

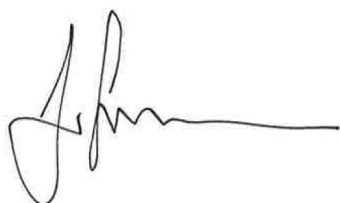
AGENDA

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 8 NOVEMBER 2022

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



Jorde Frangoples
Director Transport and Assets

Voting Members

Chair –Northern Beaches Council - Councillor
 Member for Pittwater Mr R Stokes MP Representative
 Member for Davidson Mr J O’Dea MP Representative
 Member for Wakehurst Mr B Hazzard MP Representative
 Member for Manly Mr J Griffin MP Representative
 Transport for NSW
 Northern Beaches Police Command, Dee Why

Mr Jose Menano-Pires
 Mr Andrew Johnston
 Mr Phil Corbett
 Mr Toby Williams
 Ms Adele Heasman
 Mr Peter Carruthers
 Sergeant Nino Jelovic

Non Voting Members

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

Mr James Makasiale
 Mr Robert Bicakcian
 TBC
 Vacant

Officers

Director Transport and Assets
 Executive Manager - Transport and Civil Infrastructure
 Manager – Transport Network
 Traffic Engineering Coordinator
 Traffic Engineer
 Traffic Engineer
 Traffic Engineer
 Traffic Engineer
 Traffic Officer
 Traffic Officer
 Traffic Officer
 Traffic Officer
 Traffic Officer
 Road Safety Officer
 Strategic Transport Coordinator
 Traffic Engineering Trainee
 Traffic Engineering Intern
 Manager - Rangers
 Coordinator - Rangers
 Specialist Administration Officer

Mr Jorde Frangoples
 Mr Craig Sawyer
 Mr Phil Devon
 Mr James Brocklebank
 Mr Ricky Kwok
 Mr Velsamy Sankaran
 Mr Scipio Tam
 Ms Leila Kazemnezhad
 Mr Luke Nickson
 Mr Brian Duong
 Ms Jackline Shahho
 Mr Alex Yuen
 Mr Chinmaya Gupta
 Ms Robynann Dixon
 Ms Michelle Carter
 Mr Nicholas Murace
 Mr Michael Kennedy
 Mr Paul Crossan
 Mr Michael Davey
 Ms Caty Pilley

Visitors

Nil

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

to be held on Tuesday 8 November 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 11 October 2022

2.2 Declaration of Pecuniary and Conflicts of Interest

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

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5.1 Request for Works Zone57

NEXT MEETING Tuesday 6 December 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 11 OCTOBER 2022

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee held 11 October 2022, copies of which were previously circulated to all members, be confirmed as a true and correct record of the proceedings of that meeting.

2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

Members should disclose any "**pecuniary**" or "**non-pecuniary**" conflicts of interests in matters included in the agenda. The [Northern Beaches Council Code of Conduct](#) (the Code) provides guidance on managing conflicts of interests.

A **pecuniary interest** is defined in Section 4 of the Code as:

A pecuniary interest is an interest that you have in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to you or a person referred to in clause 4.3.

A **non-pecuniary conflict of interest** is defined in Section 5 of the Code as:

A non-pecuniary conflict of interest exists where a reasonable and informed person would perceive that you could be influenced by a private interest when carrying out your official functions in relation to a matter.

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1	BASSETT STREET, MONA VALE - PEDESTRIAN REFUGE
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2022/535502
ATTACHMENTS	1 Plan

GEOCODES: -33.668917, 151.304221

REPORT

BACKGROUND

Development Approval has been granted through the Land and Environment Court for a Seniors Housing Development at No.21-23 Mona Street, Mona Vale. One of the Conditions of Consent requires the developer to submit plans for a pedestrian refuge on Bassett Street near Mona Street, for approval by the Local Traffic Committee prior to release of a Construction Certificate. The Plans have now been received.

LOCATION

Bassett Street is a local road carrying moderate volumes of traffic. It performs a collector road function linking Pittwater Road to Mona Street. Pittwater High School is located on the north side of Mona Street opposite Bassett Street and the Winnererremy Bay Park and bike track are located to the east of the high school. The above facilities generate pedestrian activity across Bassett Street and the Seniors Housing Development will increase pedestrian movements across Bassett Street.

