


# 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 11 OCTOBER 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	Mr Jose Menano-Pires
Member for Pittwater Mr R Stokes MP Representative	Mr Andrew Johnston
Member for Davidson Mr J O’Dea MP Representative	Mr Phil Corbett
Member for Wakehurst Mr B Hazzard MP Representative	Mr Toby Williams
Member for Manly Mr J Griffin MP Representative	Ms Adele Heasman
Transport for NSW	Mr Peter Carruthers
Northern Beaches Police Command, Dee Why	Sergeant Nino Jelovic

### **Non Voting Members**

Keolis Downer Northern Beaches Bus Operations	Mr James Makasiale
ComfortDelgro Company (ex Forest Coach Lines)	Mr Robert Bicakcian
Manly Warringah Cabs Cooperative Society Ltd	TBC
Cycling Representative	Vacant

### **Officers**

Director Transport and Assets	Mr Jorde Frangoples
Executive Manager - Transport and Civil Infrastructure	Mr Craig Sawyer
Manager – Transport Network	Mr Phil Devon
Traffic Engineering Coordinator	Mr James Brocklebank
Traffic Engineer	Mr Ricky Kwok
Traffic Engineer	Mr Velsamy Sankaran
Traffic Engineer	Mr Scipio Tam
Traffic Officer	Mr Luke Nickson
Traffic Officer	Mr Brian Duong
Road Safety Officer	Ms Robynann Dixon
Strategic Transport Coordinator	Ms Michelle Carter
Traffic Engineering Trainee	Mr Nicholas Murace
Traffic Engineering Intern	Mr Michael Kennedy
Manager - Rangers	Mr Paul Crossan
Coordinator - Rangers	Mr Michael Davey
Specialist Administration Officer	Ms Caty Pilley

### **Visitors**

Nil

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

**to be held on Tuesday 11 October 2022**

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

**Commencing at 10.00 am**

### **1.0 APOLOGIES**

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

2.1 Minutes of Northern Beaches Council Local Traffic Committee held 6 September 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**

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4.2 Balgowlah Road, Fairlight - Traffic Calming ..... 10

4.3 Bassett Street East, Mona Vale – Proposed No Parking Motor Vehicles Excepted Restrictions ..... 16

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4.5 Grace Avenue, Frenchs Forest & Forestville - Load Limit Restriction.....26

4.6 Albert Street Freshwater - Loading Zone & Timed Parking .....30

4.7 Lewis Street, Balgowlah Heights - No Parking Timed Parking .....33

4.8 Grosvenor Place, Brookvale - Kerb Extension .....37

4.9 Oaks Avenue, Dee Why - Motorcycle Parking .....45

4.10 Sorlie Road & Kens Road, Frenchs Forest - Intersection Treatment and Traffic Calming .....48

4.11 27 Pine Avenue, Brookvale - Loading Zone & Footpath Realignment.....51

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**NEXT MEETING Tuesday 8 November 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 6 SEPTEMBER 2022**

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#### **RECOMMENDATION**

That the minutes of the Northern Beaches Council Local Traffic Committee held 6 September 2022, copies of which were previously circulated to all members, be confirmed as a true and correct record of the proceedings of that meeting.

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### **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.*

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## 4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

<b>ITEM 4.1</b>	<b>WOORARRA AVENUE, ELANORA HEIGHTS - NO PARKING &amp; 8P PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2022/337892</b>
<b>ATTACHMENTS</b>	<b>1 Plan</b> <b>2 Table of Consultation</b>

**GEOCODES:** -33.705503, 151.279572

### REPORT

#### BACKGROUND

Council has received concerns from local residents regarding the parking of vehicles on the south side of Woorarra Avenue along the reserve frontage. The vehicles parking here are doing so on the grass which is illegal under the Australian Road Rules and prevents the use of the nature strip by pedestrians and results in ongoing issues with regard to nature strip erosion and degradation.

#### LOCATION

Woorarra Avenue is a local road performing a collector road function. It carries peak hour volumes of 250 to 330 vehicles per hour, in addition to being used as local access route some motorists also use it as a through route between Powderworks Road and the Wakehurst Parkway.

Recent speed monitoring between Allawah Avenue and Coolangatta Avenue revealed an 85<sup>th</sup> percentile speed of 50km/h.

Woorarra Avenue has a bushland reserve on its southern side and good views to the south, a lookout Reserve is located on its south side near the intersection with Lumeah Avenue. It is well used by pedestrians accessing the reserve and also by those accessing the Elanora Heights Public School located in Elanora Road.

#### ISSUES

- Boats, trailers and caravans as well as motorised vehicles are parking on the south side of Woorarra Avenue on the nature strip area. This is both illegal and damages the nature strip while also preventing mowing.
- The parking activity prevents ease of pedestrian access with pedestrians forced to walk on the road around parked vehicles.
- Council has a future proposal for a footpath on the south side of Woorarra Avenue and the parking activity that is currently occurring would prevent a footpath being constructed.
- Some residents are concerned that removing parking on the south side will create increased levels of parking activity on the north side, potentially resulting in competition for parking spaces.
- Some residents believe the increased parking activity on the north side will create a safety issue as visibility will be impeded for residents leaving driveways.

- While there is an indented parking bay of 35m in length east of the Woorarra Lookout Reserve, some residents have advised that this is inadequate to cater for parking demands at times when the reserve is well used. Extension of the indented parking bay along the Lookout Reserve frontage would be feasible without impacting on the viability of a future footpath proposal.

## PROPOSAL

Council has undertaken a review of the location and issues and proposes to reinforce the road rules by introducing a No Parking restriction on the south side of Woorarra Avenue over the extents shown on the enclosed concept plan. A short length of 8P timed parking restrictions is also proposed for the widened sealed section east of Woorarra Lookout Reserve.

## 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 will improve access for most pedestrians and will facilitate the future provision of a footpath on the south side of Woorarra Avenue.

## CONSULTATION

Consultation letters have been distributed to 34 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The introduction of a full time No Parking restriction along the south side of Woorarra Avenue between No.203 & the speed hump at No.178 with approximately 35m of 8P Parking (applying 6am to 6pm Everyday) created in the indented parking bay in front of Woorarra Lookout Reserve.
- B. That the extents of the indented parking bay at Woorarra Lookout Reserve be increased to the west and the 8P Parking zone extended to cover the increased length of the sealed area.



8P (6am – 6pm Everyday) ———  
Future 8P extension ———  
No Parking - - - - -  
No Stopping ———

## PROPOSAL

Woorarra Avenue, Elanora Heights  
No Parking & 8P



Drawn JB

Approved *James Brooker*



northern  
beaches  
council

### **Table of Consultation**

<b>Address</b>	<b>Woorarra Avenue, Elanora Heights</b>
<b>Proposal</b>	<b>No Parking &amp; 8P Parking</b>

<b>Properties Consulted</b>	34
<b>Responses Received</b>	17
<b>Support</b>	5
<b>Conditional Support</b>	5
<b>Do Not Support</b>	7

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Loss of parking	Several residents raised concerns about loss of parking.	The only parking "lost" is illegal parking on the nature strip.
More 8P Parking	Several residents have requested that the 8P Parking zone near the Lookout Reserve be extended to cater for busy times at the reserve.	Extending the 8P zone would require that more of the nature strip be sealed to prevent erosion of the nature strip. This will be added as a report recommendation
Increased competition for parking	There will be increased competition for parking on the northern side of the street as a result of the proposed changes. Some residents have no off-street parking	There is not a high level of parking activity on this section of Woorarra Avenue and all but one home has off-street parking, most homes for multiple vehicles. There is adequate kerb space on the northern side of the road to accommodate the current on-street parking needs in the street
Parking signs unsightly	The proliferation of parking signs will be unsightly and spoil the outlook to the south	Signs will be primarily located on power poles and their number minimised to reduce the level of visual impact
Relocation of boats and trailers	Boats and trailers will move from the south to the north side of the street	Council's experience in other locations where similar restrictions have been introduced, is that boats and trailers not belonging to residents of the street are rarely moved from the reserve frontage to the residential side of the street
Parking on asphalt	The nature strip opposite No.s 178 to No.184 has been sealed and cars should be permitted to park here.	Although part of the nature strip has been sealed, this was done to prevent ongoing erosion issues as a result of the (illegal) parking activity and not to permit parking. The nature strip in this section is not wide enough to permit parking and also maintain enough width for pedestrians. If parking was permitted pedestrians would, as a consequence, be forced to walk on the road.

Restrictions are unnecessary	If parking on the nature strip is illegal parking restriction signage is unnecessary and the Road Rules should be enforced.	This is correct, however, enforcement activity has been minimal and has led to the illegal parking issues developing. Without parking restriction signage, infrequent enforcement is unlikely to be successful in preventing the problem.
A footpath is also required	There is no footpath on the south side of Woorarra Avenue so pedestrians with mobility issues or with prams will still need to walk on the road to access the Lookout Reserve or walk to and from Elanora Public School etc.	If parked vehicles are removed, most pedestrians will then be able to walk on the grassed nature strip which is evenly graded. A footpath on the south side of Woorarra Avenue between Elanora Road and Lumeah Avenue is however listed in Council's Future Footpath Works Program for consideration for funding in the next 5 Year Program (commencing 2023/24)
Sightlines at driveways	The banning of parking on the south side of the road will mean an increased level of parking on the north side. This will affect sightlines for residents exiting driveways	Vehicles parking on the nature strip on the south side are doing so illegally. Driveways on the north side are elevated above street level and the street is on a relatively flat and straight alignment. Sightlines from driveways on the north side are significantly better than at many other locations and parked vehicles do not unduly impact on sightlines for exiting vehicles. Safe egress is possible
Remove proposed No Stopping on bend into Lumeah Avenue	Cars can and do legally park on the bend between the Lookout Reserve and No.37 Lumeah Avenue. No Stopping is not required in this section of road	There are double separation lines on the bend and the distance between those lines and the kerb on approach to the driveways serving No.37 & 39 Lumeah Avenue is greater than 5m and could accommodate legal parking. The No Stopping has been removed in this section on the plan submitted to the Traffic Committee.

<b>ITEM 4.2</b>	<b>BALGOWLAH ROAD, FAIRLIGHT - TRAFFIC CALMING</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2022/508594</b>
<b>ATTACHMENTS</b>	<b>1 Plan</b> <b>2 Table of Consultation</b>

**GEOCODES: -33.790666, 151.277289**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding the volume and speed of traffic using Balgowlah Road, Fairlight near the Roundhouse Child Care Centre, as well as safety issues for pedestrians crossing this road to access the Preschool, LM Graham Reserve and the Andrew Boy Charlton Swim Centre.

Council has previously investigated this issue on two occasions. On the first occasion a pedestrian crossing facility was considered near the Daintrey Street Intersection. A marked pedestrian crossing was not possible as the pedestrian/vehicle volumes were insufficient to meet minimum levels under the pedestrian crossing warrant to enable its introduction. An alternative proposal for pram ramps east of Daintrey Street and speed cushions on either side of Daintrey Street to slow traffic and create a safer crossing point was taken to the Local Traffic Committee, however, it was not supported. The Local Traffic Committee resolved at that time, to explore a more widespread traffic calming option (a series of traffic calming devices) to improve compliance with the 40km/h speed limit along this section of Balgowlah Road.

A proposal for the introduction of a series of speed humps on Balgowlah Road throughout the length of the 40km/h speed limit zone was taken to Council's February 2022 Local Traffic Committee meeting for consideration. A decision on the matter was deferred, with staff asked to review the proposal to reduce the level of impact on residential amenity. An amended proposal has now been prepared for raised speed cushions placed at less frequent intervals than had previously been proposed. The speed cushions are now spaced at 100m–120m intervals. The speed cushions will discourage vehicles from speeding, will enhance safety for vehicles entering and exiting driveways and for pedestrians crossing the road to access the Roundhouse Childcare Centre, the LM Graham Reserve and the Boy Charlton Swim Centre.

### **LOCATION**

Balgowlah Road is a local road carrying high volumes of traffic. It performs a collector road function linking Pittwater Road to Condamine Street. The Roundhouse Child Care Centre, the LM Graham Reserve and the Boy Charlton Swim Centre, all sited on the north side of Balgowlah Road, all generate pedestrian activity across Balgowlah Road. A 40km/h high pedestrian activity speed zone is present on Balgowlah Road from east of Harland Avenue to Kenneth Road.

## ISSUES

- A previous proposal for a pedestrian refuge on Balgowlah Road east of Daintrey Street was strongly opposed by residents, due to a loss of parking, the bulk of the refuge and the impact on property access to No.39 Balgowlah Road, who had a Driveway Application approved for the location where the refuge was proposed.
- A further proposal for speed cushions placed at approximately 75m intervals throughout the length of the 40km/h high pedestrian activity zone was also opposed by the majority of the residents who responded, given the level of impact on their amenity.
- Parents of children attending the Roundhouse Child Care Centre have raised concerns over many years about safety when they walk their children to the pre-school from streets south of Balgowlah Road, as there are limited facilities for them to safely cross the road and the speed and volume of traffic is high.
- Traffic counts undertaken near the intersection of Balgowlah Road and Daintrey Street reveal peak hour traffic volumes of around 900 vehicles per hour; however, pedestrian volumes are well below those required to meet the warrant for a marked pedestrian crossing. There is a pedestrian desire line crossing Balgowlah Road near Daintrey Street to reach the Roundhouse Child Care Centre, Andrew Boy Charlton Swim Centre or LM Graham Reserve.
- Tube counts undertaken on Balgowlah Road east of Daintrey Street reveal an 85<sup>th</sup> percentile speed of 50km/h that is higher than desirable in a 40km/h speed zone. There are no raised traffic calming devices along Balgowlah Road and near Daintrey Street.
- A proposal for a series of traffic calming devices was taken to Council's February 2022 Local Traffic Committee. The Local Traffic Committee deferred a decision on the matter, with staff asked to review the proposal to reduce the level of impact on residential amenity.

## PROPOSAL

Council has undertaken a review of the location and issues and after taking the Local Traffic Committee's feedback into consideration, an amended proposal to install raised speed cushions at less frequent intervals has now been prepared. The speed cushions on Balgowlah Road are now spaced at 100m–120m intervals and located near streetlights, to ensure they are visible at night. The speed cushions will physically enforce a lower speed environment, enhancing safety for vehicles entering and exiting driveways and for pedestrians crossing the road to access the Roundhouse Childcare Centre, the LM Graham Reserve and the Andrew Boy Charlton Swim Centre.

Traffic calming devices will be located at 6 locations along Balgowlah Road, where adequate traffic sight distance and existing street lighting are available.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The speed cushions will improve safety for pedestrians crossing Balgowlah Road.
- The speed cushions will improve safety for cyclists by reducing speeds and will allow cyclists to cycle around the speed cushions to proceed east and west along Balgowlah Road.

**CONSULTATION**

Consultation letters were distributed to 259 properties within the immediate vicinity of the location providing notification of the proposed changes when the matter was considered in February 2022. The responses are noted in Attachment 2 – Table of Consultation.

The proposal presented to the Committee now incorporates changes as a result of feedback provided to that consultation and also incorporates changes to address concerns raised at the February 2022 Traffic Committee meeting.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Local Traffic Committee supports:

- 
- A. The installation of traffic calming devices at 6 locations along Balgowlah Road spaced at 100-120m intervals between Kenneth Road and Harland Road.



Speed Cushion Dimension  
Width 1.6m  
Height 0.075m  
Length 2m



\* NOT TO SCALE



## PROPOSAL

Balgowlah Road, Fairlight  
Traffic Calming Measures

DRAWN LK

APPROVED

*P. Devon*

LAYOUT 1 OF 1

REVISION NO.

B

DATE

18/08/2022



northern  
beaches  
council

## Table of Consultation

<b>Address</b>	Balgowlah Road, Fairlight near Roundhouse Pre-school
<b>Proposal</b>	Traffic Calming Measures

<b>Properties Consulted</b>	259
<b>Responses Received</b>	19
<b>Support</b>	9
<b>Do Not Support</b>	10
<b>Partial Support</b>	0

Issue	Resident Comment	Council Response
Speed Cushions	<p>_ why can't they be installed and the speed limit in the area changed to 25km/hr? Do the devices create more danger when speedsters ignore the speed limits? Will the devices cause increased traffic noise problems?</p> <p>_ Councils 40km/h zone on Balgowlah Road is too small. Council should look at a 40km/h zone from the corner of Balgowlah Road and Condamine Street to the zebra crossing at end of Andrew Boy Charlton Swim Centre. This should naturally slow traffic for Balgowlah Road. This would also cover Manly West School, other pre-schools and park areas accessed via Balgowlah Road.</p> <p>_ I live at the bottom of Daintrey Street, adjacent to the intersection with Balgowlah Road. From my observation, there is not a large number of pedestrians crossing Balgowlah Road in this area. I cross Balgowlah Road in this area myself. The vast majority of the time there is not much traffic and it is not an issue to cross the road. I find it hard to understand that if the numbers are insufficient to justify a pedestrian crossing, that the introduction of eight speed cushions could be considered justified. Speed cushions would have a much bigger impact on road users and the smooth flow of traffic in the area, than a pedestrian crossing. The proposed speed cushions would also be likely to increase traffic noise along this section of Balgowlah Road as drivers brake and accelerate eight times.</p> <p>_ Access to the Roundhouse Pre-School (from years of observations) shows many parents arrive at the centre by private car, using parking adjacent to the pre-school to drop off and pick up. Traffic heading into Manly along Balgowlah Road can build up considerably to a very high volume of traffic, mainly at the am and pm peak hour when all Balgowlah Road traffic heading east is hampered by a give way sign, allowing Manly traffic entry to Kenneth Road.</p>	<p>_ TfNSW is the responsible authority for setting speed limits on all roads in NSW, including the management of speed camera programs.</p> <p>_ The purpose of traffic calming devices is to create a self-enforcing road environment to discourage speeding in the area, however, instances of speeding, hooning and anti-social behaviour should be reported to the Northern Beaches Police Area Command in Dee Why for investigation.</p> <p>_ There are limited traffic calming devices installed as part of the original 40km/h high pedestrian activity speed zone area. The proposed traffic calming devices will act to utilise existing facilities to provide more effective traffic calming along Balgowlah Road.</p> <p>_ Traffic counts undertaken near the intersection of Balgowlah Road and Daintrey Street reveal peak hour traffic volumes of around 900 vehicles per hour; however, pedestrian volumes are well below those required to meet the warrant for a marked pedestrian crossing. There is a pedestrian desire line crossing Balgowlah Road near Daintrey Street to reach the Roundhouse Child Care Centre, the swim centre or LM Graham Reserve.</p> <p>_ Tube counts undertaken on Balgowlah Road east of Daintrey Street reveal an 85th percentile speed of 50km/h that is higher than desirable in a 40km/h speed zone.</p>

	<p>_ Whatever type of traffic calming measures are being considered, they will add a lot of noise and residents will bear the brunt of increased noise due to constant braking and accelerating over the suggested calming measures. I have never seen any type of Police operation along Balgowlah Road to deal with speeding motorists. I know this is not something under Council control, BUT, surely some cooperation between Council, RTA and the Police could be implemented to curb the speeding drivers. I am sick and tired of being tailgated along the road because I drive at the 40kph clearly signposted road. Pedestrian usage of this section of Balgowlah Road is not especially high and I'm not sure it is a significant problem. However, if you have data to the contrary, then you should consider a pedestrian crossing rather than the traffic calming measures. Noise consideration must be taken into account and the proposal does not address this in any way.</p> <p>_ My concerns are that not only will the devices be a waste of Council funds, it will create excessive noise as vehicles, particularly trucks and buses brake and slow down, travel over the devices and then accelerate again. There is already a designated carpark at the end of Odawara Close, Fairlight, that is used by parents of children who use the roundhouse pre-school to pick up and drop off their children.</p> <p>_ There is no need for pedestrians to cross in this area, the second speed hump would cause significant noise and vibration to our house and it will be too close to a corner that has the wrong camber, non-working street lights, poor signage and where there are already frequent accidents. We also consider that the number of speed humps is excessive. The People going to the Roundhouse Daycare, travel from further away and arrive by car or bicycle, the staff park to the west on the northern side of Balgowlah Road in the long-term parking, the parents and sports people park in the short term oval carpark. All these people arrive from further away they do not arrive on foot or need to cross Balgowlah Road.</p>	<p>_ Traffic calming devices are proposed at locations along Balgowlah Road, where adequate traffic sight distance and existing street lighting is available.</p>
Traffic count	<p>_ When was the last traffic volume count conducted? Was it conducted during normal traffic volumes and not during COVID lockdown periods?</p>	<p>_ The traffic count was undertaken during normal traffic and not during COVID lockdown</p>

<b>ITEM 4.3</b>	<b>BASSETT STREET EAST, MONA VALE – PROPOSED NO PARKING MOTOR VEHICLES EXCEPTED RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2022/535595</b>
<b>ATTACHMENTS</b>	<b>1 Bassett Street East, Mona Vale - Aerial</b> <b>2 Bassett Street East, Mona Vale - Photographs</b> <b>3 Bassett Street East, Mona Vale - No Parking Motor Vehicles Excepted</b> <b>4 Bassett Street East, Mona Vale - Table of Consultation</b>

**GEOCODES: -33.674542, 151.314402**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding the parking of boats and trailers along Bassett Street East, Mona Vale. Concerns were expressed regarding the boats and trailers lowering the general appearance of the area and restricting parking opportunities for local residents and visitors.

### **LOCATION**

- Section of the road under consideration lies between Surfview Road and Orana Road, Mona Vale
- The section of Bassett Street East is a local road with a 50km/h speed limit.
- Bassett Street East has a central reservation, which divides the carriageway into two 6-metres wide traffic lanes and has a one-way arrangement between Orana Road and Barrenjoey Road.
- Between Surfview Road and Orana Road, the measured carriageway width is 9.2 metres and caters for two-way traffic.
- Parking is generally unrestricted on both sides of Bassett Street, except near the intersection with Stanley Street.
- A constructed 2.5-metre footpath is located along the southern side of the road only.
- The land use of the surrounding area is predominantly medium-density residential housing with Mona Vale Beach Reserve to the east.
- There are no bus services that operate on this section of Bassett Street East.

