

- This section of the road lies between Princes Street and King Street, Newport.
- This section of Princes Lane is a local road with a speed limit of 20km/h Local Traffic Area.
- Princes Lane has an approximate measured width of 5 metres of trafficable lanes and caters for one-way traffic from Princes Street to King Street.
- On-street parking is generally restricted on the southern kerbside due to the existing No Parking restrictions. There are sections of existing No Parking on the northern kerbside to restrict on-street parking and assist residents accessing and/or exiting their property.
- There is a small section of footpath northern kerbside on Princes Lane, from Princes Street to Property No.91A Princes Lane.
- Adjacent land uses generally consist of low-density housing. Dearin Reserve, The Newport and multiple marinas close to Princes Lane.
- There are no bus routes that service Princes Lane.

ISSUES

- It can be observed that vehicles are consistently parked close to the driveway of No.91A Princes Lane.
- The demand for on-street parking from nearby facilities also overflows to surrounding streets such as Princes Street and Princes Lane, especially on weekends and during the Summer period.
- Vehicles parked adjacent to or opposite the driveways on Princes Lane obstruct residents exiting their property.
- Small sections of No Parking restrictions on the northern kerbside have been introduced to restrict on-street parking and assist residents accessing and/or exiting their property

PROPOSAL

Council has undertaken a review of the location and proposes to extend existing 'No Parking' restrictions and relocate it 2.5 metres east from the driveway of No.91A Princes Lane, Newport. The extension of the 'No Parking' restrictions will allow residents of No.91A Princes Lane to exit their property.

Swept paths have been conducted for vehicles exiting No.91A Princes Lane, Newport.

The proposal will effectively reduce the on-street parking in the area to 11.5-metres between the driveway of No.91A and No.91 Princes Lane, Newport. However, two vehicles will be permitted to park.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

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

CONSULTATION

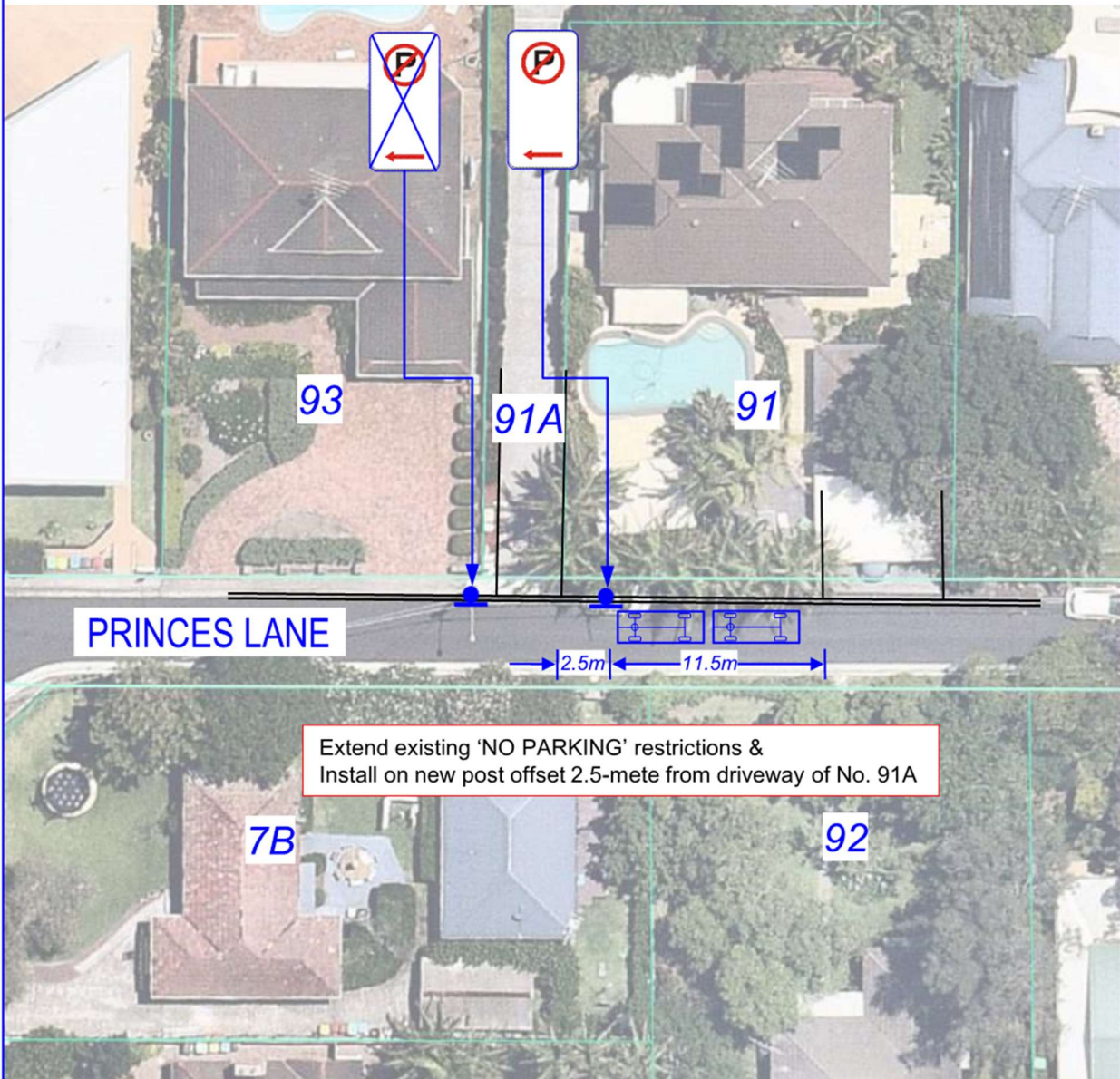
- Public consultation is not necessary as the impact on residents is very low and the proposal enhances access for residents.
- Notification letters will be hand-delivered to all affected properties.