ISSUES

- Seniors Housing Developments are required to have safe and convenient pedestrian access to bus stops within 400m of the development. The pedestrian refuge and associated footpath adjustments will facilitate this.
- The footpath on Bassett Street is used by pedestrians as well as school aged cyclists and as such, the pedestrian refuge has been designed to facilitate storage of a bicycle within the traffic islands
- Buses turn into and out of Bassett Street at Mona Street and the refuge has been designed to allow for this to occur.
- Parking will be minimised by the use of kerb blisters on either side of Bassett Street, which reduce the extent of No Stopping required.

PROPOSAL

Council has undertaken a review of the location and issues and supports the introduction of a pedestrian refuge at the subject location, to assist residents of the Seniors Living Development to access public transport and to improve general pedestrian safety and amenity in the location

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The refuge will improve safety and amenity for pedestrians crossing Bassett Street.
- The pedestrian refuge will have no impact on cycling amenity of facilities in the location.

CONSULTATION

Consultation has been undertaken with regard to the proposed pedestrian refuge in conjunction with the Development Application assessment process.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a pedestrian refuge on Bassett Street , south of its intersection with Mona Street, Mona Vale. The refuge and associated footpath, signposting and linemarking works to be installed at full cost to the developer of the Seniors Housing Development at No.21-23 Mona Street.

A.