### **ISSUES**

- Historically, it can be observed that predominantly boats, trailers and non-motorised vehicles are consistently parking within the road reserves on Bassett Street East.
- Multiple and ongoing concerns raised by local residents regarding the boats, trailers and non-motorised vehicles parking within the road reserves on Bassett Street East.
- Parking for residents, visitors and those seeking parking for uses associated with the beach and reserve are limited due to the number of non-motorised vehicles on the section of the road.
- It can be observed that road users are parking perpendicular to the road edge within the road reserves.

- Due to the lack of parking controls and line marking in the area, it is deemed that vehicles parking perpendicular to the road edge is illegal, in accordance with the Australian Road Rules 2014 Regulations 208.
- Council's Rangers have reported great difficulties enforcing all vehicles and non-motorised vehicles illegally parking in this section of the road reserves.
- Many non-motorised vehicle owners could potentially relocate these trailers to other areas such as nearby reserves, industrial and residential areas.

## PROPOSAL

Council has undertaken a review of the location and proposes to install 'No Parking Motor Vehicles Excepted' signs along the northern side of Bassett Street East, Mona Vale, between Surfview Road and Orana Road.

The proposal will effectively restrict the on-street parking of non-motorised vehicles, such as trailers, boats and caravans on the section of the road. The proposal will facilitate parking availabilities for residents and visitors attending or living in the area.

In an effort to retain parking where drivers currently park, Council also proposed to install '90° Angle Parking Front Or Rear To Kerb Vehicles Under 6m Only' signs along this section of Bassett Street East to formalise and legitimise the existing angle parking. The signposting will indicate areas of the road where parking is permitted.

## PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- Bassett Street East is part of the Road Cycling Network and is included in the Safe Cycling Network.
- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect pedestrian facilities or impact on walking paths.

## CONSULTATION

- Consultation letters have been distributed to 98 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 20 submissions were received with 17 letters of support and 3 objections to the proposal. The main objection raised was in relation to the loss of on-street parking for boats and trailers and to allow boats and trailers to park on Bassett Street East, Council's Rangers to enforce existing parking legislation in the former Pittwater Council area.
- Some suggestions were to extend the restrictions along Bassett Street East and surrounding streets, where boats and trailers may relocate due to the implementation

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## RECOMMENDATION TO TRAFFIC COMMITTEE

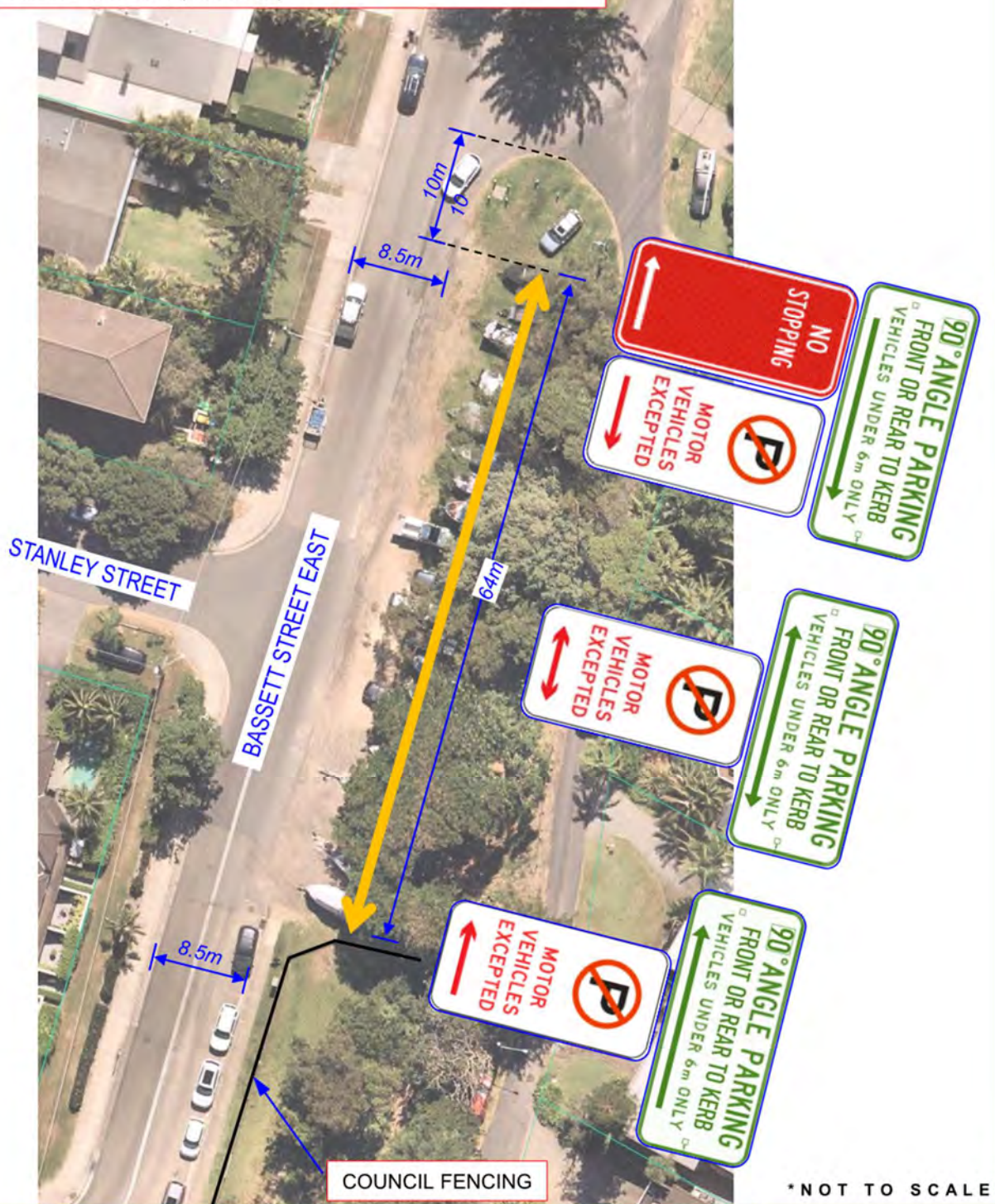
That the Traffic Committee supports the:

- A. Installation of 'No Parking Motor Vehicles Excepted' and 90° Angle Parking Front Or Rear To Kerb Vehicles Under 6m Only' restrictions on the northern side of Bassett Street East, Mona Vale, between Surfview Road and Orana Road.





Proposed NO PARKING MOTOR VEHICLES EXCEPTED &  
90° ANGLE PARKING FRONT OR REAR TO KERB VEHICLES  
UNDER 6m ONLY (64 metres)



PROPOSAL

Bassett Street East, Mona Vale  
No Parking Motor Vehicles Excepted

DRAWN BD

APPROVED



LAYOUT 1 OF 1

REVISION NO.

A

DATE

16/06/2021



northern  
beaches  
council

## Table of Consultation

<b>Address</b>	Bassett Street East, Mona Vale
<b>Proposal</b>	No Parking Motor Vehicles Excepted Restrictions

<b>Properties Consulted</b>	98
<b>Responses Received</b>	20
<b>Support</b>	20
<b>Do Not Support</b>	3

Issue	Resident Comment	Council Response
Extension of No Parking Motor Vehicles Excepted Restrictions	"It will simply force the owners of the boats, caravans & trailers to move those vehicles to other sections of Bassett Street East & Orana Road. If this signage is deployed, then it needs to be extended to the whole of Bassett Street East, and Orana Road."	Adjacent streets currently does not satisfy the necessary guidelines and eligibility criteria for the installation of No Parking Motor Vehicles Excepted. However, Council will continue to monitor the movement of the non-motorised vehicles in adjacent streets.
Road Conditions	"Would like to see that Council also addresses the kerb and guttering within that section of Bassett Street as it has become a safety issue due to the narrowing of the road surface in that area and the many potholes, causing pedestrian traffic to be within close proximity of the cars in both directions. The other side of the street is properly completed and the side defined for parking needs to be properly addressed to really make this space fully usable and safe for those using the area"	Council has raised a request on behalf of the resident to investigate and remediate the road conditions and potential kerb and gutter on Bassett Street East.
Compliance issue	"The section of Bassett Street East where trailers park does not pose any safety risk and putting up signs will only move the problem to the surrounding streets where residents actually park. Trailers that are there untouched for over the 30 days need to be stickered and removed as per the current process."	Council's Rangers have reported great difficulties removing these non-motorised vehicles in the area. It should be noted that parking for private vehicles remains the responsibility of the property owners. Residents with non-motorised vehicle should better utilise garages and existing driveways for off-street parking.

<b>ITEM 4.4</b>	<b>GRIFFITHS STREET, FAIRLIGHT - NO STOPPING AND SHIFTED CENTRELINES</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2022/538296</b>
<b>ATTACHMENTS</b>	<b>1 Plan</b> <b>2 Table of Consultation</b>

**GEOCODES: -33.793826, 151.275355**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding cars parking illegally within 3m of existing double unbroken road centrelines along Griffiths Street, Fairlight. These parked vehicles on both sides of the street have been forcing through-traffic to cross the centrelines on approach to a crest and have been creating safety issues for vehicles trying to exit driveways.

### **LOCATION**

Griffiths Street is a local road of approximately 9.6m in width, performing a collector road function. It carries peak hour volumes of 440 to 460 vehicles per hour and when last reviewed in November 2020 had an 85<sup>th</sup> percentile speed of 52km/h.

Griffiths Street is well used as both a vehicular and pedestrian access route to the Manly West Public School which has a frontage to Griffiths Street (west of Hill Street). It is also used as a through-traffic route for traffic travelling between the Manly Town Centre and Condamine Street/Balgowlah Industrial Area.

The section east of Hill Street is not used by Keolis Downer's bus services, however, it is used by Council's Hop Skip Jump bus service.

### **ISSUES**

- Griffiths Street is 96m in width near its junction with Cohen Street. This is insufficient to allow parking on both sides of the road and still maintain two 3m travel lanes.
- There is a crest in Griffiths Street at Suwarrow Street and centrelines have been installed to keep traffic to the correct side of the carriageway on approach to the crest.
- The presence of the centrelines means cars parked on either side of Griffiths Street are currently located within 3m of the centrelines and are therefore, illegally parked.
- Shifting the centrelines by 1m to the south would allow parking to legally occur on the northern side of the road as the eastbound travel lane would be 5.8m in width. Parking would not be permissible on the south side, as the travel lane would only be 3.8m in width.
- Parked vehicles on the south side of the road currently impede sightlines for drivers to vehicles approaching from the east, some of them at inappropriate speeds.

## PROPOSAL

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

1. Relocate the existing centrelines along the frontage of 52-56 Griffiths Street one metre to the south. This change will allow parking to legally occur on the north side of the road, however, parking will remain illegal on the south side of the road where visibility issues for vehicles exiting driveways are most pronounced.
2. Install No Stopping signs along the Griffiths Street frontage of No.25 Cohen Street to highlight that parking is illegal.

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

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Shifting of the existing centrelines on Griffiths Street near Cohen Street by 1m to the south.
- B. Installation of a No Stopping zone on the south side of Griffiths Street extending from Cohen Street along the frontage of No.25 Cohen Street.



## PROPOSAL

Griffiths Street, Fairlight  
Centreline relocation and No Stopping

Drawn JB

Approved *James Brookes*



northern  
beaches  
council

## Table of Consultation

<b>Address</b>	Griffiths Street, Fairlight
<b>Proposal</b>	No Stopping and relocated centreline

<b>Properties Consulted</b>	95
<b>Responses Received</b>	10
<b>Support</b>	5
<b>Conditional Support</b>	0
<b>Do Not Support</b>	5

Issue	Resident Comment	Council Response
Loss of parking	Several residents raised concerns about loss of parking	The proposal will create rather than remove parking. Due to the location of existing double barrier lines, any vehicles parked on either side of the road are parked within 3m of the centrelines and therefore illegally parked. Shifting the centreline allows vehicles to legally park on one side of the road.
Remove centrelines	Some residents have suggested that removing the centrelines would allow parking on both sides of the road to legally occur	The centrelines are present to assist in keeping cars to the correct side of the road as they negotiate the crest in the road. Removing the centrelines would indeed allow parking to occur on both sides of the road but that would force opposing vehicles to the centre of the road into a head-on confrontation. This is not a safe option to pursue.
Speed	Parking should be retained on both sides of the road and a speed hump installed to ensure vehicles proceed over the crest at safe speeds	This would not solve the illegal parking issue and would still mean vehicles are approaching each other at a crest in the centre of the road. Given the volume of traffic using Griffiths Street, this is not safe.
Relocation of parking	The proposed change will transfer parking activity to adjacent streets eg. Cohen Street and Suwarrow Street both of which are already heavily parked.	The proposal will result in, at most, two parked vehicles being relocated. These vehicles are currently parking illegally within 3m of the centrelines and should not be parking in that location.

<b>ITEM 4.5</b>	<b>GRACE AVENUE, FRENCHS FOREST &amp; FORESTVILLE - LOAD LIMIT RESTRICTION</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2022/589895</b>
<b>ATTACHMENTS</b>	<b>1 Grace Avenue, Frenchs Forest &amp; Forestville - Plan 2 Grace Avenue, Frenchs Forest &amp; Forestville - Table Of Consultation</b>

**GEOCODES: -33.752201, 151.223177**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding increased heavy vehicle movements on Grace Avenue, Frenchs Forest. Currently, no heavy vehicle restrictions exist in Grace Avenue, Frenchs Forest and Forestville.

### **LOCATION**

- Grace Avenue is a two-lane thoroughfare road, however, Monday to Friday morning peak time (7am–8.45am) entry restrictions apply for motor vehicles with exemptions given to Buses, Taxis and Australia Post Vehicles at the intersection with Fitzpatrick Avenue West to reduce the volume of southbound traffic using Grace Avenue as a by-pass to the intersection of Forest Way and Warringah Road.
- Grace Avenue is a local road with a 40km/h speed limit and the subject sections of road have an average pavement width of approximately 7m.
- There are no parking restrictions along Grace Avenue, with the exception of statutory No Stopping 10m from the intersections and the pedestrian crossing at the intersection of Ann Street. Sections of Grace Avenue are subject to dividing lines.
- There is one one-lane wide raised slow point.
- The street provides access to the Forest Way Shopping Centre, Frenchs Forest Public School, The Forest Kirk Uniting Church, Forest Way and Warringah Road.
- Grace Avenue is the only access connecting the residential area on its north end (Davidson area) to the area on its south end (Forestville area).

### **ISSUES**

- The recent upgrade and amendments to Warringah Road has increased the volume of heavy vehicles using Grace Avenue, as an alternative to Forest Way and Warringah Road. Forestville & Frenchs Forest.

### **PROPOSAL**

Council has undertaken a review of the location and proposes to restrict all heavy traffic through sections of Grace Avenue, beginning at the intersection of Altona Avenue and Grace Avenue, Forestville and closing at the intersection of Sorlie Place and Grace Avenue, Frenchs Forest.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

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

**CONSULTATION**

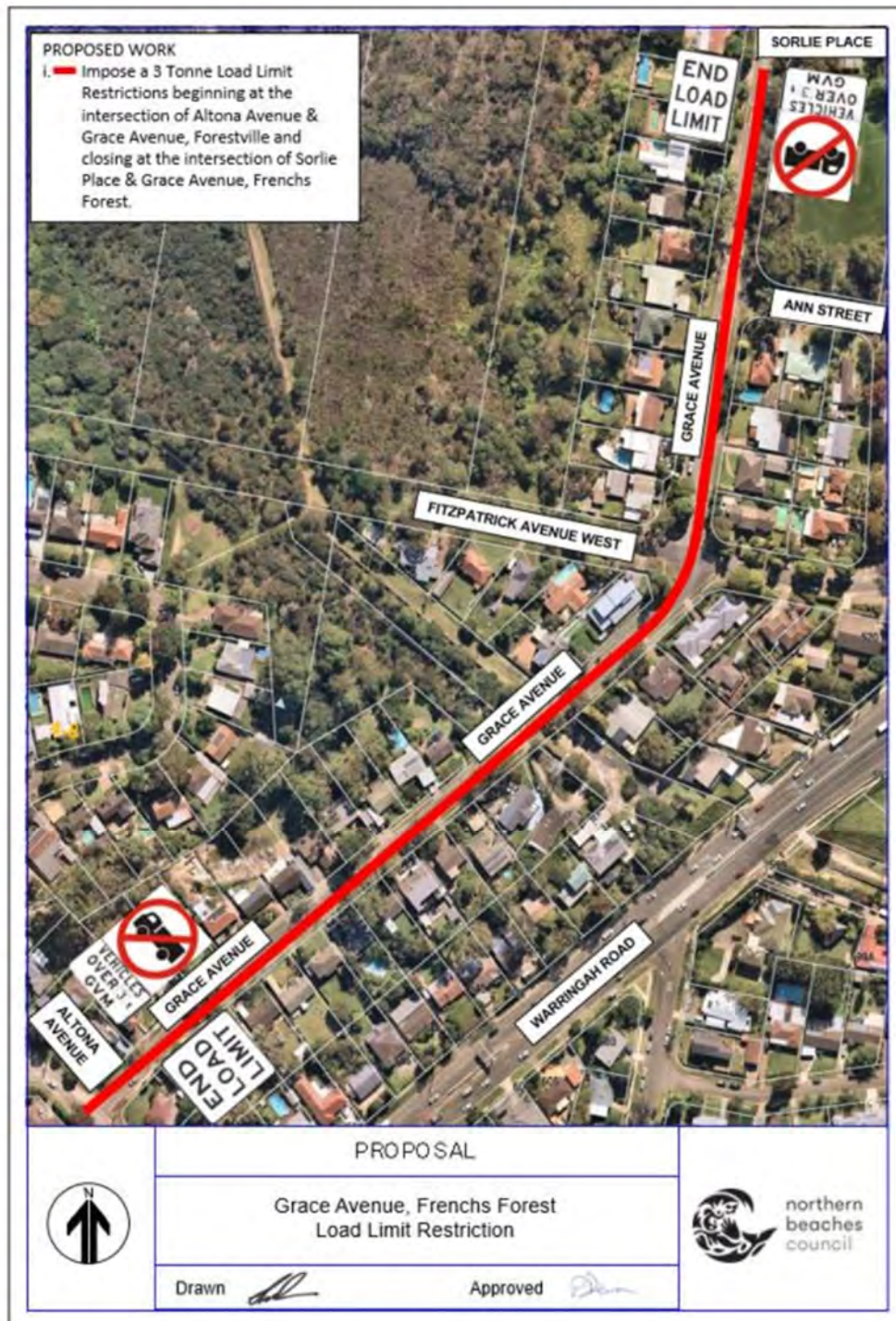
Consultation letters have been distributed to 86 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Introduction of a 3 Tonne Load Limit restriction through the proposed sections of Grace Avenue, beginning at the intersection of Altona Avenue and Grace Avenue, Forestville and closing at the intersection of Sorlie Place and Grace Avenue, Frenchs Forest.



## Table of Consultation

<b>Address</b>	<b>Grace Avenue, Forestville &amp; Frenchs Forest</b>
<b>Proposal</b>	<b>Load Limit Restrictions</b>

<b>Properties Consulted</b>	86
<b>Responses Received</b>	17
<b>Support</b>	16
<b>Do Not Support</b>	1

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Affects Residents	<p>I applaud this decision but wonder why these limits will not apply to the rest of Grace Avenue.</p> <p>I would think the whole of Grace Avenue is similar in status. The width of the road, the amount of through traffic and the number of parked cars on the road.</p> <p>The Prince Charles Road end of Grace Avenue seems to have been neglected, so my questions to you are as follows:</p> <p>Why would the weight limit not apply to the rest of Grace Avenue? If there is a problem with access then at least from Sorlie Road to Prince Charles Road.</p> <p>Why are there no parking restrictions on one side of the road between Sorlie Road and Prince Charles as there is further down the street?</p> <p>Why is there restricted access in the mornings at the Altona Avenue end and not at the Prince Charles Road end?</p>	<p>Council is beginning with the proposed sections of Grace Avenue, if approved will monitor and make any necessary changes if required.</p> <p>The topography and sections of road differ with Dividing Lines, Speed Humps and No Stopping Unbroken Yellow Lines any further parking changes may increase speed and result in a loss of parking for residents and visitors.</p> <p>The 'rat run' appears to begin at the Altona Avenue entrance to Grace Avenue as opposed to the Prince Charles Road end</p>

<b>ITEM 4.6</b>	<b>ALBERT STREET FRESHWATER - LOADING ZONE &amp; TIMED PARKING</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2022/590637</b>
<b>ATTACHMENTS</b>	<b>1 Albert Street, Freshwater - Plan</b>

**GEOCODES: -33.778877, 151.285454**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local business questioning the need for and lack of use of the existing Taxi Zone which is inconveniencing delivery vehicles seeking access to local businesses and the Freshwater Shopping Precinct. Observations reveal that the on-street parking options for delivery vehicles are limited in the area.

### **LOCATION**

- Albert Street is a local road carrying moderate volumes of traffic between Lawrence Street and Evans Street, Freshwater.
- Raised pedestrian crossings and a 40km/h speed limit have been introduced to manage speed in high pedestrian areas of Albert Street, Freshwater.
- Albert Street is located within the Freshwater shopping precinct and there is a high demand for on-street parking spaces. There are unrestricted and timed parking areas in Albert Street, which are mostly used up by employees, residents and visitors to the area.
- Parking at the proposed section of Albert Street is controlled by Mail & Taxi Zone restrictions and nearby One Hour timed parking (8:30am- 6:00pm MON-FRI & 8:30am-12:30pm SAT) restrictions.
- Adjacent land use consists of the Freshwater Village Shopping Centre, the Freshwater Shopping Precinct and low to medium density housing.