RECOMMENDATION TO TRAFFIC COMMITTEE




That the Traffic Committee supports the:

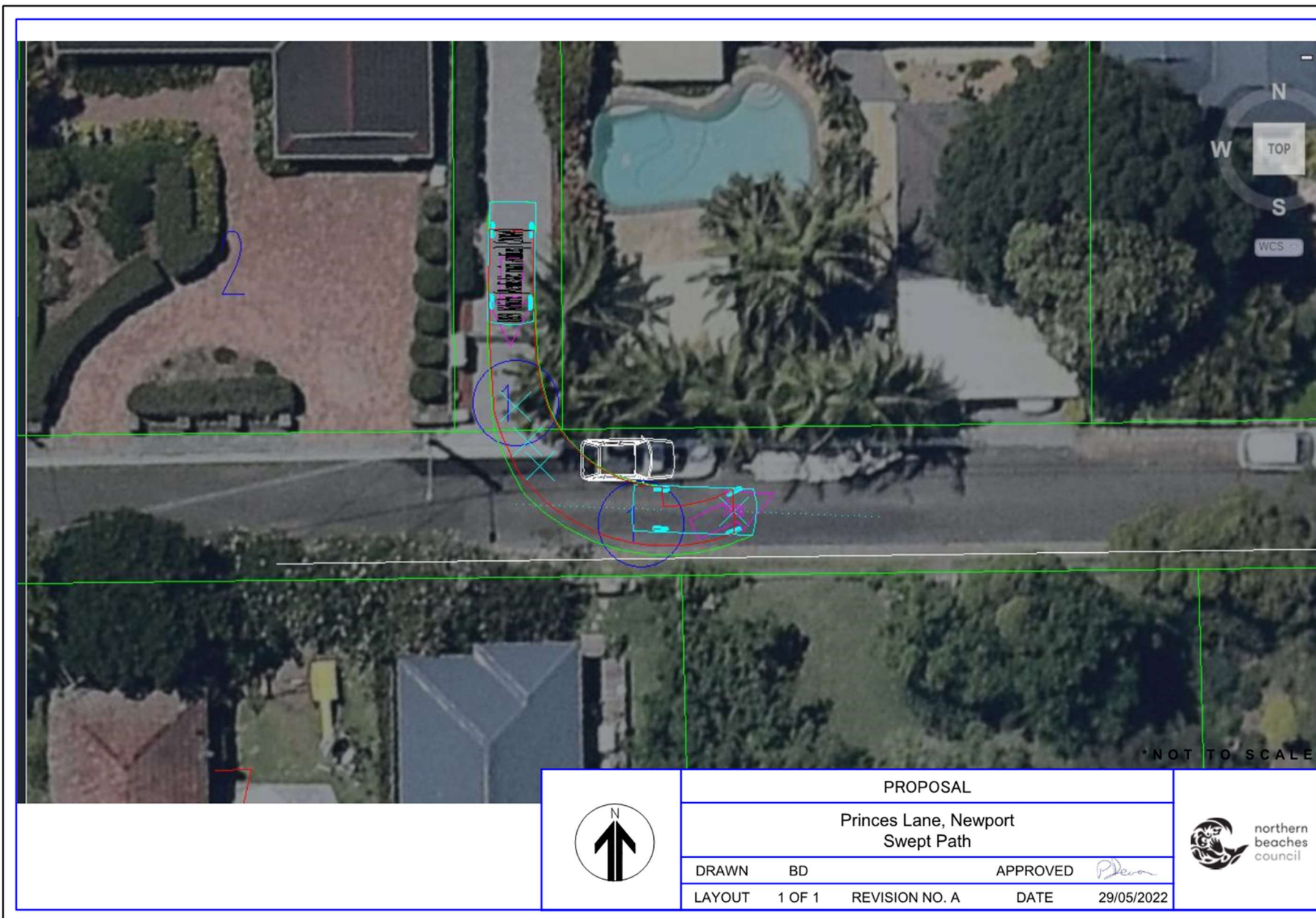
- A. Extension of the existing 'No Parking' restrictions and relocate it 2.5-metres east from the driveway of No.91A Princes Lane, Newport.