PEDESTRIAN REFUGE PLAN

Lots 8,9 & 10, No.21-23 MONA STREET & 120 BASSETT STREET, MONA VALE

CIVIL ENGINEERING WORKS



NADER ZAKI
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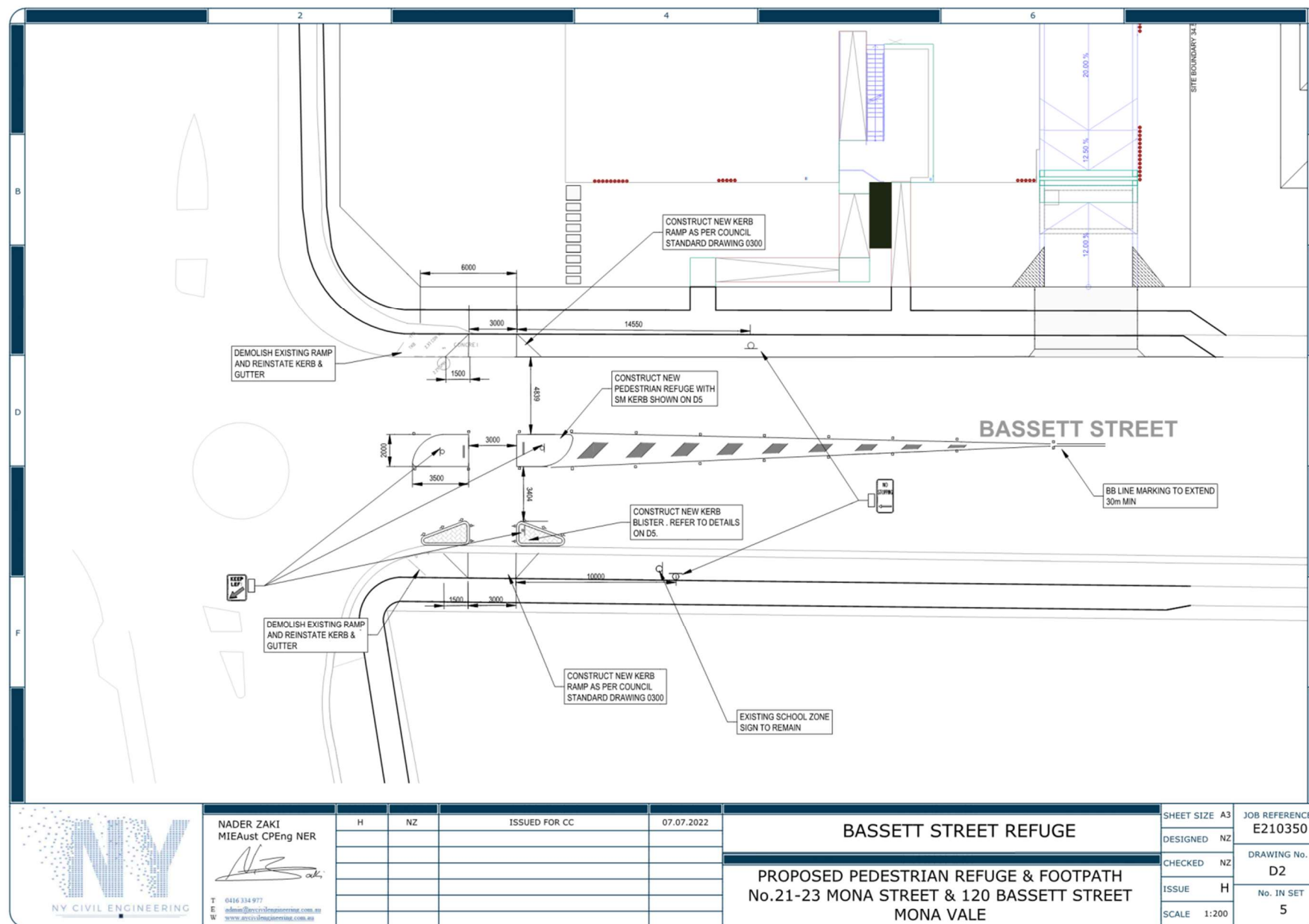