### **ISSUES**

- Parking use in Albert Street is shared between the businesses, customers and staff. The variety of businesses in Albert Street have different parking needs and businesses have requested parking options for deliveries.
- Limited on-street parking turnover caused by the long-term parking in the existing time restriction and lack of regular enforcement.
- Lack of use of the existing Taxi Zone.
- Illegal parking in No Stopping areas, across driveways and double parking.

### **PROPOSAL**

Council has undertaken a review of the location and proposes to remove the existing Taxi Zone and install a Loading Zone 6:00am -2:00pm MON-FRI & 1/2P AT OTHER TIMES outside No.1-3 Moore Road, on Lawrence Street, Freshwater.

**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 288 properties within the immediate vicinity of the location providing notification of the proposed changes. All responses received were in support of the proposal.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Removal of the existing Taxi Zone and install a Loading Zone 6:00am-2:00pm MON-FRI & 1/2P AT OTHER TIMES outside No.1-3 Moore Road, on Lawrence Street, Freshwater.



<b>ITEM 4.7</b>	<b>LEWIS STREET, BALGOWLAH HEIGHTS - NO PARKING TIMED PARKING</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2022/605705</b>
<b>ATTACHMENTS</b>	<b>1 Plan 2 Table of Consultation</b>

**GEOCODES: -33.805867, 151.258333**

## **REPORT**

### **BACKGROUND**

Council has received advice from Balgowlah Heights Public School regarding high parking demand at school drop-off and pick-up times on Lewis Street and a lack of parking availability on the eastern side of this street fronting the school property. The lack of parking restrictions on the eastern side of Lewis Street encourages drivers to park all day, reducing turnover and leading to a shortage of parking for school drop-off and pick-up purposes. The lack of parking also results in illegal and unsafe parking, causing a road safety risk to the school children. Observations have revealed that most of the spaces on the eastern side of Lewis Street fronting the school property are occupied by vehicles parking on a long-term basis.

### **LOCATION**

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

### **ISSUES**

- Advice has been received from Balgowlah Heights Public School regarding high parking demand at school drop-off and pick-up times on Lewis Street.
- Most homes have off-street parking for multiple vehicles. Some residents have multiple vehicles, some of which are parked on the street.
- There is a lack of parking availability on the eastern side of this street fronting the school property.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to install a No Parking restriction applying 8:00am-9:30am and 2:30pm-4pm – School Days. The signs will be installed on the eastern side of Lewis Street from the existing No Stopping sign north of the pedestrian crossing to the pedestrian walkway to Radio Avenue. The restrictions are entirely on the school frontage.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal will improve pedestrian safety and amenity as it will allow parents to more easily park at kerb side to pick up and drop off their children, rather resorting to parking in No Stopping zones or double parking.

**CONSULTATION**

Consultation letters have been distributed to 190 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Installation of a No Parking restriction applying 8:00am-9:30am and 2:30pm-4pm – School Days. The signs will be installed on the eastern side of Lewis Street from the existing No Stopping sign north of the pedestrian crossing to the pedestrian walkway to Radio Avenue.

**Proposed Work:**

1 – on the east side of Lewis Street: install No Parking Timed Parking 8am-9:30am and 2:30pm- 4pm School Days as shown in the Plan. Keep all other existing signs including No Stopping sign.



**PROPOSAL**

Lewis Street, Balgowlah Heights  
No Parking Timed Parking Restrictions

DRAWN

LK

APPROVED

*P. Devon*

LAYOUT

1 OF 1

REVISION NO.

C

DATE

18/08/2022



northern  
beaches  
council

### Table of Consultation

<b>Address</b>	Lewis Street, Balgowlah Heights
<b>Proposal</b>	No Parking - Timed Parking

<b>Properties Consulted</b>	190
<b>Responses Received</b>	8
<b>Support</b>	5
<b>Do Not Support</b>	1
<b>Partial Support</b>	2

Issue	Resident Comment	Council Response
Traffic and Parking Issues	<p>_ the proposal should disadvantage the residents any further</p> <p>_ when there are parents meetings, it causes chaos and much more inconvenience, as residents often find cars partially blocking their driveway so they cannot drive out or in</p> <p>_ Residents must have access to their vehicle at any time as they are required to attend to their daily work, living and household duties</p>	<p>The long term parking of vehicles should be on the private property, with additional vehicles sharing the available on-street parking. Lewis Street is a public road and parking should be available for residents and visitors alike.</p> <p>The proposal will increase the turnover of the available parking spaces and benefit the visitors and the school users for any drop off and pick up purposes.</p>

<b>ITEM 4.8</b>	<b>GROSVENOR PLACE, BROOKVALE - KERB EXTENSION</b>
<b>REPORTING OFFICER</b>	<b>ENGINEER - TRAFFIC</b>
<b>TRIM FILE REF</b>	<b>2022/606421</b>
<b>ATTACHMENTS</b>	<b>1 Attachment 1 - Heavy Vehicle Swept Path Analysis</b> <b>2 Attachment 2 - Table of Consultation</b> <b>3 Attachment 3 - Design Plans for Grosvenor Place</b>

**GEOCODES: -33.768568,151.270960**

## **REPORT**

### **BACKGROUND**

Council has received concerns from the community regarding provisions for pedestrian crossing facilities across Grosvenor Place, Brookvale, to assist pedestrians frequenting the area, particularly pedestrians with disabilities. However, as Grosvenor Place, Brookvale is a cul-de-sac primarily servicing industrial properties, a high number of heavy vehicles, particularly semi-trailers, ingress and egress from Grosvenor Place via William Street. Therefore, caution must be applied prior to any pedestrian facility proposal, as pedestrians will be traversing a high conflict point with turning semi-trailers.

### **LOCATION**

- Grosvenor Place is a local road running north-south off William Street and is a cul-de-sac at the northern end.
- Grosvenor Place has a local road speed limit of 50km/h.
- The road width is approximately 14.2m.

### **ISSUES**

It is essential to note pedestrian perception of safety can increase the potential for accidents. Many people regard pedestrian crossings as safe zones, where they have right of way over vehicles. This perception creates a false sense of security in a pedestrian's mind and leads to many pedestrians walking onto crossings without due care and watching that a motorist has actually seen them attempting to cross. Combined with the issue of the blind spots on a turning semi-trailer, it seems inappropriate to propose a pedestrian crossing at this location.

Therefore, the most feasible approach is to reduce the exposure of pedestrians to vehicles whilst crossing the roadway at Grosvenor Place by reducing the crossing distance. The width of Grosvenor Place at the intersection of William Street is approximately 26m and heavy vehicle turning movement analysis (Attachment 1) illustrates that most of the width is utilised by semi-trailers to turn without impediments.

## PROPOSAL

After analysing all entry and exit movements of semi-trailers along Grosvenor Place along with reviewing the area, Council proposes to extend the footpath on the western approach to Grosvenor Place, along with realigning the kerb ramps on both sides of Grosvenor Place, to ensure clear visibility and increase pedestrian safety.

## 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 aims to improve pedestrian safety and walking paths.

## CONSULTATION

Consultation letters have been distributed to 35 industrial, commercial, and residential properties within the immediate vicinity of the location, providing notification of the proposed changes. One response received is noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Proposed design plans (Attachment 3) for the footpath, kerb extensions and associated signage and line marking.



## Table of Consultation

<b>Address</b>	<b>Grosvenor Place, BROOKVALE</b>
<b>Proposal</b>	<b>Kerb Extension and Kerb Ramp Alignment</b>

<b>Properties Consulted</b>	35
<b>Responses Received</b>	2
<b>Support</b>	2
<b>Do Not Support</b>	0

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Pedestrian Priority	Business manager has expressed their request for a pedestrian crossing at this location, rather than kerb extension.	Comments have been noted. The findings of this report has been explained to Business Manager. Council Engineers are unable to support/implement pedestrian facilities which may inturn increase the risk of injury.

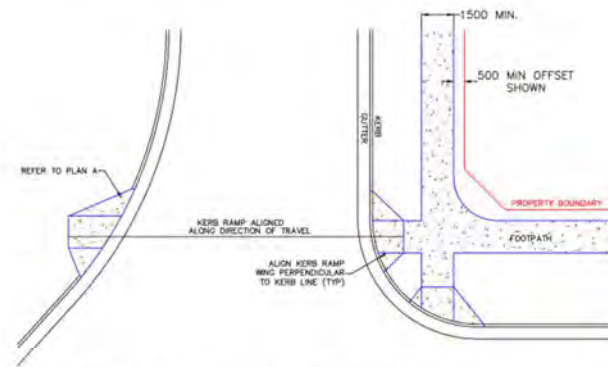
DRAWING NO.	DESCRIPTION
1001	LOCALITY PLAN AND INDEX SHEET
2001	PLAN OF CIVIL WORKS
3001	STANDARD DETAILS SHEET 1
3002	STANDARD DETAILS SHEET 2

- THE POSITION OF SERVICES SHOWN ON THE DRAWING 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 DRAWING FROM THE RECORDS OF THE NAME OF SURVEY BUT THE SURVEY NOT DOES INCLUDE INVESTIGATION OR PHYSICAL LOCATION OF UNDERGROUND INFRASTRUCTURE.
- THE RESPONSE OF THE CONTRACTOR PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ACTIVITY ON OR ADJACENT TO THE SITE TO OBTAIN UPDATED SERVICES DIAGRAMS IS A DIAL-BEFORE-YOU-DIG REQUIREMENT AND PHYSICAL SEARCH TO ESTABLISH AND MARK THE EXACT LOCATION/S AND DEPTHS/S OF ALL UNDERGROUND SERVICES, PRIOR TO COMMENCEMENT.

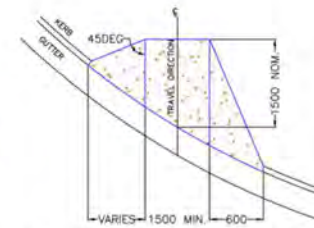
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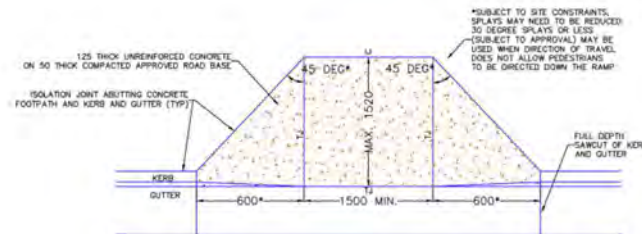




**KERR RAMP ARRANGEMENT - DIRECTIONAL ALIGNMENT (PREFERRED)**  
SCALE - NOT TO SCALE



**PLAN A - ANGLED INTERSECTION OR KERB RADIUS**  
SCALE - NOT TO SCALE



**PRAM RAMP PLAN**

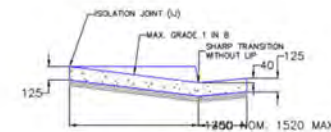
SCALE B

\*SUBJECT TO SITE CONSTRAINTS, SPLAYS MAY NEED TO BE REDUCED TO 30 DEGREE SPLAYS OR LESS.  
\*SUBJECT TO APPROVAL, MAY BE USED WHEN DIRECTION OF TRAVEL DOES NOT ALLOW PEDESTRIANS TO BE DIRECTED DOWN THE RAMP.



**PRAM RAMP ELEVATION**

SCALE B



**PRAM RAMP SECTION**

SCALE B

**PEDESTRIAN (PRAM) RAMP NOTES**

1. PEDESTRIAN RAMPS SHALL BE 125mm THICK UNREINFORCED AND COVE SURFACE FINISHED ON 50mm THICK SAND BEDDING OR APPROVED ROAD BASE.
2. PEDESTRIAN RAMP AND SLOPING SIDES SHALL BE COLOURED "DARK TERRAZZOTA" TINT OR EQUIVALENT UNO.
3. ALL EXPOSED EDGES SHALL BE NEATLY ROUNDED WITH AN EDGING TOOL FORMING A 5mm CHAMFER.
4. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 35MPa<sub>28</sub> AT 28 DAYS AND MAXIMUM SLUMP OF 80mm.
5. THE CONTRACTOR SHALL PLACE A 75mm DEEP SAW CUT IN THE GUTTER INVERT AND REMOVE THE KERB, UNLESS DIRECTED BY COUNCIL, OR THE SUPERINTENDENT TO REMOVE THE INTEGRAL KERB AND GUTTER.
6. THE GUTTER SHALL BE STEEL PLATE FINISHED, ALSO REFER TO JOINT DETAILS.
7. SURFACE SHALL BE THOROUGHLY COMPACTED BY USE OF A VIBRATORY COMPACTOR EQUIPMENT UNTIL IT SHOWS NO SIGNS OF MOVEMENT OR AS DIRECTED BY COUNCIL.
8. THE LOCATION OF THE PEDESTRIAN RAMP IS TO BE DETERMINED AFTER CONSIDERATION OF THE GENERAL MOVEMENT OF PEDESTRIANS, THE LOCATION OF MARKED PEDESTRIAN CROSSINGS AND THE POSITION OF ANY EXISTING OBSTACLES SUCH AS TRAFFIC SIGNALS, STORMWATER AND SERVICE PITS, ETC. THE LOCATION OF PEDESTRIAN RAMPS MUST ENSURE THAT USERS ARE NOT PUT AT RISK FROM TRAFFIC OF ANY KIND, BEARING IN MIND THAT A DISABLED PERSON'S CROSSING TIME MAY BE INCREASED THAN THAT OF A PERSON WITH FULL MOBILITY. HOWEVER PEDESTRIAN PRAM RAMPS SHOULD BE ALIGNED WITH THE DIRECTION OF PEDESTRIAN TRAVEL, WHERE-EVER PRACTICABLE.
9. WHERE THE EXISTING FOOTPATH ALIGNMENT IS AT THE REAR OF THE KERB, THE APRON AND MND SHALL BE EXTENDED 1200mm FOR 150mm HIGH KERB AND 1500mm FOR 200mm HIGH KERB, WHERE PRACTICABLE OR AS DIRECTED BY COUNCIL.
10. TACTILE INDICATORS SHALL BE INSTALLED AT SIGNALISED INTERSECTIONS, TOWN CENTRES AND HIGH PEDESTRIAN USE AREAS ONLY OR WHERE INSTRUCTED BY COUNCIL, AND IS TO BE INSTALLED IN ACCORDANCE WITH AS1428.4.
11. WHERE PRACTICABLE, PROVIDE UPPER LANDING WIDTH OF 1500mm.
12. REFER TO AUSTRALIAN STANDARD AS1428.1-2009 "DESIGN FOR ACCESS AND MOBILITY" FOR FURTHER DETAILS.
13. ALL DIMENSIONS SHOWN ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.

LEVEL DATUM AND COORDINATE SYSTEM: MGA	DESIGN DATE: 22/08/22	DESIGN APPROVED:	APPROVED FOR CONSTRUCTION:
SURVEYED: N/A	DRAWN BY: KENZ SCAMPO	DESIGNED BY: KENZ SCAMPO	PROJ. NO: N/A
WORK-AS-COLOURED:	DATED: 22/08/22	DATED:	DATE: (N/A)
BY: N/A	INITIATED BY: SCAMPO YAM	APPROVED BY:	APPROVED BY: PHIL DEVON
DATE: 22/08/22	(TRAFFIC ENGINEER)	(MANAGER TRAFFIC)	
DATE: 22/08/22			



**PEDESTRIAN FACILITY UPGRADE**  
WILLIAM STREET AND GROSVENOR PLACE, BROOKVALE  
KERB EXTENSION AND PRAM RAMP RECONSTRUCTION  
STANDARD DETAILS  
SHEET 2  
(DRAWING NO. TEL: WILLIAM ST & GROSVENOR PL - 10042022 - 3502) (REV: 001)

<b>ITEM 4.9</b>	<b>OAKS AVENUE, DEE WHY - MOTORCYCLE PARKING</b>
<b>REPORTING OFFICER</b>	<b>ENGINEER - TRAFFIC</b>
<b>TRIM FILE REF</b>	<b>2022/607794</b>
<b>ATTACHMENTS</b>	<b>1 Motorcycle Parking Only Proposal Plan</b>

**GEOCODES: -33.753756,151.288084**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local community member regarding the lack of dedicated motorcycle parking within the Dee Why commercial district. Generally, Council does not implement dedicated motorcycle parking unless a length of kerb is not suitable for vehicular parking, e.g. kerb length less than the length of a standard vehicle between 2 driveways. This is because Council aims to provide fair on-street parking opportunities for all road users.

### **LOCATION**

- Oaks Avenue, Dee Why is a local road with existing various timed parking restrictions between Avon Road and Pittwater Road.
- Oaks Avenue is within the Dee Why High Pedestrian Activity Area and the posted speed limit is 40km/h
- The area is a mixture of commercial and residential uses.

### **ISSUES**

It was brought to Council's attention that there was no motorcycle dedicated parking along Oaks Avenue, Dee Why. As Oaks Avenue is one of the main thoroughfares through Dee Why's high pedestrian shopping precinct, a dedicated motorcycle parking may be favourable to maximise the use of on-street parking spaces, i.e. a motorcycle occupying a 6m on-street parking bay. However, Council typically does not convert legal on-street parking to motorcycle dedicated parking with reasoning mentioned above in this report's Background section.

### **PROPOSAL**

Council has undertaken a review of the above location and has found an opportunity to implement motorcycle dedicated parking on the northern side of Oaks Avenue, 10m east of the pedestrian crossing outside No.28 Oaks Avenue, Dee Why.

At this location, the current 'No Stopping' distance on the departure side of the pedestrian crossing is found to be 14.5m. TfNSW Technical Directions for Stopping and Parking Restrictions at Intersections and Crossings only require a 'No Stopping' distance of 10m, hence, a 4.5m section of parking may be implemented. However, as a standard vehicle parking space is 5.5m–6m, a dedicated motorcycle parking bay will be implemented at this location.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

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

**CONSULTATION**

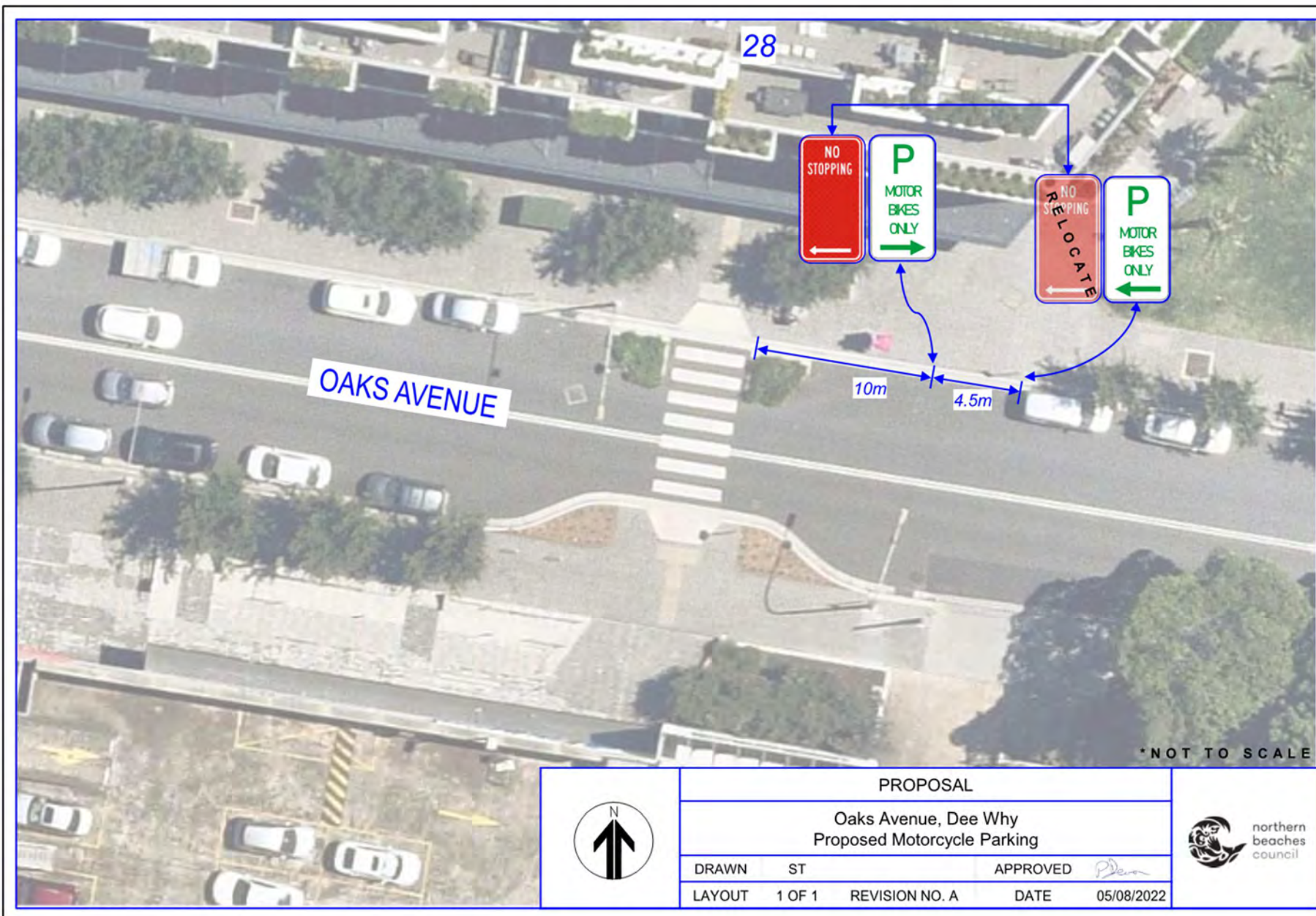
Consultation letters have been distributed to 592 individual property owners and occupiers within the immediate vicinity of the location providing notification of the proposed changes. No responses were received.

---

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Implementation of a 4.5m motorcycle dedicated parking on the northern side of Oaks Avenue, Dee Why, 10m east of the pedestrian crossing located outside No.28 Oaks Avenue, as shown in attached Plan.