*NOT TO SCALE

	PROPOSAL						
	Princes Lane, Newport No Parking Restrictions						
	DRAWN	BD	APPROVED				
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	29/05/2022	



5.0 MATTERS FOR NOTATION

ITEM 5.1	REQUEST FOR WORKS ZONE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/457320
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
Immaculate Constructions PO Box 178 FORESTVILLE NSW 2087	16 Ashburner Street MANLY NSW 2095	Length: 7.5 metres Time: 7:00am – 5:00pm Mon-Fri 8:00am – 1:00pm Saturday	8 August 2022 to 28 November 2022
Meticon Homes Pty Ltd Building E Level 4 32 Lexington Drive BELLA VISTA NSW 2153	111 Warringah Road NARRAWEENA NSW 2099	Length: 13 metres Time: 10:00am – 3:00pm Mon- Fri 8:00am – 10:00am Saturday	1 August 2022 to 29 January 2023
Lovett Custom Homes 29/14 Polo Avenue MONA VALE NSW 2103	7 Florida Road PALM BEACH NSW 2108	Length: 10 metres Time: 7:00am – 5:00pm Mon-Fri 8:00am – 1:00pm Saturday	25 July 2022 to 23 July 2023
Icon Homes Ground Floor 81 Christie Street ST LEONARDS NSW 2065	32 Mildred Avenue MANLY VALE NSW 2093	Length: 15 metres Time: 7:00am – 5:00pm Mon-Fri 8:00am – 1:00pm Saturday	8 August 2022 to 15 January 2023
Momentum Projects PO BOX 928 NEUTRAL BAY NSW 2089	9 Victoria Parade MANLY NSW 2095	Length: 17 metres Time: 7:00am – 5:00pm Mon-Fri 8:00am – 1:00pm Saturday	11 August 2022 to 21 September 2022

Metricon Homes Pty Ltd Building E Level 4 32 Lexington Drive BELLA VISTA NSW 2153	6 Burringbar Street NORTH BALGOWLAH NSW 2093	Length: 15 metres Time: 7:00am – 5:00pm Mon-Fri 8:00am – 1:00pm Saturday	19 August 2022 to 16 February 2023
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RECOMMENDATION TO TRAFFIC COMMITTEE

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

ITEM 5.2	TABLE OF APPROVALS UNDER DELEGATION
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/524299
ATTACHMENTS	1 Table of Approvals Under Delegation - Setpember 2022

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 - 6 September 2022

Location	Action	Consultation	Referral Sent Date	Approval Date
South Creek Road, Cromer	Proposed extension of the afternoon pick-up times at the existing 'NO STOPPING' restrictions (Approved in Northern Beaches Local Traffic Committee 5 April 2022 Item 4.17) from 8am-8:45am 2:30-3:15pm School Days to 8am-8:45am 1:30-3:15pm School Days	Properties consulted: Affected properties and school to be notified Support: N/A Object: N/A Reason for approval: Requested by Northern Beaches Secondary College Cromer Campus, the changes are required as students are finishing school earlier and to allow for carers and/or parents to pick-up students with special needs.	19 August 2022	26 August 2022
Mona Street, Mona Vale	Proposed extension of the afternoon pick-up times at the existing 'Bus Zone' from 2:45PM-3:45PM to 2:30PM-3:45PM. There are no changes to the morning drop-off hours or operation.	Properties consulted: Affected properties and school to be notified Support: N/A Object: N/A Reason for approval: Requested by Keolis Downer, the changes are required as students are finishing school at 2:30pm and to allow for bus services to pick-up students.	19 August 2022	26 August 2022
Avon Road, Dee Why	Proposed relocation of existing '1P 5PM-9PM' timed parking and the extension of the existing 'No Stopping' restriction on the approach and departure side from the existing Pedestrian Crossing.	Properties consulted: Affected properties to be notified. Support: N/A Object: N/A Reason for approval: The proposal will extend the existing 'No Stopping' restrictions to meet the requirements of TfNSW and will retain the existing timed parking installed for the businesses on the corner of Avon Road and Howard Avenue, Dee Why	24 August 2022	31 August 2022