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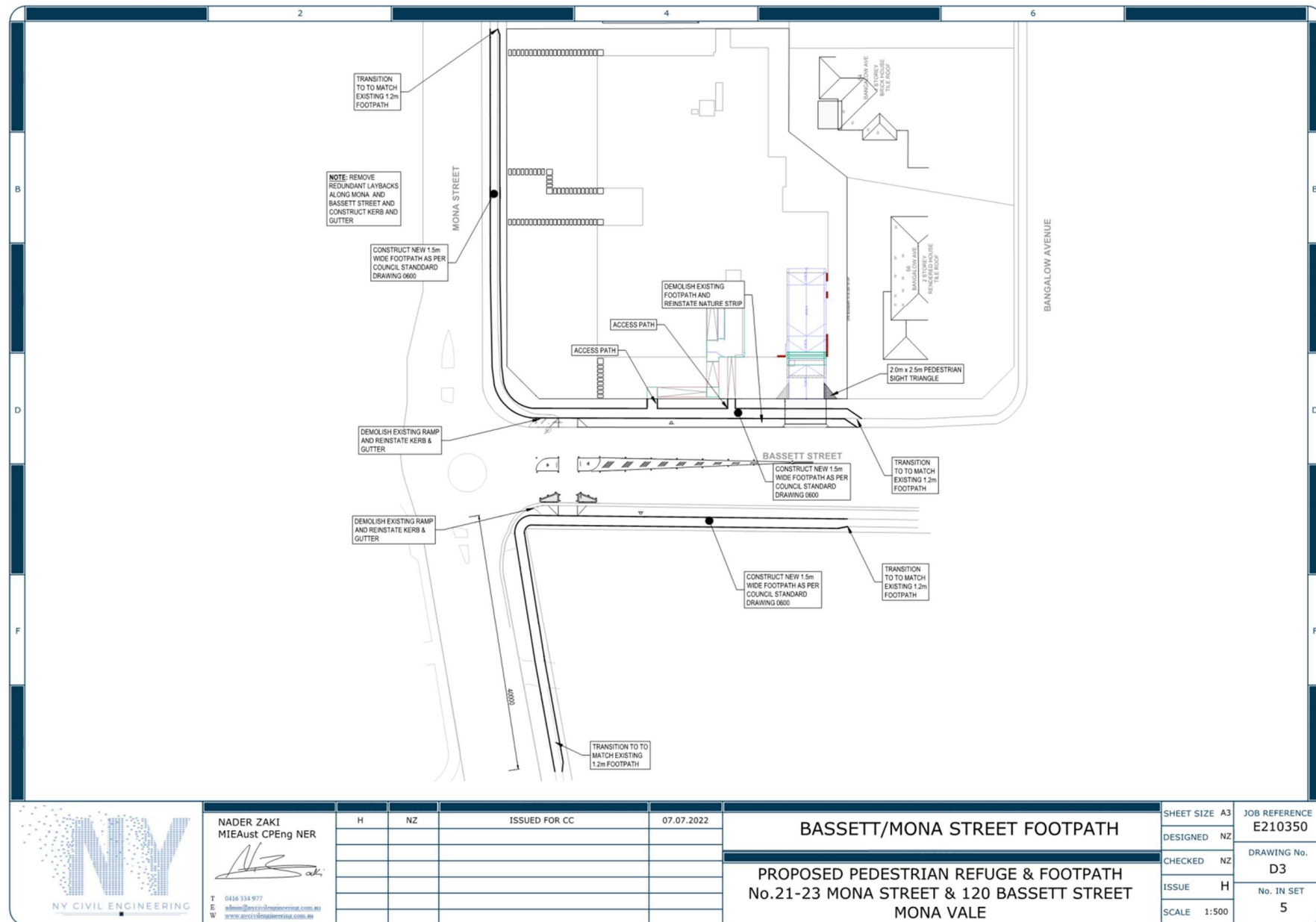
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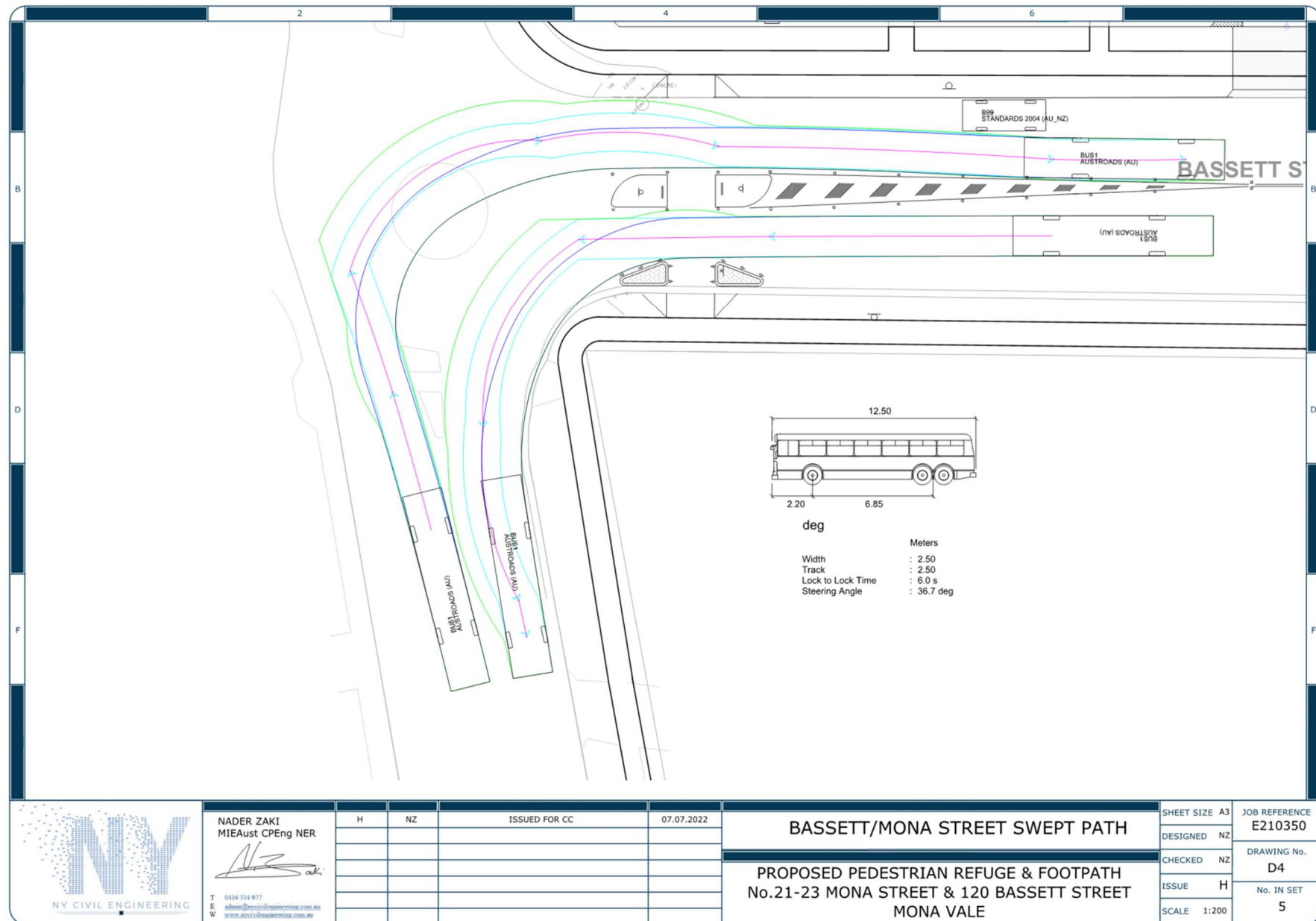
DETAILS, NOTES & LEGEND