<b>ITEM 4.10</b>	<b>SORLIE ROAD &amp; KENS ROAD, FRENCHS FOREST - INTERSECTION TREATMENT AND TRAFFIC CALMING</b>
<b>REPORTING OFFICER</b>	<b>ENGINEER - TRAFFIC</b>
<b>TRIM FILE REF</b>	<b>2022/608259</b>
<b>ATTACHMENTS</b>	<b>1 Sorlie Road &amp; Kens Road Roundabout, Frenchs Forest - Intersection treatment and traffic calming plan</b>

**GEOCODES: -33.744976,151.211846**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding safety concerns upon exiting their driveways along Sorlie Road, Frenchs Forest, west of the roundabout intersection with Kens Road. Due to the mild roundabout deflection and long sweeping and blind turn after the roundabout, some vehicles have been observed to travel at speed throughout the area and generally close to the kerb as they navigate along Sorlie Road/ Prahra Avenue. This can pose an issue for residents along the southern side of Sorlie Road/ Prahra Avenue attempting to exit their homes.

### **LOCATION**

- Prahra Avenue, Sorlie Road and Kens Road are all local roads.
- Prahra Avenue is approximately 10 metres wide.
- Sorlie Road is approximately 9.5 metres wide.
- Kens Road is approximately 9.3 metres wide.
- The area accommodates two-way traffic with a posted speed limit of 50km/h and parking is unrestricted.
- Parking is not permitted on Prahra Avenue, immediately west of the roundabout, due to the presence of BB lines and a 3 metre travel lane will not be maintained if a vehicle is parked kerbside.
- Adjacent land uses consist of low-medium density housing.

### **ISSUES**

In the proposed linemarking section of Sorlie Road/ Prahra Avenue, motorists often drive closer to the kerb. Due to the long sweeping blind bend and a lack of a parking lane, residents exiting their driveway are unable to sight approaching vehicles and with a lack of a buffer area, i.e: a parking lane, are often met with vehicles approaching at speeds and travelling close to the kerbside.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to install speed cushions on all roundabout entries at the intersection of Sorlie Road and Kens Road and remarking of all roundabout island edge lines to decrease vehicular speeds and increase perceived deflection.

Furthermore, a proposal to implement (E4) edge line on the southern side of Prahra Avenue, starting after the roundabout and terminating outside Property No.11 Prahra Avenue, Frenchs Forest is envision to channel motorists away from the kerb, closer to the centre of the road, providing residents with a buffer zone upon exiting their property.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

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

**CONSULTATION**

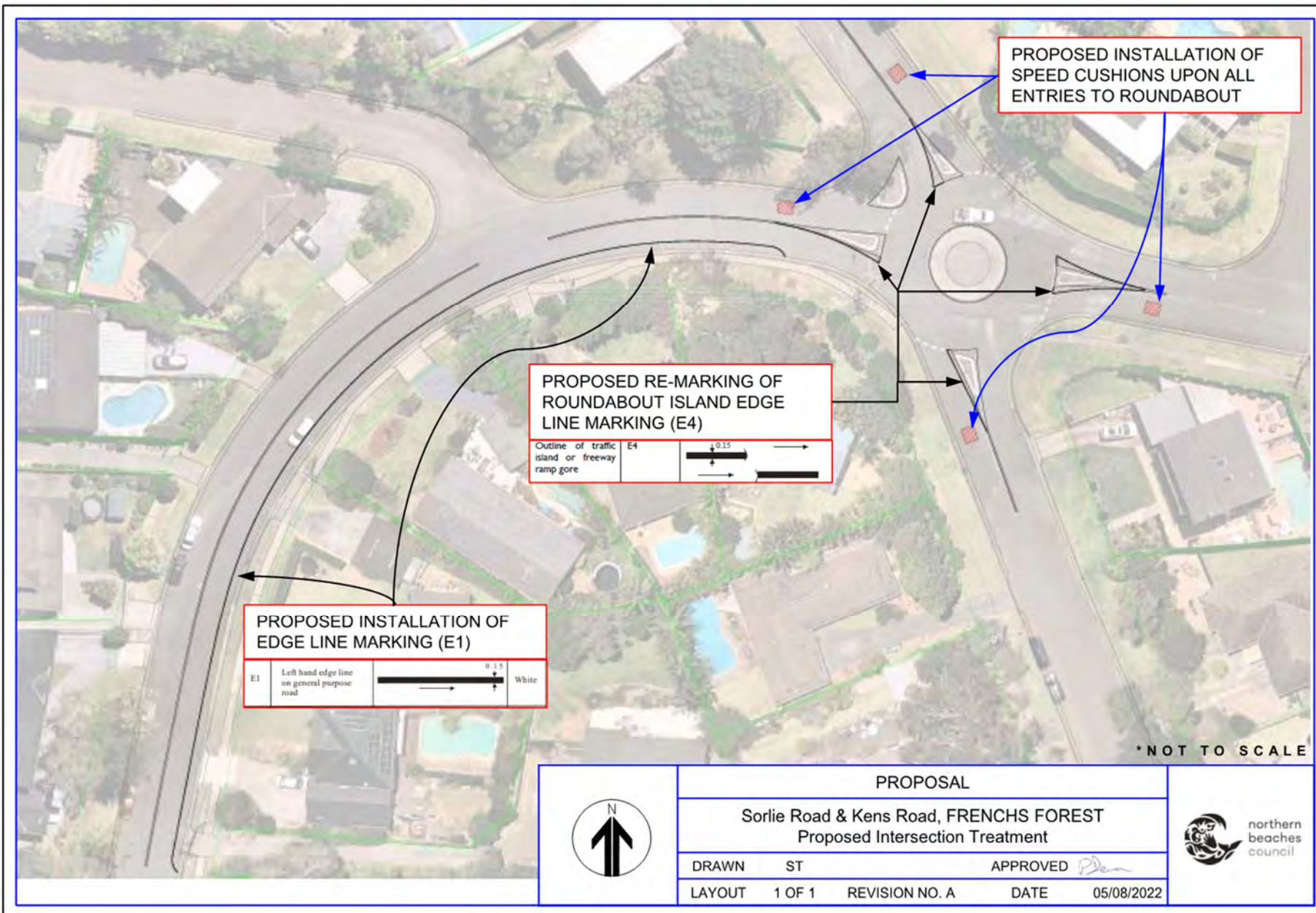
Consultation letters have been distributed to 23 properties within the immediate vicinity of the location providing notification of the proposed changes. No responses were received.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Implementation of speed cushions upon all roundabout entry (as per attached plan).
- B. Re-marking of roundabout islands (as per attached plan).
- C. Implementation of E4 Edge Line marking west of the roundabout along Prahara Avenue, Frenchs Forest (as per attached plan).



<b>ITEM 4.11</b>	<b>27 PINE AVENUE, BROOKVALE - LOADING ZONE &amp; FOOTPATH REALIGNMENT</b>
<b>REPORTING OFFICER</b>	<b>ENGINEER - TRAFFIC</b>
<b>TRIM FILE REF</b>	<b>2022/609132</b>
<b>ATTACHMENTS</b>	<b>1 Proposed Loading Zone and Footpath Realignment Plan</b>

**GEOCODES: -33.757898, 151.275113**

## **REPORT**

### **BACKGROUND**

As part of the Development Consent (DA2021/2153) for No.27 Pine Avenue, Brookvale, the applicant has requested Council's Local Traffic Committee approval for the proposed Loading Zone and footpath alignment, as per applicant's Condition of Approval granted by the Land and Environment Court of NSW. As per Condition 27, the proposed Loading Zone shall be able to accommodate a small rigid vehicle along with the installation of required regulatory 'Loading Zone' signage. Plans demonstrating footpath realignment is also required as the proposed 'Loading Zone' is indented off Pine Avenue carriageway, on the existing footpath.

### **LOCATION**

- Pine Avenue is a local street in Brookvale, accommodating two-way traffic from Pittwater Road to Shackel Avenue.
- The proposed location has a road width of approximately 7.3 metres wide, with two-way traffic and no on-street parking, hence the proposed 'Loading Zone' is required to be offset from the carriageway, into the footpath area.
- Adjacent land uses consist of medium to high density housing.

### **ISSUES**

As part of the Development Application review, it was identified on-street provisions is required to facilitate loading and unloading activity for the proposed residential flat building. As the subject area of Pine Avenue does not permit on-street parking due to carriageway width and proximity to a blind corner, a requirement for an indented 'Loading Zone' suitable for small rigid vehicles was applied. The applicant has provided Council with the proposal plan and is seeking the Local Traffic Committee for approval, as per their Determination of Development Application Condition 27.

### **PROPOSAL**

Council Officers have reviewed the signage plan submitted by the applicant and have deemed it appropriate to address the applicant's Development Consent Condition.

### **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 are not required at this time; however, subsequent to Local Traffic Committee approval, notification letters will be distributed to properties within the immediate vicinity of the location notifying occupiers and owners of the approved changes.

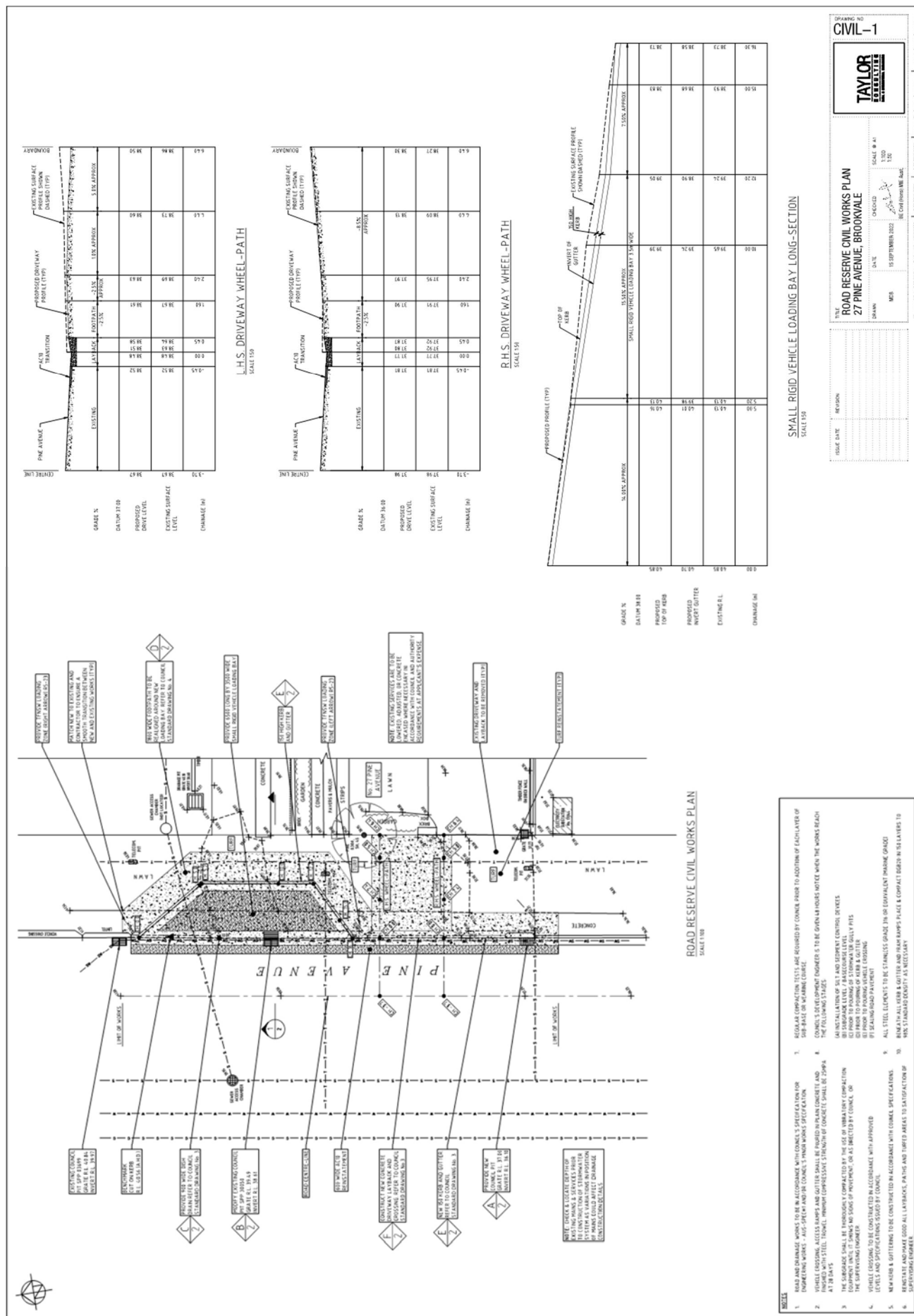
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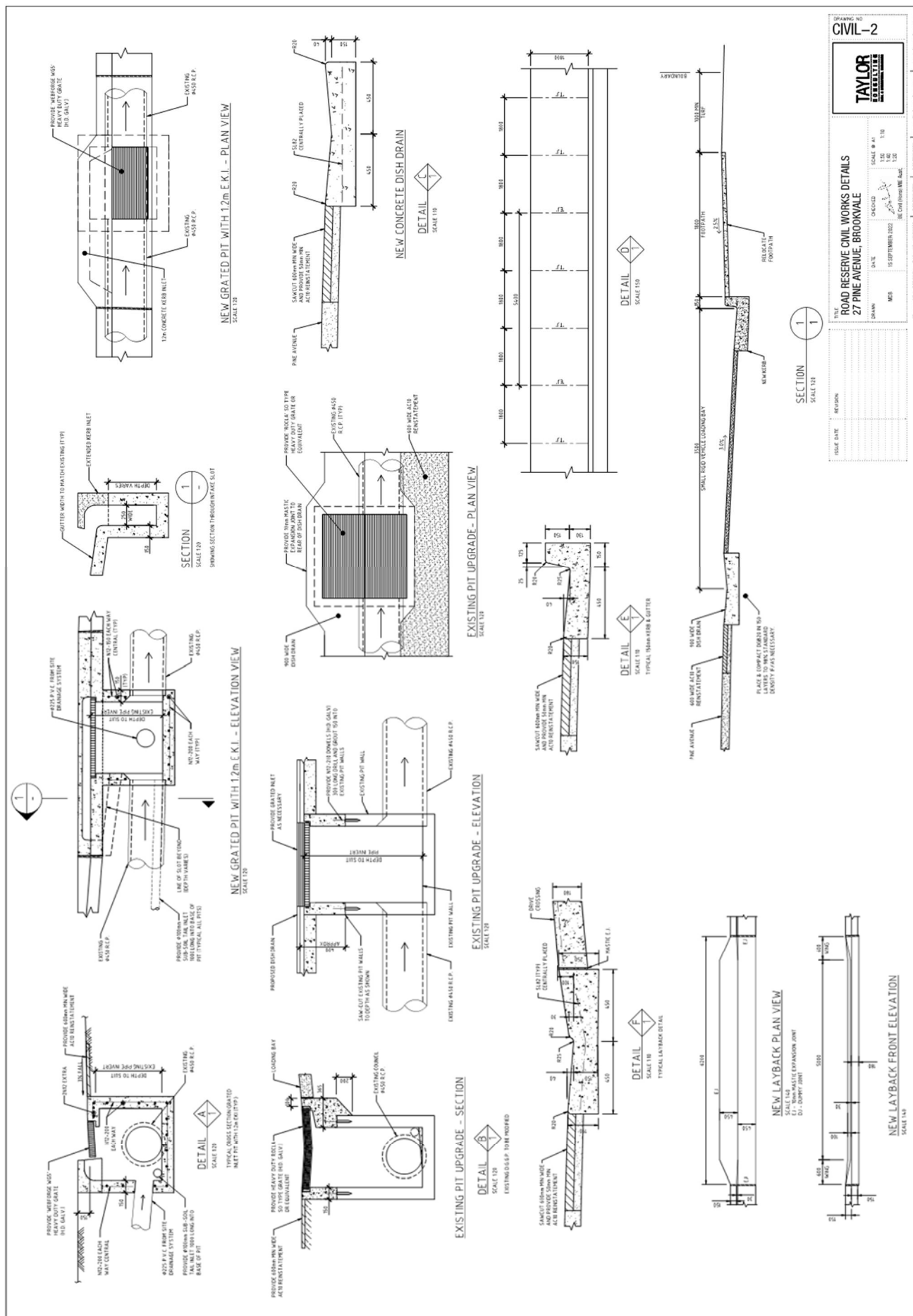
## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a 6.5 metre long 'Loading Zone' in front of No.27 Pine Avenue, Brookvale, offset from the carriageway into the footpath area, along with the associated signage and footpath realignment, as per the attached Plan.







<b>ITEM 4.12</b>	<b>AVALON STREETS AS SHARED SPACES - OLD BARRENJOEY ROAD TRIAL.</b>
<b>REPORTING OFFICER</b>	<b>MANAGER TRANSPORT NETWORK</b>
<b>TRIM FILE REF</b>	<b>2022/612905</b>
<b>ATTACHMENTS</b>	<b>1 Plan - AVALON PDE - SaSS CONCEPT</b> <b>2 Community Engagement Report Avalon Beach Place Plan 2022</b> <b>3 Avalon Beach Place Plan final version June 2022 (Included In Attachments Booklet)</b>

**GEOCODES: -33.636178, 151.329374**

## **REPORT**

### **BACKGROUND**

Apart of the adopted Avalon Place Plan, Council resolved to undertake a trial of a one-way Shared Zone in Old Barrenjoey Road between Avalon Parade and Dunbar Park. This is action 10 under the Adopted Plan as resolved at the Council Meeting 26 July 2022 (Item 12.1 Outcome of Public Exhibition of My Place: Avalon - Avalon Beach Place Plan).

During the development of the Adopted Place Plan, several configurations of the Avalon Parade and Old Barrenjoey Road were tested to determine which configuration provided the best traffic performance outcome, with the primary consideration being the existing pedestrian safety issue that needed to be addressed at this location.

The initial site investigation noted that the road geometry of the intersection was less than ideal and did not provide a safe pedestrian environment to cater for the most users.

### **LOCATION**

The location is best described as Old Barrenjoey Road from Simmonds Lane in the south, through to Barrenjoey Road in the north and Avalon Parade from Edmund Hock Avenue in the east, to Patterson Lane in the west.

### **ISSUES**

There are several issues that this proposal is aimed at resolving, along with trialing the improvements to the public amenity in the town centre.

The pedestrian crossing safety matter is to be addressed on all legs that are not converted to a Shared Zone, through the reconstruction of the crossings, which due to local flooding considerations, are to remain as 'at-grade crossings'.

The existing bus services use the main street as the layover location, and this detracts from the pedestrian amenity of the area, and this option removes the need to lay over in Old Barrenjoey Road. The proposal results in a compliant bus stop in Avalon Parade and a safer compliant bus stop on Barrenjoey Road north of the Coles Express property.

The proposal improves peak period traffic flow through the village centre and reduces the use of the centre as a rat-run to avoid the Barrenjoey Road corridor.

## PROPOSAL

Council has undertaken a review of the location and worked through the intent of the concept drawings provided as part of the Avalon Place Plan, to develop a workable trial plan that can be implemented within the project funding available.

Staff will work with TfNSW to undertake the enabling works required in the Barrenjoey Road corridor and the transport providers using the network as well.

The Plan (Attachment 2) indicates the scope of the proposal to be approved by the Northern Beaches Council Local Traffic Committee, which is the Shared Zone area and associated restrictions, the relocation of the pedestrian crossings and changes to parking restrictions in both Avalon Parade and Old Barrenjoey 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 improves the safety of pedestrian facilities and pedestrian desire lines.

## CONSULTATION

Consultation was undertaken as part of the Place Plan development and businesses within the immediate vicinity of the location have been provided notification of the proposed changes. The Community Engagement Report from the Avalon Place Plan is included as Attachment 2.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports :

- A. The implementation on the one-way Shared Zone in Old Barrenjoey Road.
- B. The relocation and reconstruction of the pedestrian crossing at the intersection of Avalon Parade and Old Barrenjoey Road.
- C. The implementation of the parking changes in Old Barrenjoey Road to relocate Loading Zone and Taxi Zones out of the trial area to the north of the existing crossing.
- D. The implementation of a compliant Bus Zone in Avalon Parade between Edmund Hock Avenue and Old Barrenjoey Road.

# STREETS AS SHARED SPACES - OLD BARRENJOEY ROAD, AVALON



## DRAWING INDEX

DRAWING NO.	DESCRIPTION
1001	LOCALITY PLAN AND INDEX SHEET
2001	GENERAL SHEET ARRANGEMENT
3001	CIVIL WORKS PLAN SHEET 1
4001	LONGSECTIONS SHEET 1
4002	LONGSECTIONS SHEET 2
4003	LONGSECTIONS SHEET 3
4004	LONGSECTIONS SHEET 4
5001	CROSS SECTIONS SHEET 1
5002	CROSS SECTIONS SHEET 2
5003	CROSS SECTIONS SHEET 3
5004	CROSS SECTIONS SHEET 4
5005	CROSS SECTIONS SHEET 5
5006	CROSS SECTIONS SHEET 6
5007	CROSS SECTIONS SHEET 7
6001	STANDARD DETAILS

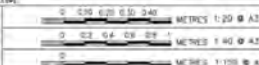
## CAUTION - SERVICES!!!

- THE POSITION OF SERVICES SHOWN ON THE DRAWING ARE INDICATIVE ONLY AND HAVE BEEN PLOTTED FROM PLANS SUPPLIED BY THE RELEVANT UTILITY AUTHORITIES.
- PITS, HOLES, MARKER POSTS, SIGNS, ETC. HAVE BEEN PLOTTED ON THE DRAWINGS WHERE SIGHTED AT THE TIME OF SURVEY BUT THE SURVEY DOES NOT INCLUDE INVESTIGATION OF 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 GAIL-BEFORE-YOU-DIG SEARCH AND PHYSICAL SEARCH TO ESTABLISH AND CONFIRM THE EXACT LOCATION/S AND DEPTH/S OF ALL UNDERGROUND SERVICES, PRIOR TO COMMENCEMENT.