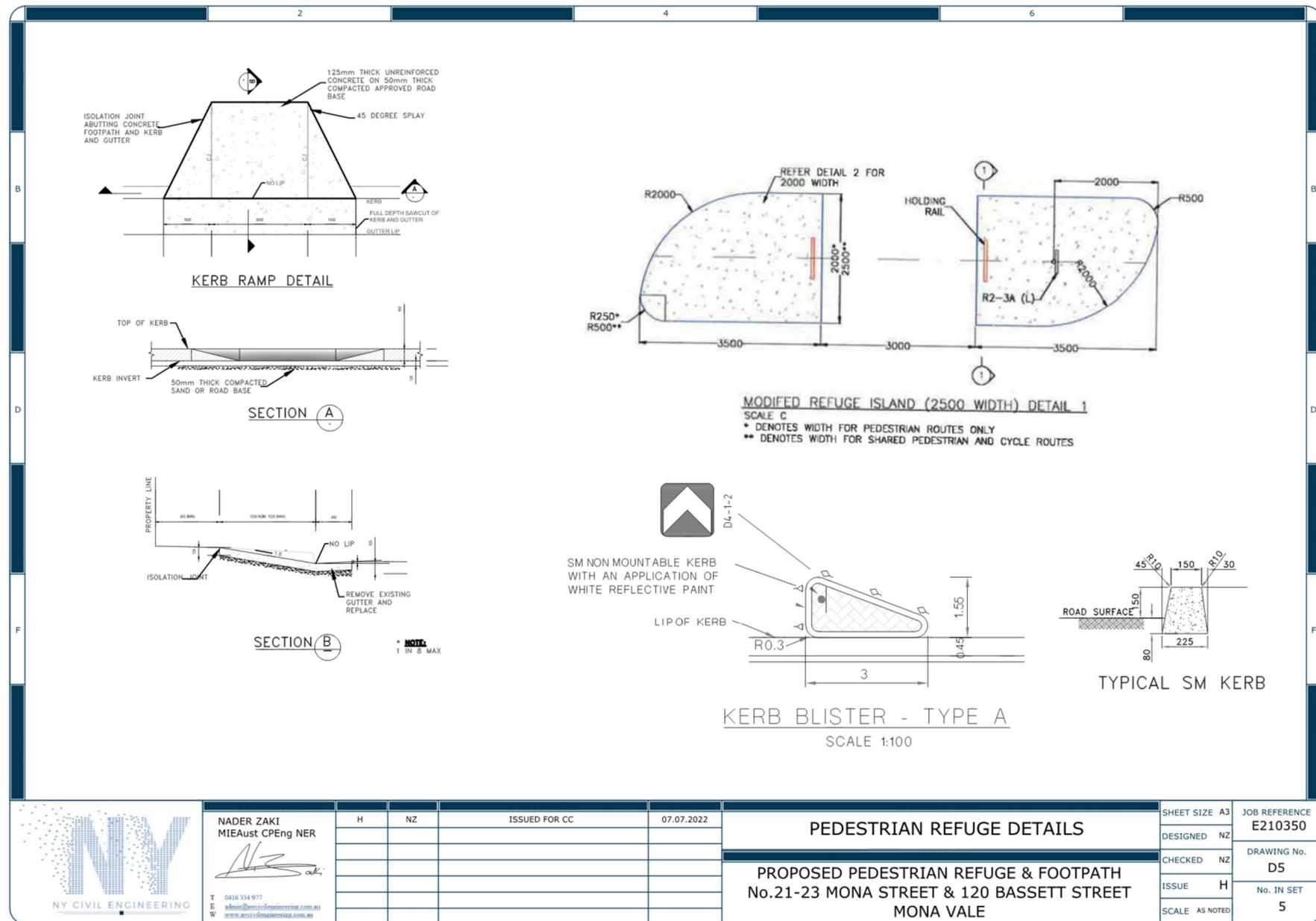
PROPOSED PEDESTRIAN REFUGE & FOOTPATH
No.21-23 MONA STREET & 120 BASSETT STREET
MONA VALE