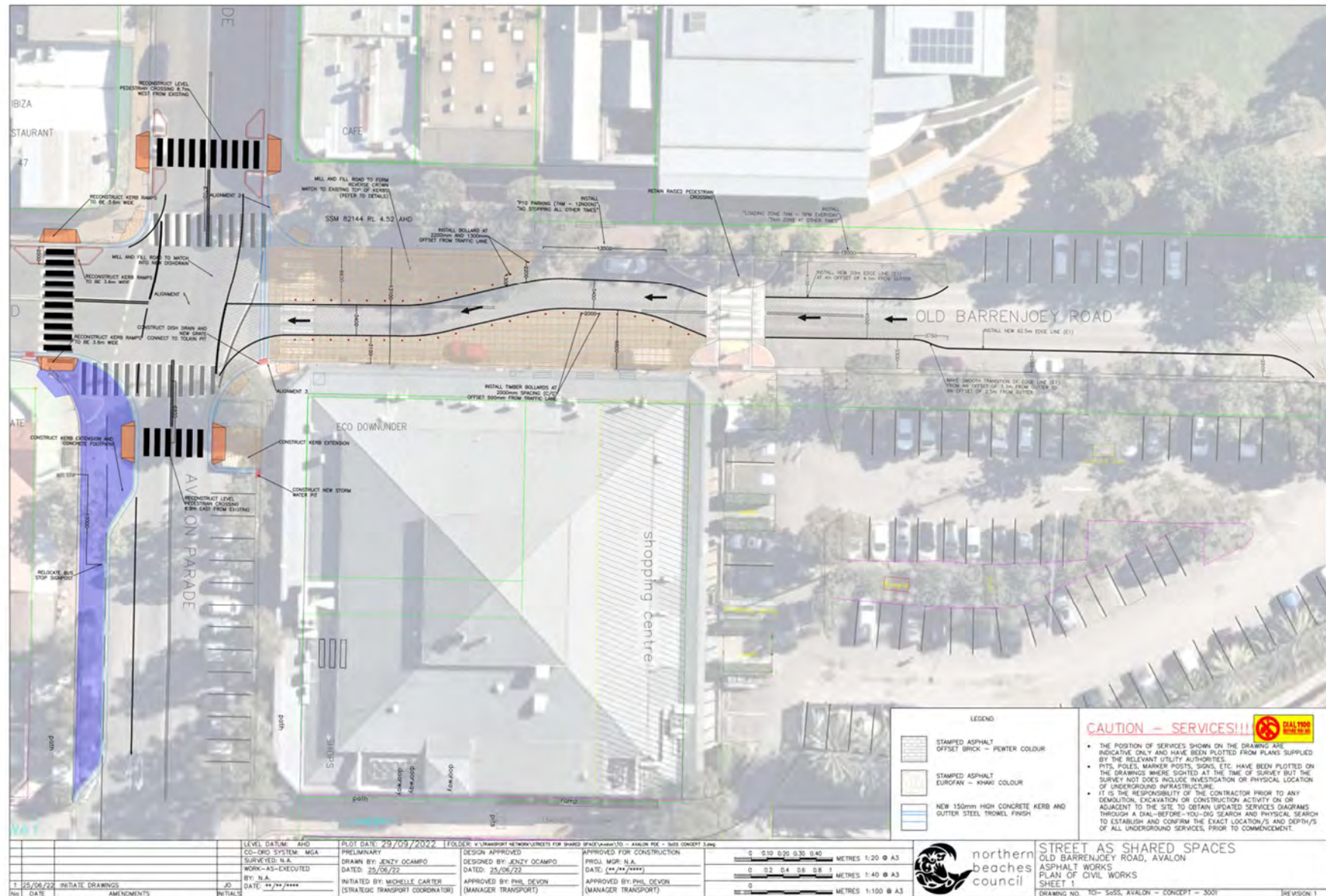


LOCALITY PLAN  
NOT TO SCALE

LEVEL: DATUM: AHD	PLOT DATE: 29/09/2022	VOLUME: 11 UNDERGROUND NETWORK LINES FOR SHARED SPACES (AVALON PDE) - AVALON PDE - SaSS CONCEPT 3.000
CO-ORDINATE SYSTEM: MGA	DESIGN APPROVED:	APPROVED FOR CONSTRUCTION:
SURVEYED BY: MGA	DRAWN BY: JENNY CHAMPS	DATE: 29/09/2022
WORK-AS-DRAWN:	DATED: 29/09/22	DATE: 29/09/22
BY: M.A.	INITIATED BY: MICHELLE CARTER	APPROVED BY: PUL DEVUL
DATE: 29/09/2022	(STRATEGIC TRANSPORT COORDINATOR)	(MANAGER TRANSPORT)
1. 29/09/2022 INITIAL DRAWING		
NO. DATE	AMENDMENTS	REVISION



STREETS AS SHARED SPACES  
OLD BARRENJOEY ROAD, AVALON  
ASPHALT WORKS  
LOCALITY PLAN  
INDEX SHEET  
DRAWING NO. 1001 - SaSS AVALON - CONCEPT - 1001



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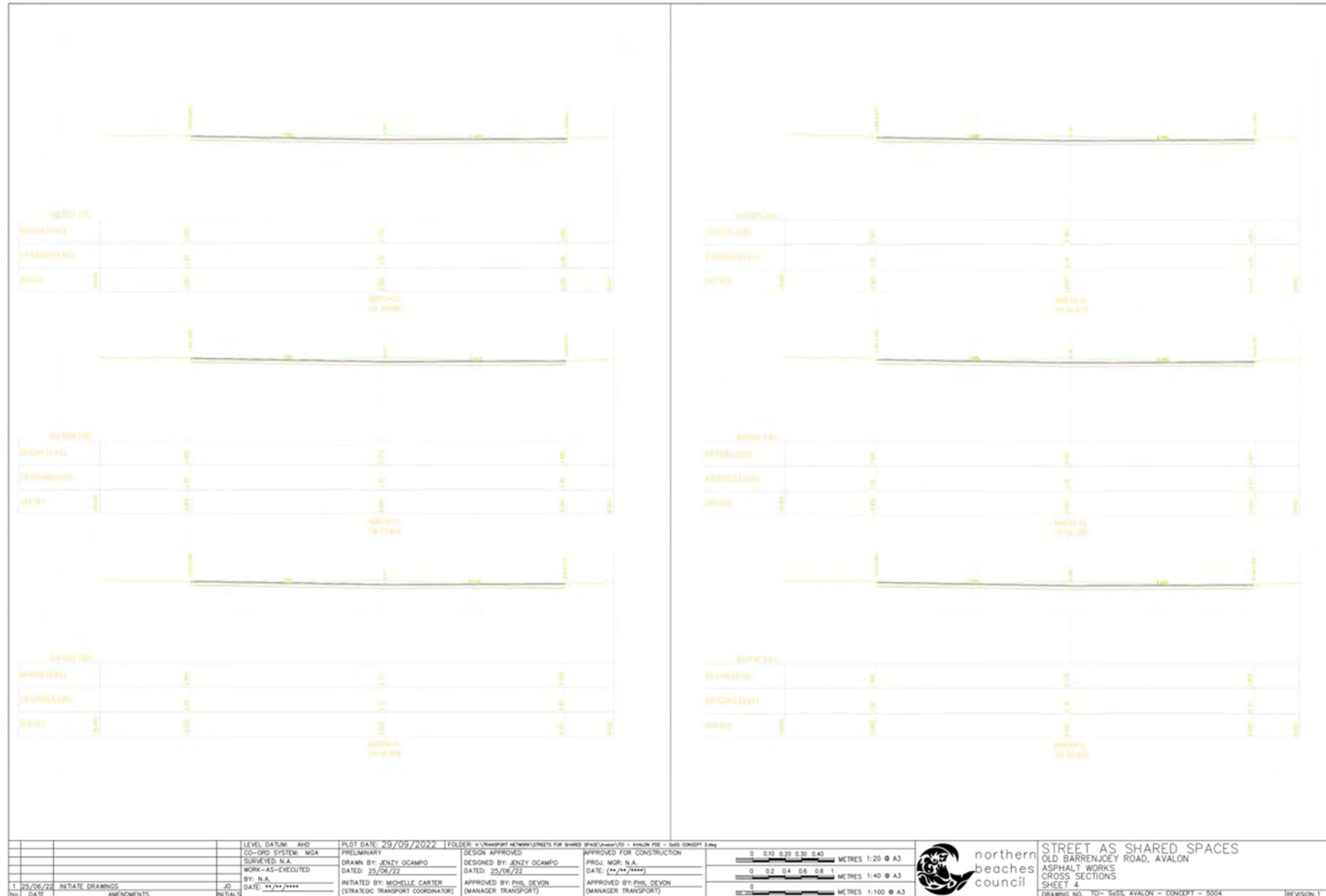




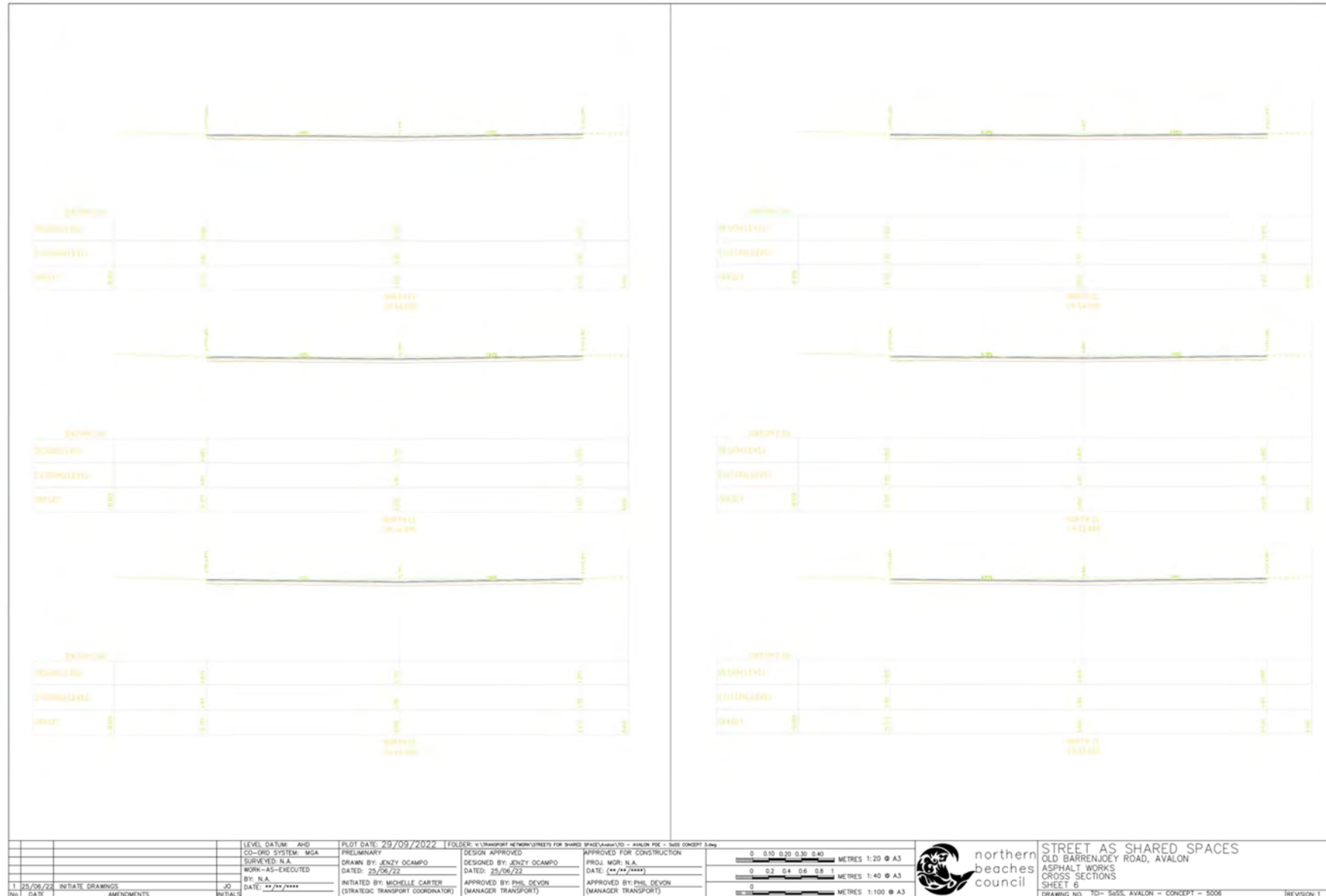


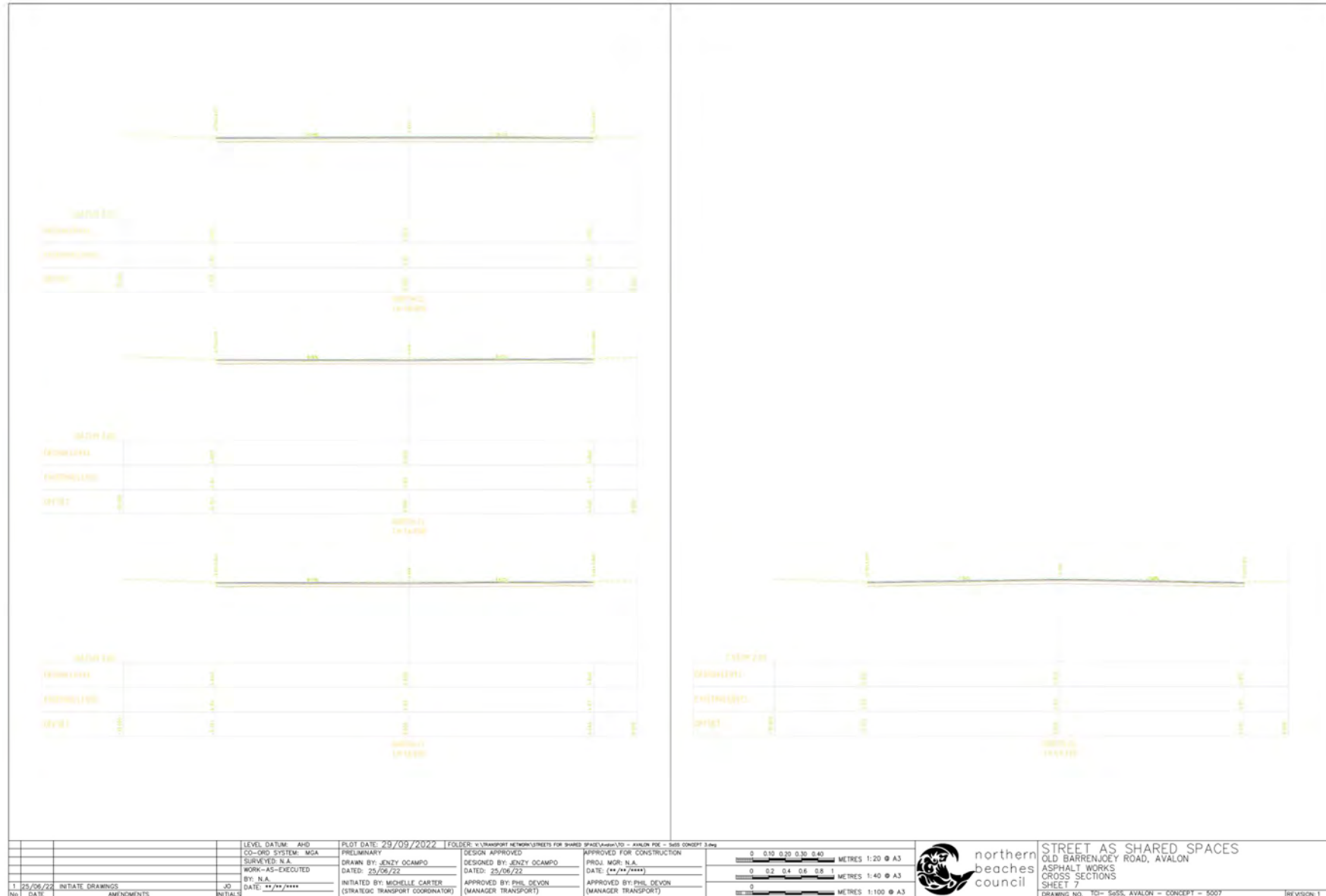












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## Community and Stakeholder Engagement Report

### Public Exhibition of draft Avalon Beach Place Plan (Stage 2 of 2)

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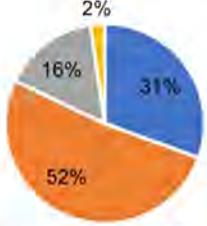
## 1. Summary


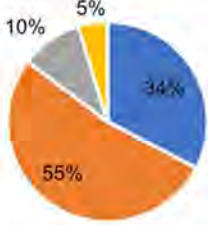

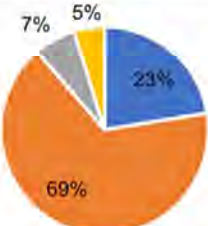

This report outlines the outcomes of the second stage of community and stakeholder engagement for the draft Avalon Beach Place Plan undertaken from Monday 15 February 2021 until Sunday 16 May 2021.

The feedback received during the public exhibition of the draft plan was mixed with the most contested aspects of the draft Avalon Beach Place Plan (the Place Plan) being the cycleway, specifically due to safety concerns, loss of car parking spaces and mature trees, the terracing associated with the beach gateway design and the one-way shared zone contributing to increased traffic congestion.




Those who supported the plan cited cycleways as an important and viable alternative to cars and separating cars, bike and pedestrian creates a safer environment for everyone, the benefits of the beach gateway design in increasing the width of the footpath in the locality, Dunbar Park improvements and increase lighting within the village




### 1.1. Key outcomes

 Total unique responses	736	
 How responses were received	Submission form Written responses (email/letter)	Completions: 615 Number received: 119
 Online sentiment question: Do you support the draft Avalon Beach Place Plan?	<div style="text-align: center;">   Total responses = 615 </div> <div style="margin-top: 10px;"> <ul style="list-style-type: none"> <li><span style="color: blue;">■</span> Yes</li> <li><span style="color: orange;">■</span> No</li> <li><span style="color: grey;">■</span> Unsure</li> <li><span style="color: yellow;">■</span> Prefer not to say</li> </ul> </div>	






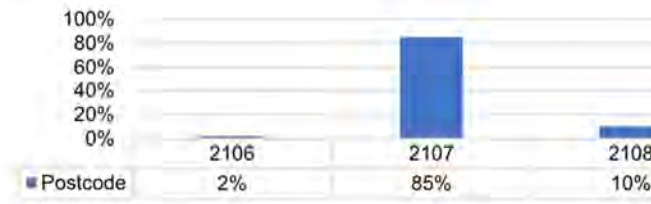
 <b>Online sentiment question:</b> Do you support the proposed shared zone on Old Barrenjoey Road?	 Total responses = 615
 <b>Online sentiment question:</b> Do you support the proposed bike path/cycleway designs?	 Total responses = 615
 <b>Feedback themes</b>	<div> <div>Proposed Cycleway</div> <div>One-way shared zone and intersection</div> <div>Loss of carparking spaces</div> <div>North Avalon Beach design</div> </div> <div> <div>Tree loss</div> <div>Beach Gateway bus stop design</div> </div>

## 1.2. How we engaged

 Have Your Say: visitation stats	Visitors: 5408	Visits: 7715	Average time onsite: 4.31
 Videos	Overview: 1		Views: 219
 Print media and collateral	Pittwater Life: 1 article Peninsula Living: 1 article Letterbox drop: 2107 Letters to Business Owners: Site signs used: Collateral availability: Avalon Beach Library		Distribution: 32,000 Distribution: 87,000 Distribution: 7,000 Distribution: 122 Number of signs: 8 Number: 1

 Electronic direct mail (EDM)	Community Engagement (fortnightly) newsletter: 7 editions Council (weekly) e-News: 4 editions Stakeholder email: 2	Distribution: 22,000 subscribers  Distribution: 180,000 subscribers
 Face-to-face sessions	Pop up: 4 Focus group: Local Business 2 meetings Workshop: 2 Avalon Reference Group	Attendance: 55 Attendance: 3 Attendance: 17
 Key stakeholder engagement	Meeting: Avalon Beach Public School x2	Attendance: 10

### 1.3. Who responded<sup>1</sup>

 Gender	 <p>Male 47% Female 53%</p>
 Age groups	 <p>&lt;25 yrs 3% 26-50 yrs 16% 51-75 yrs 66% 76+ yrs 9% N/A 16%</p>
 Postcodes <sup>2</sup>	 <p>Postcode 2106 2% 2107 85% 2108 10%</p>

<sup>1</sup> Demographic data was gathered by request only. The data represented only includes those respondents who provided this detail.

<sup>2</sup> Respondents were identified from 21 postcode areas. The majority of which were from the areas identified

## 2. Background

The purpose of the public exhibition of the draft Avalon Beach Place Plan is to provide the community balanced and objective information on the development of the draft Avalon Beach Place Plan to assist in understanding the local problems identified and the solutions developed to address them, while also providing equal opportunities for the broader community to participate and express their views and opinions.

The development of the draft Avalon Beach Place Plan has been undertaken over two stages. This report outlines the feedback received during the second stage, the public exhibition of the draft Avalon Beach Place Plan.

Initial community consultation commenced in May and August 2018 and was captured in the My Place: Avalon, Spotlight on Avalon - Snapshot and Community Engagement Summary, January 2019 (Spotlight on Avalon).

To underpin the plan's development, build upon and refine the initial information collected in 2018 we established the Avalon Community Reference Group (Avalon CRG). The group had representation from a broad cross section of the Avalon Beach community who had an intimate understanding of the area. The group participated in ten meetings to refine and present a clear community vision for the future of Avalon Beach coupled with a range of local solutions and actions to achieve the vision. The draft Avalon Beach Place Plan was developed with significant input from the Avalon CRG and exhibited for broader community feedback.

During the development phase of the draft Place Plan additional broader community activities were undertaken including two visioning workshops, Dunbar Park User Survey, Avalon Beach Pop-up Plaza and a youth workshop with Barrenjoey High School students. The project was primarily promoted through our regular email newsletter (EDM) channels, site signs and notification letters and project page.

## 3. Engagement objectives

Community and stakeholder engagement aimed to:

- Provide accessible information so community and stakeholders can participate in a meaningful way
- Identify community and stakeholder concerns, local knowledge, and values
- Communicate to community and stakeholders how their input was incorporated into the planning and decision-making process
- Seek out and facilitate the involvement of those affected by or interested in the project

## 4. Engagement approach

Community and stakeholder engagement for the draft Avalon Beach Place Plan was conducted between 15 February and Sunday 16 May 2021 and consisted of a series of activities that provided opportunities for community and stakeholders to contribute.

The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017) and Community Participation Plan (Plan Making and Development Assessment) (2020).

A project page was established on our have your say platform with information provided in an accessible and easy to read format. During the public exhibition a range of engagement activities were undertaken, including mailout distribution to all residents in the 2107 postcode, letters and scheduled one on one meetings with local businesses, four pop up sessions, regular community engagement newsletters

Feedback was captured through an online submission form embedded into the have your say project page. The form included three questions that directly asked respondents for their level of support on the draft place plan, the proposed bike path/cycleway designs and proposed shared zone on Old Barrenjoey Road, Avalon.

An open-field comments box provided community members a space to explain or elaborate on their support, not support or neutral sentiment as well as any other feedback they wished to contribute.

Email and written comments were also invited.

## 5. Findings

The submissions received during the community engagement were reviewed and considered by Council.

A detailed Summary of Submission is provided in Table 2 (the Table) it outlines the key issues raised and Council's response.

The Table summarises the feedback received in response to online questions regarding support for the Place Plan, the proposed cycleways and the one-way shared zone and other submissions forwarded to Council via email during the exhibition period.

Online comments revealed that there was mixed support for the draft Place Plan, cycleways and one-way shared zone and this was also reflected in the written submissions received.

There were concerns raised in relation to the cycleway design, including claims that it will result in substantial loss of car parking spaces, mature trees and cement separation barriers will create trip hazards for pedestrians. Alternatively, many submissions raised the benefits of cycleways including reduction in traffic congestion, environmentally sustainable mode of transport and separating cars, bikes and pedestrians provides a safer environment for everyone.

Other concerns raised included the one-way shared zone and intersection design. While the online survey results did not show strong support for the design proposal, written submissions received did reflect the benefits of the redesign and the need to improve the dangerous and confusing intersection. Suggestions were provided on how to improve the intersection design, including installation of traffic lights or a roundabout. These ideas have been extensively investigated and Transport for NSW do not support these options due to impacts on Barrenjoey Road, which is a State Controlled Road.

**Table 2: Summary of Submissions**

Theme	Issues, change requests and other considerations raised	Council's response
Car parking	<p>Parking is lacking in Avalon. Concentration on better street parking and improved access to existing parking areas is preferable.</p> <p>Removing large number of parking spaces and in view of extra parking for sporting activities on Saturday will decrease parking for parents shopping on Saturday mornings who work full time.</p> <p>Does not want a loss of parking as it will affect local businesses.</p> <p>Does not support removal of Car spaces.</p> <p>Would like to see extra parking in the Woolworths car park.</p> <p>The illegal parking in the middle of the road is a consequence of not enough parking. That is at its worst at school drop off and pick up, nights and weekends</p> <p>Would like to see a multilevel carpark.</p> <p>Do not want car parking increased as would like to see people ride bikes or walk to Avalon Town Centre.</p>	<p>The findings of the Avalon Beach Parking Strategy 2019 (the Strategy) include:</p> <ul style="list-style-type: none"> <li>Off street car parks are operating above practical capacity (&gt;90% occupancy) during peak periods on Weekdays.</li> <li>On street parking occupancy is generally well below capacity. However, distribution of the occupancy is not consistent across the Study Area, with streets closest to the commercial centre of the Village exhibiting high occupancy levels. Similarly, away from the main commercial centre of the Village, certain unrestricted on street parking supply is underutilised.</li> <li>Whilst the drop off arrangements at Avalon Public Primary School are acceptable, pick up arrangements are causing significant congestion issues.</li> <li>The area appears to have sufficient number of disabled parking spaces.</li> </ul> <p>The intersection redesign and footpath widening in specific locations in Avalon Parade and Old Barrenjoey Road will result in the loss of 17 existing car parking spaces. However, this is offset with additional car parking spaces being gained in Old Barrenjoey Road (north). The net loss of car parking spaces due to the intersection redesign and footpath widening is 11</p> <p>A no change scenario for Avalon Parade and Old Barrenjoey Road is no longer an action. The intersection needs to be upgraded to meet Australian Standards. To do this there would be a need to remove eight car parking spaces to ensure compliance with relevant Australian specifications in relation to the separation distance between parking spaces and the approaches to pedestrian crossings</p> <p>The request for a multi-level car park is not supported based on the findings of the Strategy, the predicated low population growth for the Avalon Beach locality, the visual impact and cost. The Strategy identifies a range of suitable alternative options to increase car parking provision and increase the turnover of parking</p> <p>We support the concept of encouraging people to ride and walk into the Avalon Beach village and this is reinforced in the Northern Beaches Bike Plan 2020 and Northern Beaches Walking Plan 2019 which encourage residents to participate in healthier and more sustainable options of transport such as walking and cycling. Increasing opportunities for people to cycle into the village centre from adjoining residential areas reduces greenhouse gas</p>

		emissions, reduces pressure of car parking spaces and reduces congestion and traffic flow issues.
Removal of Trees	<p>Does not want any more trees to be removed down the middle of Old Barrenjoey RD, needs more street dividers (Similar to Newport).</p> <p>Should work around the trees and add more. The trees form a connection between the reserves and the beach.</p> <p>Bring the birds into town, provide shade and give people a sense of calm.</p> <p>They are an important component of Avalon's special character.</p> <p>Want more detail on where the new plantings will occur.</p> <p>Don't support the removal of trees at North Avalon.</p>	<p>The draft Place Plan is committed to increasing tree canopy and vegetation planting, with additional tree and vegetation planting identified for Dunbar Park, the beach gateway and throughout the Avalon Beach Town Centre. Careel Creek has also been identified as an opportunity for regeneration to provide a green spine extending from the village northwards to Avalon Beach Reserve.</p> <p>Our policy is to not remove mature trees unless there is a safety hazard, significant infrastructure being damaged that cannot be repaired in any other way or to facilitate works agreed to by the community and the tree's root zone will be compromised.</p> <p>In the case of Avalon Beach every attempt will be made to preserve mature trees, however the full impact on trees cannot be confirmed until critical root zones are calculated during the detailed design phase.</p> <p>The exact location of new plantings is dependent on the final Place Plan and subsequent detailed design phase.</p> <p>There is no proposal to remove trees at North Avalon, in fact the draft Place Plan identified the opportunity for additional planting in this locality.</p>
Place Plan	<p><b><i>Submissions received through the online form indicated that 31% of submissions supported the place plan, while 52% did not. Please note that the figure is not inclusive of submissions that were emailed directly to Council and includes individuals making multiple submissions.</i></b></p> <p>Supportive of Place Plan</p> <p>Cycleway needs to take into consideration safety of pedestrian at the OBR and AP intersection.</p> <p>Supportive of design of street furniture, should replace wood with recycled plastic.</p>	<p>During the early community engagement activities cycleways were identified as a priority action and represented the highest theme for 'community ideas for change' at 27% of respondents wanting to promote active modes of transport – safer crossings, wider and well-maintained footpaths, pedestrian mall and bicycle paths, with suggestions including "Many surrounding suburbs to get people out of their cars and on foot or bikes."</p> <p>The cycleway design provided the local community, including people of all ages and abilities, a safe cycling route that links residential areas to Avalon Beach village and key destinations, including schools and the beach. Furthermore, cycleways and active transport are clearly linked to the community vision and guiding principles. However, like there was support for the cycleway there was also opposition and on balance it is recommended not to progress with this option.</p> <p>As the Local United Cinema is privately owned, Council can contact the owner and encourage renewal</p>

	<p>Place Plan looks amazing and look forward to the proposed changes</p> <p>Access to outdoor entertainment areas should be more inclusive to those with a disability.</p> <p>Bike ways are very much needed despite a few loud voices against some of the design.</p> <p>Wonderful, the village needs a revamp and I believe the plan keeps the village feel without over developing.</p> <p>More seating, bike lanes, wider pathways, art space and native plantings are really needed.</p> <p>The population is rapidly growing in our community and parking spots are already tight. Cycling needs to be a viable alternative to ensure Avalon Village remains a pleasant place to visit and a low carbon community</p> <p>Where cars, bikes and pedestrians are separated so everyone is safer.</p> <p>Several alternate options were submitted to Council with the aim of decreasing carbon emissions. Many were in support of Councils cycleway in theory with variations</p> <p>Want investment in the local United Cinema and precinct.</p> <p>Support the Place Plan but would like to know how the shared zone will work between vehicles, bikes and pedestrians.</p>	<p>Council will initiate a minimum 6-month trial of the one-way shared path to provide the opportunity to test the street design in real-time. The outcome of the trial will determine the final intersection design.</p> <p>Roundabout and signal options are not supported by Transport for NSW due to impact on the state road corridor and associated safety and congestion issues.</p> <p>The tender for Northern Beaches Buses has been finalised and Keolis Downer is the new operator of the local bus services. The trial of the On-Demand service between Palm Beach and North Narrabeen will be made permanent. Around 540 customers use this service each day to connect to major public transport hubs and routes like the B-Line.</p> <p><b>Action 18</b> of the draft Place Plan states "<i>Improve the pedestrian experience by renewing and constructing new footpaths, creating wide pavements that link activity areas, transport and beach, as recognised by the Avalon Pedestrian Accessibility and Mobility Plan (PAMP) and Walk Northern Beaches</i>".</p> <p>Council supports the use of local creatives and artist.</p>
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	<p>Would like to see local artists commissioned to undertake art work</p> <p>Traffic light for the intersection needs to be investigated.</p> <p>Want to know if NSW RMS and council able to downsize buses to reduce emissions and accommodate fewer persons.</p> <p>Supports proposal to utilise green one of the Avalon Bowling Club.</p> <p>Does not want change, Avalon is fine as it is.</p> <p>All Avalon needs is some maintenance done.....stop trying to change her we love it like it is.</p> <p>Would like to see money spent on fixing the footpaths and maintenance of the Centre.</p> <p>We are being promised a relaxed coastal village. We already have a relaxed coastal village.</p>	
Cycleway	<p><b><i>Submissions received through the online form indicated that 23% of submissions supported the cycleways, while 69% did not. Please note that the figure is not inclusive of submissions that were emailed directly to Council and includes individuals making multiple submissions.</i></b></p> <p>Supports the Cycleway</p> <p>Support APA Bike Plan.</p> <p>Do not support reduction of speed limits</p> <p>Forget a dedicated cycle path bifurcation on Old Barrenjoey Rd. That would be a disaster and only cause high anxiety between the</p>	<p>During the early community engagement activities cycleways were identified as a priority action and represented the highest theme for 'community ideas for change' at 27% of respondents wanting to promote active modes of transport – safer crossings, wider and well-maintained footpaths, pedestrian mall and bicycle paths, with suggestions including "Many more walkways &amp; cycleways linking waterways and surrounding suburbs to get people out of their cars and on foot or bikes."</p> <p>The cycleway designs and active transport are clearly linked to the community vision and guiding principles of the Place Plan.</p> <p>The cycleway design provides the local community, including people of all ages and abilities, a safe cycling route that links residential areas to Avalon Beach village and key destinations, including schools and the beach.</p> <p>The Avalon Preservation Association alternate bike plan seeks to divert bike traffic into local laneways. There are two relevant reference documents outlining best practice design</p>

	<p>community and the Lycra brigade who travel at high speeds</p> <p>There should be additional bike facilities in Avalon such as storage areas in appropriate areas, but the bike path should go through the back streets away from shoppers and pedestrians.</p> <p>Intermingling cyclists is a dangerous outcome in particular for the elderly and young children pedestrians.</p> <p>The Plan makes no reference to the type and size of the bicycle traffic, nor its directions or timing.</p> <p>Can you ride skateboards on cycleways?</p> <p>There are various proposed plans for bicycle traffic. None of the plans address what happens to cyclists when they reach Avalon Parade. Having the cycleway by-pass the shops improves the safety of pedestrians and cyclists but what happens to what happens to bicycles where the riders are also shoppers?</p> <p>Wants signs from Northern Beaches Council reminding cyclists that it is illegal for people over 16 to ride on pavement.</p> <p>School children need to learn and be educated on the rules of dismounting their bikes when on the footpaths.</p> <p>Bicycle lanes are important as are public walking foot paths along the main roads</p> <p>The cycleway – disrupt residents getting in and out of Old Barrenjoey Rd (South).</p> <p>Loss of 30 parking spaces including disabled parking.</p>	<p>and guiding the planning and design of cycleways and cycling facilities, these include:</p> <ol style="list-style-type: none"> <li>1. Austroads Guide to Road Design Part 6A: Paths for walking and cycling, and</li> <li>2. Transport for NSW Cycleway Design Toolbox, Designing for Cycling and Micromobility.</li> </ol> <p>The reference documents do not recognise or support the use of laneways for designated cycleways.</p> <p>Laneways are narrow and have been designed and designated predominately for the servicing requirements of businesses, including loading and unloading of goods, garbage collection, additional parking and in the case of Avalon Beach, providing vehicular access to residential units and secondary dwellings.</p> <p>Incorporating cycleways into the laneways is considered unsafe due to the following:</p> <ul style="list-style-type: none"> <li>• Narrow width of laneways, doesn't allow the required dimensions for a 2-way cycleway (minimum 2m width for cycleway),</li> <li>• Conflict with vehicular traffic and parking arrangements, especially delivery and garbage trucks and vehicles accessing residential properties,</li> <li>• Lack of natural surveillance</li> </ul> <p>Comments relating to reduced speed is a response to the Avalon Preservation Association alternate bike plan that was incorporated into the exhibited draft Place Plan. The Place Plan does not include any recommendations to reduce speed limits.</p> <p>The cycleway is designed as part of the Safe Cycling Network which provides a safe and connected cycling environment that enables people of all ages and cycling ability to move safely between residential areas and destinations, such as schools, shops and the beach in a low speed cycling environment. It has not been designed for weekend road cyclists, who will continue to ride on Barrenjoey Road, which offers more challenges. In relation to the cycleway encouraging high bike speeds the top speed for road cyclist under ideal conditions, such as long flat terrain is 40kph, 10 kph lower than the predominate speed limit of the Avalon Beach village.</p> <p>The draft Place Plan includes bike storage areas throughout the Village centre.</p> <p>The cycleway will increase pedestrian safety as it removes bicycles from the footpath and onto a designated bike lane. During up front community engagement, issues were raised regarding conflict between pedestrians and bike riders on</p>
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	<p>The concrete divide between the cycleway and the road – would be a trip hazard</p> <p>Have there been any surveys carried out of bike movements in the village?</p> <p>Extending the cycleway across Barrenjoey Road would be dangerous for cyclists and motorists.</p> <p>Oppose the bike path due to loss of trees involved.</p>	<p>footpaths. The cycleway addresses this issue by removing bikes from the footpath and into a designated lane, thereby ensuring the footpath is a safer pedestrian environment.</p> <p>The cycleway design will not include long cement barriers as indicated by the Avalon Preservation Association in their exhibition material. The design allows pedestrians to move easily across the cycleway lane without negotiating long or high structures designed to separate the cycleway from parking areas</p> <p>The draft Place Plan caters for two-way traffic. While the design does not specify or provide details on the size and type of bikes that will use the cycleway, it is anticipated standard recreational bikes will be used.</p> <p>Skateboards, foot scooters and rollerblade riders can and must use the designated cycleway if provided. Detailed information regarding this topic is available on the NSW Government website  <a href="https://roadsafety.transport.nsw.gov.au/stayingsafe/pedestrians/skateboardsfootscotersandrollerblades/index.html">https://roadsafety.transport.nsw.gov.au/stayingsafe/pedestrians/skateboardsfootscotersandrollerblades/index.html</a></p> <p>The two proposed plans for "bicycle traffic" outlined in the draft Place Plan are:</p> <ol style="list-style-type: none"> <li>1. Council's cycleway that is designed as part of the Safe Cycling Network which provides a safe and connected cycling environment that enables people of all ages and cycling ability to move safely between residential areas and destinations, such as schools, shops and the beach. As outlined in the Northern Beaches Bike Plan adopted in July 2020.</li> <li>2. Avalon Beach Pedestrian Bike Path – Alternative Connections was prepared by Avalon Preservation Association. The Alternative Connections uses laneways as a cycleway.</li> </ol> <p>As indicated earlier there are two relevant reference documents outlining best practice design and guiding the planning and design of cycleways and cycling facilities, and these reference documents do not recognise or support the use of laneways for designated cycleways.</p> <p>Laneways are narrow and have been designed and designated predominately for the servicing requirements of businesses, including loading and unloading of goods, garbage collection, additional parking and in the case of Avalon Beach, providing vehicular access to residential units and secondary dwellings.</p>
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Intersection & Shared one-way Zone	<p><b><i>Submissions received through the online form indicated that 34% of submissions supported the one way shared zone, while 55% did not. Please note that the figure is not inclusive of submissions that were emailed directly to Council and includes individuals making multiple submissions.</i></b></p>	<p>Council acknowledges the communities' concerns regarding the safety of the Old Barrenjoey Road and Avalon Parade intersection. A temporary one-way south bound shared zone on Old Barrenjoey Road (north) for a trial period of a minimum of 6 months. The trial period will provide an opportunity to test the intersection and street design concept in real time before endorsing a permanent redesign concept. We have been successful in securing funding for the temporary trial from the</p>

<p>The Old Barrenjoey Road and Avalon Parade intersection is dangerous and needs to be fixed. Too many crossings very confusing</p> <p>Support the 6 month trial of the one-way shared zone, but worried about the effect on the Fire Station on Old Barrenjoey Rd North.</p> <p>Supports the one-way shared zone and 6 month trial.</p> <p>Intersection should be a roundabout.</p> <p>Proposed intersection design for Old Barrenjoey Road and Avalon Parade could be confusing. Just add traffic lights</p> <p>The closing of the Avalon Parade Woolworths section of Old Barrenjoey Rd. will inevitably contribute to queueing to the traffic lights, and more queueing of the same traffic returning from Woolworths.</p> <p>Does not want intersection changed</p> <p>Council's plan does not fix the problem of the intersection and the plan provides little detail of how the intersection will work</p> <p>Disappointed that the full pedestrian mall is not proposed. It is a wasted opportunity. A 3 way intersection would be more appropriate.</p> <p>Prefers a full mall design with no through traffic intersection, but understands the compromise.</p> <p>Would be better to block of thoroughfare at night to enable street vendors to operate</p>	<p>Department of Planning and Environment, Streets as Shared Spaces program.</p> <p>A roundabout at the intersection of Avalon Parade and Old Barrenjoey Road was investigated and is not supported by Transport for NSW (Roads and Maritime Services) due to impact to the state road corridor (Barrenjoey Road) and associated safety and congestion issues.</p> <p>Traffic lights at the intersection of Old Barrenjoey Road and Avalon Parade has been investigated and Transport for NSW (Roads and Maritime Services) are not supportive as the lights would interfere with the traffic flow on Barrenjoey Rd which is a State Road under the care and control of Transport for NSW.</p> <p>Traffic modelling has been undertaken to determine the best way to address the issues surrounding the Old Barrenjoey Rd and Avalon Parade intersection. The traffic modelling data in association with community feedback has been used to develop the intersection and shared one-way shared zone concept.</p> <p>Shared zones are not a new design concept and have been successfully implemented throughout many Australian cities.</p> <p>A full pedestrian plaza presents several traffic movement and distribution challenges for the broader road network which are difficult to resolve.</p> <p>Council undertook traffic modelling to determine the best way to address the issues surrounding the Old Barrenjoey Road and Avalon Parade intersection.</p> <p>All northern traffic leaving the Woolworths carpark will not need to use the one- way shared zone or traffic signals at the intersection of Avalon Parade and Barrenjoey Road. This traffic will continue to exit the Woolworths carpark under current conditions and head north along Old Barrenjoey Road towards Barrenjoey Road intersection.</p> <p>The major impact is to western and southern traffic entering the Woolworths carpark, which will need to proceed through the signal intersection (Avalon Parade and Barrenjoey Road) and enter the carpark from the north.</p> <p>Transport for NSW (Roads and Maritime Services) has provided in principle support for the removal of the No</p>
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<p>Do not support the road closure</p> <p>Mall and pedestrian area are not commercially successful, Avalon is fine as it. Traffic flow to Woollies will be affected.</p> <p>One-way shared path will cause more traffic problem. Traffic will increase congestion.</p> <p>To reduce congestion at the Avalon Parade / Old Barrenjoey Rd intersection, it may be best to limit the directions that vehicles can go when reaching the intersection from the north.</p> <p>The lights at the intersection of Barrenjoey Road and Avalon Parade need to be reconfigured to the frequency of signalled left hand turns.</p> <p>Residents on the Plateau wanting to access Woolworths are forced to enter the roundabout (already dangerously busy) or travel down Old Barrenjoey Rd and make at right turn against traffic to go through the lights and turn left (risking pedestrians crossing from the beach).</p> <p>One-way shared zone with a North bound lane would be much better</p> <p>What consideration has been given to limiting car access to one way on the south side of the intersection?</p> <p>Residents to the North will have no access to Woolworths prior to 9am as the No Right Turn sign prohibits this, the only option will be to go down Central Road and approach from Avalon Parade.</p>	<p>Right Hand Turn between 7am to 9am from Barrenjoey Road into Old Barrenjoey Rd North. This issue will be resolved with the sign being removed during the trial period and impacts monitored to inform the final design concept. Subject to the adoption of the Place Plan, formal approval will be sought as part of the Traffic Committee approval for the trial one way shared zone at the August meeting.</p> <p>The tender for Northern Beaches Buses has been finalised and Keolis Downer is the new operator of local bus services. The trial of the On-Demand service between Palm Beach and North Narrabeen will be made permanent. Around 540 customers use this service each day to connect to major public transport hubs and routes like the B-Line.</p> <p>The bus stop and layover in Old Barrenjoey Road (north) will need to be relocated and the 191 and 192 bus service routes altered as part of the temporary trial process.</p> <p>Council staff have liaised with Transport for NSW and the service provider to develop an alternative option to relocate the bus stop to Barrenjoey Road, north of the Shell service station. The relocation will improve connectivity between the local bus service loop and bus services that connect Avalon Beach to Mona Vale, Dee Why, Manly and the City. While the 191 and 192 bus routes will operate as a figure eight style service.</p> <p>Barrenjoey Road is controlled and managed by Transport for NSW (Roads and Martine Services) who do not endorse or support a new vehicle entry into Woolworths car park from Barrenjoey Road.</p> <p>The one-way shared zone and intersection design has been informed by traffic data and feedback from the Avalon Beach Community Reference Group and the broader Avalon Beach community. In addition, the proposed design of the 6 -month trial one-way shared zone of Old Barrenjoey Road will be placed on public exhibition to seek community feedback prior to the commencement.</p> <p>The works proposed will convert the section of Old Barrenjoey Road to a shared zone in line with the Technical Direction and is supported in principle by Transport for NSW Network and Safety Services The shared zone will be appropriate marked and sign posted to ensure people are aware of the change traffic conditions.</p> <p>The deliveries to the store are from Avalon Parade and not directly affected by the proposed trial shared zone.</p>
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	<p>Biggest concern is the buses turning into Avalon Parade and into Old Barrenjoey road in the shared vehicle and pedestrian zone.</p> <p>Have the supermarket carpark entrance on Barrenjoey Road.</p> <p>Suggest a pedestrian tunnel connecting the village and beach and close off Old Barrenjoey Road and make a walkway.</p> <p>The proposals for Old Barrenjoey Road North should be deferred from the draft Place Plan and considered as a separate urban design project when further information is available in relation to bus services, loading zone arrangements and a detailed traffic analysis of proposed changes.</p> <p>Would like Council to introduce a Shared Zone on Old Barrenjoey Rd between Bellevue and Edward Hock and on Avalon Parade between The Crescent and Dunbar Pk of at least 30kmh (preferably even lower if possible).</p> <p>Do not support the proposed introduction of a one way shared zone along Old Barrenjoey Road.</p> <p>A 3 way intersection would be more appropriate.</p> <p>The proposal does not meet the requirements of the relevant technical directions issued by Transport for NSW and will hinder the store deliveries. We request that this proposal be removed from the Draft Plan.</p>	<p>Additional traffic modelling will be undertaken once a trial of the one way system has been undertaken to refine the operation of the proposed changes and it should be noted that the current access restriction in the am peak on the northern approach will also be removed as part of the project.</p> <p>We will continue to work with Woolworths on access issues relating to the laneway and address limiting access during peak delivery periods.</p> <p>Council's Transport Network team are reviewing options for the internal layout and configuration of the current carpark, including relocation of entry and exit points.</p> <p>During the 6-month trial period the intersection will be designed and clearly signed posted, in line with Austroads Road Guidelines.</p> <p>A pedestrian tunnel connecting the village to the beach is not supported due to environmental issues and safety concerns.</p>
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	<p>If Council chooses not to remove the one way shared zone, we recommend Council undertake additional traffic analysis before implementing any changes to:</p> <ul style="list-style-type: none"> <li>• Assess the impact of additional traffic through the traffic-signal controlled intersection of Avalon Parade and Old Barrenjoey Road; and</li> <li>• Assess the impact of additional traffic along the rear lane, particularly in terms of the safety and timing of Woolworths delivery operations.</li> </ul> <p>A proposal to move the vehicle entrance to Woolworths from its present site to adjacent to the exit, is endorsed. At least reviewed to benefit the flow in and out of the car park.</p> <p>Intersection needs to be clear this is a shared space</p>	
Avalon Golf Club	<p>Avalon Golf course should be decommissioned and turned into a botanical garden</p> <p>Preserve the golf course as open space whatever happens to the Golf Club</p> <p>The golf course is underutilised</p> <p>Keep Avalon Golf Club in its entirety</p> <p>Why not consider a means of having a dirt bike circuit around the perimeter of the Golf Course? As the proposed area looks small</p> <p>Wants viability of golf course reviewed for needs of the youth.</p>	<p>Council has no intention or plans to change the current use of the Avalon Beach Golf Course. The site will remain a golf course and associated uses will be consistent with the land categorisation and zoning.</p> <p>The site is currently zoned RE1 - Public Recreation under Pittwater LEP 2014 and there is no intention to change the zoning of the area.</p>

	<p>Strongly support the retention of Avalon Golf course as community green spaces and for retaining habitat for our wildlife.</p> <p>Don't support the off -road dirt bike next to the golf course.</p>	
Avalon Bowling Club	<p>Keep Avalon Bowling Club as it is and open space.</p> <p>Strongly support the retention of the Avalon Bowling Club as community green spaces and for retaining habitat for our wildlife.</p> <p>Would like to see extra parking at the Bowling Club car park. Possibly add another storey to the existing car park.</p> <p>Avalon Bowling Club to incorporate a stage on the outer grass area for entertainment would be excellent.</p> <p>Currently Green #1 is widely used and could be a cultural hub for the Avalon Village –a 'village green' of sorts attracting events and supporters from sports activity to more social and cultural fixtures. The Avalon Bowlo has some under cover secure storage on site and has experience in running music and community events. Broader use will also enhance the operations and use of the Avalon Bowlo as it continues to broaden itself from being historically singularly a lawn bowls club.</p>	<p>There are no plans to change the use or zoning of the Avalon Bowling Club. Avalon Bowling Club is zoned RE1 Public Recreation and the zoning will remain.</p> <p>The Avalon Beach Parking Strategy (the Strategy) confirms that the current parking supply will be sufficient to cater for expected demand, associated with moderate to low population growth, outside summer peak.</p> <p>The Strategy contains a range of recommended actions to improve the parking supply, including:</p> <ol style="list-style-type: none"> <li>1.Introduction of time restrictions to unrestricted spaces – maximise turnover of spaces,</li> <li>2.Prepare integrated signage plans (assist motorists to find car parking),</li> <li>3.Increase parking supply near Avalon Beach to cater for peak summer demand.</li> </ol> <p>Based on the findings of the Strategy and as previously stated above, additional car parking supply can be provided via other options which will not have detrimental visual impact or high construction cost.</p> <p>Many submissions mention the Avalon Bowling Club submission that offers the use of the front bowling green as a multipurpose/stage. During the formal exhibition of the draft Place Plan, no submission from the Avalon Bowling Club was received by Council. Council extended an opportunity for the Club to submit their submission, with a formal submission being provided 2022. The submission outlined the Clubs future plans. The Clubs proposed plans are in- line with the Community vision and guiding principles of the Place Plan. The Clubs submission has been forwarded to Council's Property team for consideration.</p>
Dunbar Park	<p>Currently there is an element of antisocial behaviour well into the night on most weekends at Dunbar Park. A dedicated BBQ area will only exaggerate this behaviour. Any BBQ / seating areas are fine but should be located as far away as possible from</p>	<p>The removal of the fencing at the rear of the Avalon Recreation Centre (the Recreation Centre) is no longer supported as the area is heavily utilised by patrons as a breakout space. The fence therefore will remain in its current location and the area will continued to be used by patrons of the Recreation Centre.</p>

<p>the residential side of the park. Preferably to the western or southern edge.</p> <p>Don't support BBQ facilities.</p> <p>Don't support seating.</p> <p>Does not want a stage erected in Dunbar park.</p> <p>Would like Dunbar Park to remain as is.</p> <p>Leave the area behind the community centre as grass as it may attract skateboarders and have after hour's security issues.</p> <p>Anything that targets teenage activity should be placed in public view.</p> <p>I would suggest having public toilets in Dunbar Park, this is a necessity especially when Avalon Recreation Centre is closed.</p> <p>Supports activation of Dunbar Park with weekly/monthly market - great idea for Dunbar Park to have easy access for regular markets.</p> <p>Support the performance stage but move to the western north western side of park.</p> <p>A BBQ and solid table tennis tables in Dunbar Park get a tick.</p> <p>Support the proposal for Dunbar Park</p> <p>Outdoor art at Dunbar Park will be vandalised.</p> <p>Does not want a new toilet block in Dunbar Park.</p>	<p>The BBQ facility and seating complements the use of the playground area and should be located in this location. The BBQ facility and seating will be located on the southern side of the playground away from residential uses to the north of the park.</p> <p>The community has raised concerns regarding the lack of lighting in Dunbar Park. <b>Action 17</b> of the Place Plan seeks to increase ambient lighting in Dunbar Park and the village. This will increase natural surveillance, improve safety and reduce anti-social behaviour.</p> <p>The relocation of the multipurpose shelter, to the western edge of the Park has been investigated and the preference for the operation of the Park is to retain the shelter on the eastern boundary as this location does not interfere with the current and future uses of the Park.</p> <p>The design intention and concept plan for Dunbar Park is to protect and retain the central open space and reinforce the Park's role as a community space. <b>Action 5</b> of the Place Plan states, "<i>Trial monthly markets, in Dunbar Park, with a focus on fresh produce, arts and crafts</i>".</p> <p>While <b>Action 26</b> of the Place Plan states, "<i>As part of the streetscape enhancement works install outdoor seating in strategic locations throughout the village and Dunbar Park to provide places for people to meet and gather</i>".</p> <p>Upfront community engagement regarding Dunbar Park identified access to toilet facilities as an issue for park users. Options for access to toilet facilities for park users will be investigated as per <b>Action 24</b> of the Place Plan which states, "<i>Investigate opportunities for unlimited access to co-located toilet facilities for Dunbar Park users</i>".</p> <p>The relocation of the pedestrian crossing to the north of its current location will be considered during the detailed design of the trial one way south bound shared zone and dependent on Australian Standards (Austroads) that relate to the placement of pedestrian crossings from the entrance and exit of Woolworths car park and other safety factors.</p> <p>The concept of locating the markets at Dunbar Park is to complement the surrounding businesses and encourage people to stay longer in the centre. Locating the markets in the primary school grounds would require negotiation with and approval from the Department of Education.</p> <p>The Avalon Beach netball and half-court basketball courts were completed last year near Careel Creek in the Coastal</p>
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	<p>Like the proposed performance space in Dunbar Park.</p> <p>Proposed improvements for Dunbar Park are sound but new pathing and facilities should remain around the perimeter to enable and encourage active family sports. i.e., don't encroach on the size of field to allow sports field games.</p> <p>Dunbar Park needs to be maintained as a community space for regular markets (sustainability in reusing unwanted items), and cultural events to showcase local talent.</p> <p>Enhancement of Dunbar Park including linkage to the community centre and Patterson Lane.</p> <p>Dunbar Park already a meeting place for many age groups adding more seats could add more comfort as well as encourage people to walk and ride their bikes.</p> <p>Congratulations on quick wins at Dunbar Park and the two basketball courts and the basketball half court.</p> <p>Supports a proposal put forward by Avalon Bowlo, to utilise green 1, in Lieu of Dunbar Park. This area is already utilised in the fashion outlined for Dunbar Park. Outdoor cinema/ cinema festivals</p> <p>Toilets in Dunbar Park, in a visible to the public part of the park. This would not only serve the public well (as when the centre is closed, access to the toilets within isn't available), but it would serve the actual centre better.</p>	<p>Fringe Precinct. The addition of basketball or netball courts in Dunbar Park is not supported.</p> <p>A community garden in Dunbar Park is supported, the request was forwarded to Council's Parks Assets- Planning Design and Delivery team for consideration.</p>
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	<p>Wants pedestrian crossing moved further north to pick up end of the track from Dunbar Park.</p> <p>Approve of attractive plantings.</p> <p>Would like to see a Community Garden in Dunbar Park</p> <p>Avalon community fairs could be held in the Primary school grounds and on the large vacant parkland opposite the school instead of Dunbar Park.</p> <p>Would like to see an exercise/basketball/netball area similar to The Tramshed and the one recently built Newport.</p> <p>Would like to see better lighting in Dunbar Park to make it safer during the early morning and night.</p> <p>Avalon Bowling Club offers an alternate concept to maintain Dunbar Park as an open community space. Dunbar Park is not fenced, and any ticketed event requires some form of policing.</p> <p>These parameters are in place on Green #1.</p> <p>The proposed changes to Green #1 (eastern green) would enhance the proposed shelter/stage/screen by providing a venue that is more intimate and would allow events to run concurrently in the two separate areas.</p> <p>Additionally, Avalon Bowlo has a proven history of managing events on this site as described and by taking on overall management responsibility allow further income opportunities to maintain the Club, its</p>	
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	facilities and access to the community.	
Des Creagh Reserve/ North Avalon	<p>Do not add concrete structures to Des Creagh or North Avalon.</p> <p>The design for Des Creagh Reserves needs to be reviewed as the proposed space will attract antisocial use.</p> <p>It would be great to join bike tracks with the surrounding areas not just North Avalon but Clareville and Bilgola.</p> <p>Keep Des Creagh Reserve as open space. Important for passive recreation</p> <p>Does not support seating and tables at North Avalon. Natural quality to be retained.</p> <p>The fence on the boundary of Barrenjoey High School is property of the Department of Education. It needs replacing and should not be removed.</p> <p>Leave the parking bays as they are.</p> <p>Not sure what the benefit of a viewing platform at Nth Avalon is for. The current arrangement works perfectly OK.</p> <p>Keep beach steps maintained and sand to cover the exposed rocks at the bottom of the stairs, to mitigate trip hazards.</p> <p>Add additional seat at the top of the steps (similar to the existing ones)</p>	<p>The concept design seeks to retain the low key and natural elements of the Reserve and provide enhancements to allow the community to continue to use the space for informal gatherings. Based on community feedback the number of seats and tables along the boundary of the Reserve have been reduced and the viewing platform has been removed and replaced with a simple deck to reflect the current use of the area. The fence along the northern boundary of the car park will be retained.</p> <p>Connectivity of bike paths is identified and addressed in the Northern Beaches Bike Plan 2020, through a range of Directions and specific actions. Of relevance to Avalon Beach is:</p> <p>Direction 1 – Expand, improve and maintain the Safe Cycling Network.</p> <p>1.1 – Expand the Safe Cycling Network,</p> <p><b>Action 6 – Ensure proposed Safe Cycling Network is incorporated in future Place Plans</b></p> <p>Avalon Beach locality has two identified District routes, being:</p> <p>D23 – Avalon local centre to Old Wharf,</p> <p>D24 Avalon Beach to Careel Bay</p> <p>The draft Place Plan did not propose to change car parking layout, or installing BBQs at North Avalon.</p> <p>Suggestions relating to the maintenance of the steps and inclusion of additional bike racks have been referred to the Park Assets – Planning, Design and Delivery team for consideration and action.</p> <p>Suggestions to replace the run-down low fence have been referred to the Park Assets – Planning, Design and Delivery team for consideration and action.</p>

	<p>Maintain and add additional bike racks on hardstand near amenities block.</p> <p>Keep the beach front open space as is.</p> <p>Maintain crushed granite area as is.</p> <p>Repair and maintain the 2 current bench seats as is or similar – no concrete</p> <p>Replace the run-down low fence between the crushed granite and grassed areas, with new fence of similar to current fencing to allow sitting on.</p> <p>Keep open grassed area for rescue helicopter facilities and ambulance.</p> <p>Put exercise equipment near the skate park.</p> <p>Do not support the placement of BBQ's, or hard seating</p> <p>Provide small number of shade trees around the perimeter of the reserve.</p> <p>Repair and maintain the yellow brick road, particularly wet/boggy area near the bridge and creek.</p>	
Lighting	<p>Better lighting is needed on the footpath from north Avalon to south Avalon- they are always broken.</p> <p>Migratory bird friendly lighting.</p>	<p>Council has joined the National Cities Power Partnership program to reduce our carbon emissions, along with other Australian towns and cities.</p> <p>Our new electricity contract has zero emissions, reducing our total emissions by 80 percent and replaced thousands of streetlights with efficient LEDs.</p>

	<p>Ground lighting: Lighting should be low energy and environmentally responsible</p> <p>More lighting around the school zone.</p> <p>Street lighting to be improved throughout.</p> <p>More ambient lighting.</p>	<p>Lighting improvements have been targeted for Village, especially Dunbar Park and the Patterson Laneway. <b>Action 17/18</b> states <i>"As part of streetscape enhancement works provide a range of ambient lighting within the village and along the southern edge of Dunbar Park to provide a sense of liveliness and safety."</i></p>
Terracing/ Beach Gateway	<p>Not supportive of the Sculpture stone benches/terracing of slope south of surf club.</p> <p>Minimise additional formalisation e.g. terracing, paving</p> <p>Supportive to allocating funds to upgrade the seating, terracing, and re planting. - remove those disgusting wooden steps.</p>	<p>The Beach Gateway concept seeks to improve the functionality of the bus stop for bus patrons, improve pedestrian movement through the area, specifically linkages to the Village and Avalon beach and beautify and celebrate the arrival into Avalon Beach.</p> <p>The slope of the hill presents a range of challenges to achieving suitable outcomes in the vicinity of the intersection and bus stop. The narrow width of the eastern footpath in front of the bus stop makes it difficult to design a suitable solution that improves connection between the beach and Avalon Beach village, while also providing bus patrons a safe waiting area.</p> <p>The terracing of the area allows additional width to be achieved with the lower terraces being designed as breakout seating for people waiting to catch buses, which supports social distancing requirements.</p>
Bus Stop – Barrenjoey Road	<p>Moving the bus stop further away from the traffic light is a safe and positive action. As a heritage item, the existing shelter fits in with the unique character of the village and should be maintained but allow easy access for people with decreased mobility.</p> <p>Bus stop should be moved (approximately 50/100 meters) north of the existing one – away from the traffic lights and public access to the Beach.</p> <p>Fix the bus stop southbound on Barrenjoey Road near the beach, by moving it slightly to the north and setting it back into the slope a little.</p>	<p>The bus stop is not listed as a Heritage Item under the Pittwater Local Environmental Plan 2014.</p> <p>Relocating the bus stop to the north has been considered and investigated, however Transport for NSW has confirmed they do not support the proposal due to the requirements to cater for bus queuing and separation distance requirements from the vehicle entry to the Avalon Beach Surf Life Saving Club and beach parking.</p> <p>Council agrees that the bus stop needs to be moved further away from Barrenjoey Road and off the footpath for the safety of bus patron using the area and to improve pedestrian movement through the site. The site represents a key pedestrian and cycle linkage providing connection to Avalon Beach village, the beach, North Avalon and Careel Bay.</p>

	<p>This will improve pedestrian safety around the bus stop.</p> <p>The bus stop should be moved back from the traffic lights as proposed.</p> <p>Needs to have the Avalon bus stop moved off the footpath to make way for elderly and people with limited mobility</p> <p>The corner by the bus stop is currently not only an eyesore but dangerous for pedestrians who wish to walk around the corner in an easterly direction up Avalon Parade towards Surfside Avenue</p> <p>Create a bike rack behind where the bus stop is now.</p> <p>Move the bus stop on Barrenjoey Rd North near the skate park. Then no need to do the work.</p> <p>The bus stop works well as it is.</p> <p>Widening of the footpath area at bus stop crossing Barrenjoey Road to the service station would allow more pedestrians, biker's mobility scooters, etc., to cross.</p>	
Laneways	<p>Laneway safety would deteriorate with future increased traffic – bikes, but especially e-scooters.</p> <p>Lanes off Old Barrenjoey Rd have been ignored in the plan i.e. Simmonds &amp; Edmund Hock.</p> <p>Council laneway off Bellevue Ave has no name, no signage, no lighting.</p>	<p>Agree. The use of laneways for bike paths is not supported. The introduction of bike routes in laneways will create conflict between existing laneway uses, such as business servicing requirements, garbage collection, business access and parking and will create an unsafe area, especially for children and teenagers who don't have the necessary visual perception to navigate such hazards.</p> <p>Other Laneways haven't been ignored. The approach was to select one laneway to showcase how these generally under-utilised areas can be reimagined. Patterson Lane was ultimately chosen, because of its strong existing linkages to Dunbar Park which acts as an alternative connection between the park and the Village. Furthermore <b>Action 49</b> of the Place Plan states, "<i>Continue to explore opportunities to improve and upgrade the design of laneways, with a focus</i></p>

	<p>Need to utilise the laneways running parallel to Old Barrenjoey Rd.</p> <p>The laneways will benefit from lighting and improved surfacing and will help expand the village.</p> <p>Upgrading of the under-utilised laneways with paving and street furniture and opportunity for outdoor dining.</p> <p>Make use of all our laneways for community use and provide better lighting.</p> <p>Patterson Lane to be made more of a community hub similar to Melbourne laneways and Sydney birdcage.</p> <p>Support the use of Patterson Lane as spelled out in the Plan. Similar plans should be undertaken for Wickham and part of Simmonds Lanes.</p> <p>Support the use of Patterson Lane as spelled out in the Plan. Similar plans should be undertaken for Wickham and part of Simmonds Lanes.</p>	<p><i>on creating alternative pedestrian connections throughout the village, opportunities for art and increased landscaping”.</i></p>
Ocean Pool	<p>The rock pool - Needs to keep natural look. A disadvantage of erecting artwork in this fence area is that the fence is occasionally damaged by large seas.</p> <p>Supports the improvements around the ocean pool.</p> <p>Not supportive of art installation near the rock pool.</p>	<p>All submissions have been noted and considered.</p> <p>The minor improvements to the Avalon Beach Rock Pool have been removed from the Place Plan.</p>

	<p>While extra seating is welcomed at the rock pool area, but the concrete seating (p77) would be ugly.</p> <p>The proposed fence/wall improvements at the Rock pool makes no mention of improved storage of goods by pool users. Suspended milk crate style pigeon holes or hangers for towels etc. would be helpful. Maroubra Beach facilities have free, sponsored locking storage lockers as another example.</p>	
Community Engagement	Community Engagement was not extensive.	<p>Community engagement undertaken as part of the My Place: Avalon has been extensive with a diverse range of community engagement activities undertaken.</p> <p>Initial engagement activities commenced in May to August 2018 and included:</p> <p>Online Care factor Survey, face to face surveys and ground assessments 1 May to 1 July 2018 –.</p> <p>A total of 848 responses were collected during the survey period.</p> <ul style="list-style-type: none"> <li>• Two Visioning Workshops with key stakeholders held on 30 June 2018 and 4 July 2018</li> <li>• 8 Pop ups held between 11 July to 28 July 2018.</li> <li>• Avalon Beach Community Reference Group (Avalon CRG) was established representatives.</li> <li>• 10 Avalon CRG meetings held between the 17 October 2018 and April 2022.</li> <li>• Dunbar Park User Survey undertake</li> <li>• Pop up Plaza held on 27 July 2019 to gain feedback on 3 intersection options. (501 comments received on the proposed intersection designs).</li> <li>• Barrenjoey High School workshop</li> </ul> <p>Community exhibition of the draft Avalon Beach Place Plan was undertaken for a period of three months commencing February 2021 to May 2021 and included:</p> <ul style="list-style-type: none"> <li>• Letter distribution to residents in Postcode 2107 which includes the suburbs of Avalon Beach, Palm Beach, Bilgola Heights, Clareville and Whale Beach</li> <li>• Two Business Owner drop-in sessions held on 9 March 2021 and 18 March 2021 at the Avalon Recreation Centre.</li> </ul>

		<ul style="list-style-type: none"> <li>4 Pop ups held on the following dates:               <ol style="list-style-type: none"> <li>29 April 2021</li> <li>1 May 2021</li> <li>13 May 2021.</li> <li>15 May 2021</li> </ol> </li> </ul>
Careel Creek Restoration	<p>The waterway from Avalon through Dunbar Park and Stapleton to Pittwater needs to be preserved.</p> <p>The Plan fails to consider Careel Creek.</p> <p>Careel Creek is a wasted opportunity. It is fundamental to the environment of Avalon. It is surprising to me that Careel Creek is not addressed as a significant opportunity for Avalon as a place.</p> <p>Wants Careel Creek to be an actual creek and not a drain and should have natural rocks and native painting. A priority.</p> <p>Prioritise the naturalization of Careel Creek and storm water drainage within and surrounding the Avalon Village</p> <p>Careel Creek to be naturalised to connect the village with the wetlands.</p> <p>Renaturalisation of Careel Creek – should be reprioritised to sooner than later.</p> <p>Naturalising Careel Creek – too expensive for little benefit.</p> <p>Open up the space in front of Woolworths by covering the drain and making it a pit stop for bicyclists travelling along Barrenjoey Rd</p>	<p>Restoration of Careel Creek was considered during the development and preparation of the draft Place Plan, as it aligns strongly with the Community Vision and guiding principles. Page 50 of the draft Place Plan states “<i>Careel Creek could be regenerated to provide a green spine extending northwards and a valuable connection to Avalon Beach Reserve.</i>”</p> <p>This was reinforced in. <b>Action 45</b> which states “<i>Investigate opportunities to naturalise Careel Creek and stormwater drainage systems within and surround the village centre.</i>”</p> <p>The suggestion to cover the drain (Careel Creek) at the front of Woolworths car park is not supported as it contradicts the community's vision for Avalon Beach and the guiding principle ‘Green and Clean’. The local community highly values the natural environment with an emphasises on protection and enhancement of the unique local ecosystem.</p>

Mobility	<p>While there is reference to 'mobility' in the Plan, there are no references to improving conditions for people with a disability. Walking and cycling are fantastic when you have the ability. When for some reason you don't, either permanently or temporarily, negotiating shops and public places becomes difficult and impacts quality of life.</p>	<p>Universal access has been considered in the preparation of the Place Plan and is a critical issue, especially for an ageing population such as Avalon Beach.</p> <p>The Place Plan seeks to improve pedestrian pathways and linkages in line with the "Avalon Pedestrian Accessibility and Mobility Plan (PAMP) and Walk Northern Beaches".</p> <p>No disabled car parking spaces will be removed as part of the design concepts.</p> <p><b>Action 18</b> of the Place Plan states, <i>"Improve the pedestrian experience by renewing and constructing new footpaths, creating wide pavements that link activity areas, transport and beach as recognised by the "Avalon Pedestrian Accessibility and Mobility Plan (PAMP) and Walk Northern Beaches".</i></p>
General Comments	<p>Wants more art work lights. Wants to see roundabout art on an entry into Avalon.</p> <p>Says to shop locally on our way through. Avalon residents should shop at Avalon and not Mona Vale.</p> <p>The interface between manmade and natural capital in the Avalon area is at great threat through ever increasing development.</p> <p>Wants to know why there are increasing number of dogs in Avalon. Ecological studies must be required and integrated with the proposals.</p> <p>Allow dogs to enjoy off-lead swimming at North Avalon beach before 9am in Winter, and before 8am in Summer.</p> <p>South Avalon Beach - A shelter and improved access should be prioritised, as well as improved</p>	<p>Arts and culture are an important focus for the Avalon Beach community and the Place Plan seeks to celebrate and encourage growth in this sector. <b>Action 36</b> of the Place Plan states, <i>"Foster opportunities to celebrate the communities creativity through village laneways, open spaces, vacant shops and land via outdoor public art, installations, art boxes and pop ups".</i></p> <p>In response to the threat of increasing development and its impact on nearby natural wildlife protection areas and habitat is noted. However, the Place Plan does not seek to increase development, change current zoning or planning controls related to building height or density.</p> <p>Controlling dog numbers is outside the scope of the Place Plan. The design proposals outlined in the Place Plan are high level plans which require further refinement via a detailed design analysis process. During the detailed design analysis stage, a range of factors will be investigated and considered, including environmental impacts.</p> <p>Off leash dog parks and permitting dogs on beaches is a broader Council issue, that is outside the scope of the Place Plan.</p> <p>In response to favouring pedestrians over cars and providing opportunities for kids and other people to ride bikes safely, the Place Plan does place a strong emphasis</p>

<p>access from the beach to the main street. Pedestrians should be favoured over cars. There must be a way to make this happen in consultation with RMS and traffic experts</p> <p>Avalon needs a foot path continuing from Careel Head Road to Iluka...where there is sidewalk.</p> <p>People need a place to actually go to on the main road.so kids can ride to school, and there is not a traffic jam every morning with each mom driving their child in to school.</p> <p>Needs an infrastructure that enables people to go places without driving to a location to walk.</p> <p>Include housing options for community housing for people who cannot survive the rental stress, some accommodation for homeless young people so that they can continue to attend local schools and meet educational milestones without getting displaced regionally.</p> <p>Promoting food and restaurant culture by providing ample outdoor dining space where possible</p> <p>Boats, trailers and caravans to be stored at an area in Ingleside, or other suburb, which should be purchased by Council and users pay fees to Council.</p> <p>Reinstate a Police station in Avalon.</p> <p>Use the money to put a fence around Bangalley Head to prevent suicides.</p>	<p>on active transport initiatives and seeks to improve active transport options and pedestrian connectivity between Avalon Beach village and the beach.</p> <p>The request seeking to continue the footpath from Careel Head Road to Iluka has been referred to Council's Transport Network team for consideration.</p> <p>Community housing options are extremely low in Avalon Beach. A key consideration of the Local Housing Strategy, 2021 is addressing the current and future shortage of dwellings for social and affordable housing.</p> <p>The Place Plan supports the continuation of outdoor dining. Design proposals seek to widen footpath in strategic locations to provide additional opportunities for this to occur.</p> <p>This is out of scope, boat and caravan storage is the responsibility of the boat/ caravan owner.</p> <p>Police services and the location of Police Stations is outside the scope of the Place Plan.</p> <p>The fencing of the headland has previously been considered by Council. The current preference is to work on suicide prevention in collaboration with other service providers. We have erected Lifeline help seeking signage at the entrance and exits of Bangalley Headland walk. While a range of strategies focused on reducing youth suicide have been initiated, including Northern Beaches Adolescent and Family Counselling Service, Avalon Youth Hub and One Eighty (youth mental health service)</p> <p>Conservation of Koalas and their habitat is an important issue however, it is outside the scope of the Place Plan.</p> <p>The request for a high rise hotel in Avalon is not supported by Council. Community consultation undertaken as part of the Place Plan process has strongly reinforced Avalon Beach communities' preference for lower scale development that respects the natural setting and scenic quality of the area. On this basis the request for high-rise hotel development is not supported and no changes are proposed to the built form controls.</p>
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	<p>Avalon Beach once had a significant Koala population which has decline, more needs to be done to protect Koala populations and habitat within Pittwater.</p> <p>Wants a high -rise hotel in Avalon.</p> <p>Wants a live music corner for buskers near Rec centre.</p> <p>Southern façade needs to be taken back from Woolworths and let small shops engage with pedestrians on Avalon Parade</p> <p>Wants the development of an arts precinct and new community centre facility.</p> <p>A business owner who leases a property in Avalon Parade. Wants to know if they are able to have tables and chairs outside due to longer bus stop as it would be unfair to existing coffee shops to down grade them.</p> <p>Wants to see a bridge put across the easement connecting Elaine Avenue, with Barrenjoey School's back gate) near Careel Creek). Children cross down into the storm water drain to cut across to the bus stop on Barrenjoey Road.</p> <p>Wants to know why there is no focus on the poor retail occupancy on existing developments and why are shops allowed to be left vacant for tax benefit of owners.</p> <p>Says there should be subsidies for younger, more vibrant up and coming local businesses to have retail space.</p>	<p>The draft Place Plan proposes to incorporate a multi-purpose shelter and performance stage in Dunbar Park for community use, also the design concepts for the Village hub precinct include areas for art and performance, such as Patterson Lane and the shared zone. Furthermore, <b>Action 7</b> of the Place Plan states <i>"In-line with the Connected Through Creativity 2029 Northern Beaches Arts and Creativity Strategy develop a busker program to provide entertainment in designated areas of the village in collaboration with Avalon Palm Beach Chamber of Commerce"</i></p> <p>The Woolworths building is privately owned and Council has no controls to require changes to the southern façade. However, Council would support activation of this façade.</p> <p>Creativity, arts and culture is important to the local community. The establishment of the Avalon Workshop will allow additional opportunities for local arts and culture, and this is reinforced in <b>Action 41</b> of the Place Plan which states <i>"Explore opportunities to build upon the Avalon Workshop in relation to local arts and culture"</i>.</p> <p>Council has contacted the business owner in Avalon Beach to discuss concerns regarding outdoor dining.</p> <p>The request to place a bridge across the easement connecting Elaine Ave with Barrenjoey High School has been forwarded to the Transport Network and Park Assets – Planning, Design and Delivery teams for consideration and action.</p> <p>The issue of retail occupancy and vibrancy of the village was investigated and considered in the Avalon Town Centre Retail Analysis and a range of Actions are included in the draft Place Plan, including:</p> <ul style="list-style-type: none"> <li><b>Action 14</b> of the draft Place Plan states <i>"Encourage temporary uses in vacant shops, supported by the Avalon Town Centre Retail Analysis, to retain a vibrant village."</i></li> <li><b>Action 15</b> of the draft Place Plan states <i>"Encourage unique and diverse retailers by working with local businesses and Local Business Chamber to establish mentoring programs and initiatives to support local start-up businesses and young entrepreneurs"</i>.</li> </ul>
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## Appendix 1 Verbatim community and stakeholder responses\* [can be viewed here.](#)

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*\*Personal details and inappropriate language have been redacted where possible. Spelling and grammatical errors have been amended only where misinterpretation or offence may be caused.*

Document administration	
Version	3.0
Date	30 June 2022
Status	Final
Related Projects	Walk Northern Beaches Move Northern Beaches Towards 2040 – Northern Beaches Local Strategic Planning Statement Bike Plan Northern Beaches Arts and Creative Strategy
Notes	Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.

<b>ITEM 4.13</b>	<b>SIMMONDS LANE AVALON - WEEKEND CLOSURE AND ACTIVATION PROJECT</b>
<b>REPORTING OFFICER</b>	<b>MANAGER TRANSPORT NETWORK</b>
<b>TRIM FILE REF</b>	<b>2022/615739</b>
<b>ATTACHMENTS</b>	<b>NIL</b>

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## **REPORT**

### **BACKGROUND**

Council has received requests from business proprietors in the Simmonds Lane to formalise the activation trial that has been undertaken over recent months to pedestrianise the laneway between 6pm and 12am Friday, Saturday, Sunday and Public Holidays through the implementation of a No Entry restriction during these hours.

### **LOCATION**

Simmonds Lane is a small service one way lane that links Old Barrenjoey Road and Edmund Hock Avenue and provides rear access for servicing the business that front Avalon Parade. The lane way has limited traffic and is used as a short-cut to avoid the main intersection in Avalon town centre.

### **ISSUES**

The trial undertaken as part of the Back to Business Program, was successful and provided an improved amenity for the residents of Avalon. The closure allows the adjoining businesses to operate additional outdoor dining space and develop a sense of community through the activation.

Access needs to be provided during business hours to allow the traditional use of the laneway as the primary servicing access for the adjoining shops.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to limit access between 6pm and 12am Friday, Saturday, Sunday and Public Holidays through the implementation of a No Entry restriction during these hours. Further control will be provided through the installation of lockable bollards at the intersection of Old Barrenjoey Road and Simmonds Lane behind the existing concrete dish drain.

### **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

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

**CONSULTATION**

Consultation was undertaken during the trial and the data provided through the web link showed that 35 individual respondents were positive and in favour of the trial being made permanent and 5 who were complaining about the impact of the trial. However it should be noted that these 5 responses came from one adjoining business operator.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Closure of Simmonds Lane and the public activation of the space as defined in the report through the installation of a timed No Entry Restriction.

## 5.0 MATTERS FOR NOTATION

ITEM 5.1	BEACON HILL ROAD PROJECT UPDATE
REPORTING OFFICER	MANAGER TRANSPORT NETWORK
TRIM FILE REF	2022/612913
ATTACHMENTS	NIL

**GEOCODES: -33.755512, 151.263156**

### REPORT

#### BACKGROUND

Transport for NSW in partnership with Council has investigated intersection improvements at Warringah Road/ Beacon Hill Road, Beacon Hill. The aim of the proposed upgrades is to reduce congestion and queueing at the intersection.

The key traffic issues identified at the intersection include:

- The left turn from Beacon Hill Road onto Warringah Road operates with extensive queueing in the PM peak, resulting in queue spill back onto the adjacent right-hand lane. During the PM peak hour, left turn volumes are approximately 860 vehicles.
- The right turn from Warringah Road onto Beacon Hill Road operates with high delays and queueing in the AM peak hour due to high demand (approximately 1,000 vehicles), two-lane exit merge and downstream congestion.

A 2021 base year SIDRA model was developed for the intersection and used to assess the various schemes associated with the provision of dual left turn lanes from Beacon Hill Road and removal of parking on Beacon Hill Road.

#### LOCATION

Beacon Hill Road is a regional road linking Warringah Road in the north to Old Pittwater Road in the south. It is a three-tonne limited road due to the gradient and predominantly low-density residential properties adjoining the road. The corridor contains a road formation capable of carrying two lanes in each direction, currently there is generally one travel lane in each direction and one parking lane with part time restrictions in some locations.

#### ISSUES

A summary of the assessed options is provided below with Figure 24 which graphically represents the overall delay of assessed options.

- Stage 1 represents a cost-effective solution requiring minimal civil works that provides additional capacity for movements onto Beacon Hill Road through timed parking restrictions. It is projected to improve overall intersection performance by approximately 4 seconds in the base year AM peak. No changes are proposed to parking restrictions in the northbound direction on Beacon Hill Road until the delivery of the second stage, which restricts the right turn from Beacon Hill Road. This is intended to mitigate the potential for induced demand for the right turn movement, if northbound parking was to be removed in Stage 1.

- Options in Stage 2 represent medium to long term solutions which can provide significant benefits to intersection performance. It is intended that only one of the three proposed options for Stage 2 (2A, 2B and 2C) are selected for delivery or form the basis for a revised option.
- Stage 2A proposes for the removal of the right turn on Beacon Hill Road to allow for dual left turn lanes on the approach. This is intended to improve the performance of the left turn which has been identified as a key issue. Overall intersection performance is expected to improve by 6 seconds in the AM peak and 4 seconds in the PM peak in the base year, with larger benefits into the future year.
- Stage 2B is based on 2A, and additionally proposes the relocation of western leg crossing to the eastern leg which allows for more efficient phasing at the intersection. Overall intersection performance is expected to improve by 10 seconds in the AM peak and 12 seconds in the PM peak for the base year, with larger benefits into the future year.
- Similarly, Stage 2C is a further refinement of 2B, and proposes for the relocated crossing to be staged. This is intended to reduce minimum pedestrian clearance requirements for the crossing. The model results indicate that this option does not provide any significant improves to intersection efficiency over Stage 2B and may have adverse impacts to pedestrian amenity and perceived safety.
- All Stage 2 options require the removal of the right turn on Beacon Hill Road which would result in diversion of impacted traffic to alternative routes. A high-level assessment has been undertaken in this regard which indicates there could be up to 180 vehicles that would be diverted to the adjacent Warringah Road/ Willandra Road intersection. It is anticipated there would be impacts to this intersection. The assessment has indicated the increased likelihood for right turn queue spill-back on Warringah Road at the eastern approach of the Willandra Road intersection. This could potentially be managed through phase time reallocation.
- Stage 2B and 2C require the relocation of the western leg crossing to the eastern leg. In consideration of the low pedestrian activity at the intersection and no clear pedestrian desire line, no significant increase to pedestrian wait times are expected for Stage 2B.
- Stage 2C requires for the staging of the relocated crossing. With staging, pedestrians may have to wait for two full cycles to full cross the intersection. Given nearby land uses which include a school and recreational facilities, it is noted that this crossing may be used by vulnerable road users, although this is not supported by the pedestrian survey data. It is also noted that this proposal does not align with TfNSW strategies and policies in promoting active transport.

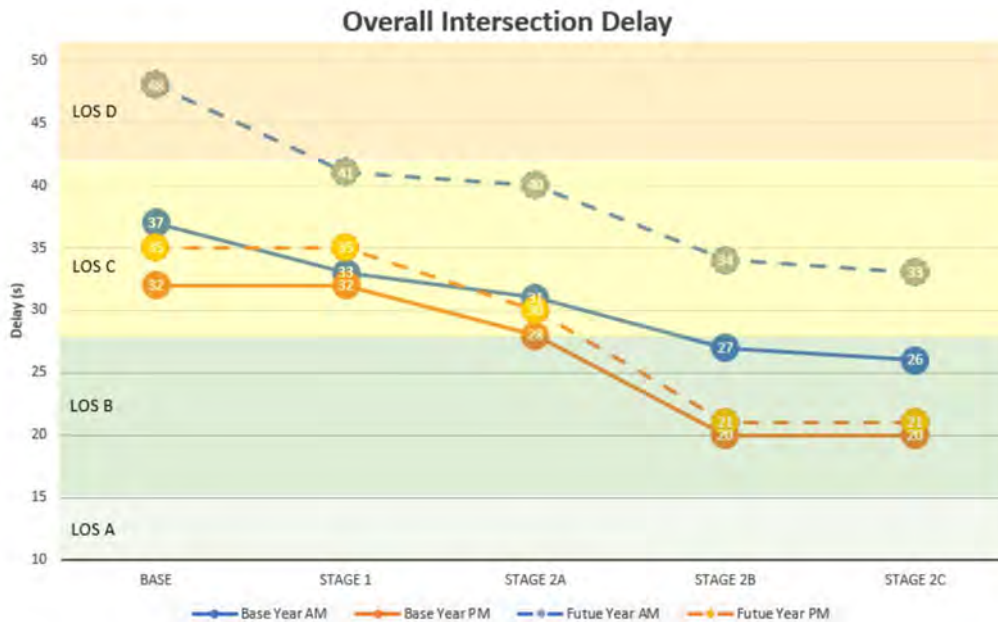


Figure 24. Performance summary of Options

Figure 24 highlights the performance of assessed options and provides an overview of the optioneering process to reach an optimal solution.

## Recommendations

The following recommendations are made based on the findings of this assessment:

- Stage 1 is recommended to be implemented as a short-term cost-effective solution requiring minimal modifications to road infrastructure. The modelling results indicates tangible performance improvements of 4 seconds in the AM peak at the intersection. It is likely that the removal of parking along Beacon Hill Road would generally improve the performance of the corridor and the Old Pittwater Road intersection located south of the subject intersection.
- Stage 2B has been identified as the most effective medium – long term solution in consideration of traffic efficiency benefits and impacts to pedestrian amenity. This option could be considered for delivery by:
  - Undertaking a cost-benefit analysis
  - Undertake design feasibility
  - Undertaking a detailed alternative route assessment, to quantify impacts to the surrounding road network and determine appropriate mitigations if required (such as phase time reallocation).
- Further community consultation should be undertaken to understand impacts to residents in implementing extension of parking restrictions proposed in Stages 1 and 2. It is noted the parking restrictions proposed in this report are as a guidance and may be considered to extended in duration based on network operation conditions and stakeholder and community feedback.

## RECOMMENDATION TO TRAFFIC COMMITTEE

- A. That the Traffic Committee notes the summary report provided and the items discussed in the confidential Scoping Report provided to the Voting Members for reference purposes.