SHEET SIZE	A3	JOB REFERENCE	E210350
DESIGNED	NZ	DRAWING No.	D1
CHECKED	NZ	No. IN SET	5
ISSUE	H		
SCALE	-		









ITEM 4.2	BEATRICE STREET, CLONTARF / BALGOWLAH HEIGHTS - NO PARKING
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2022/653081
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.80631, 151.25631

REPORT

BACKGROUND

Council has received concerns from local residents regarding difficulties safely accessing driveways and travelling along Beatrice Street, Clontarf. Parked cars on both sides of the street reduce the road width and increase the risk of collision when accessing driveways or proceeding along narrow sections of the road.

LOCATION

- Beatrice Street through Clontarf and Balgowlah Heights is a collector road that caters for two-way traffic connecting Cutler Road/Amiens Road and New Street W, with a 50km/h speed limit.
- The subject section of Beatrice Street has a gentle slope which provides ease for southbound traffic to gain speed.
- This street has an available road width of approximately 6.7m, and road centrelines are not installed at this location.
- On-street parking is generally unrestricted on both sides of this road.
- Adjacent land use consists of low-density housing.
- Bus routes 162, and 171x and multiple school services pass through this section of the street.
- A section of the footpath with limited width exists south of the driveway of No.28 in this location.

ISSUES

- Parallel parking is unrestricted on both sides of the street.
- Parked cars on both sides of the street reduce the road width and increase the risk of collision when accessing driveways or proceeding along narrow sections of the road.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install 2 lengths of No Parking restriction on the east side of the street:

1. Starting 6m north from the driveway of No.36 Beatrice Street, ending 6m south from the driveway of No.34 / No.32.
2. Starting 2m north from the driveway of No.30, ending 2m south from the driveway of No.24

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 36 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of two (2) sections of No Parking restrictions on the east side of the street:
 - Starting 6 metres north from the driveway of No.36 Beatrice Street to 4 metres south from the driveway of No.34 / No.32 Beatrice Street, Clontarf.
 - Starting 4 metres north from the driveway of No.30 to 2 metres south from the driveway of No.24 Beatrice Street, Clontarf.

Proposed Parking Restrictions on Beatrice Street, Clontarf/ Balgowlah Heights

Install **No Parking Signs** on the east side to introduce No Parking restriction:

1. Starting 6m north from the driveway of #36, ending 4m south from the driveways of #34 / #32
2. Starting 4m north from the driveway of #30, ending 2m south from the driveway of #24

Red dashed lines are for indication only.



PROPOSAL

Beatrice Street, Clontarf/ Balgowlah Heights
No Parking

DRAWN LK

APPROVED

P. Deane

LAYOUT 1 OF 1

REVISION NO.

C

DATE

17/10/2022



northern
beaches
council

Table of Consultation

Address	Beatrice Street, Clontarf / Balgowlah Heights
Proposal	No Parking

Properties Consulted	36
Responses Received	4
Support	2
Do Not Support	1
Partial Support	1

Issue	Resident Comment	Council Response
Extended Restriction	Request for the proposed No Parking restrictions in two sections to be merged as a single one	Council aims to provide on-street parking spaces for residents and will continue to monitor the parking conditions if further action is necessary.
Driveway Access	Request for additional width north from the driveway of #28 and #30	Plan adjusted accordingly, providing a revised No Parking zone for 4 meters north from the driveway

ITEM 4.3	HILMA STREET / PLATEAU ROAD, COLLAROY PLATEAU – INTERSECTION IMPROVEMENT
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2022/663090
ATTACHMENTS	1 Hilma Street / Plateau Road, Collaroy Plateau - Plan 2 Table of Consultation

GEOCODES: -33.735173, 151.292112

REPORT

BACKGROUND

Council has received concerns from residents regarding vehicles parking close to the intersection of Hilma Street and Plateau Road, Collaroy Plateau. Concerns have also been raised regarding vehicles cutting corners and creating hazardous situations for other road users. The narrowness of Hilma Street contributes to the level of risk.

LOCATION

- Hilma Street and Plateau Road are local roads with a speed limit of 50km/h.
- The average width of Hilma Street is 7m and Plateau Road is 10m.
- The intersection between Hilma Street and Plateau Road is regulated by 'T' intersection Rules.
- Unlimited parking facilities are available on both sides of the roads.
- Plateau Road is a Bus route.

ISSUES

- Road users often park close to the intersection and visibility is compromised.
- Vehicles cutting corners and creating hazardous situations for other motorists.
- The intersection has no traffic control measures other than the standard 'T' intersection rules.
- The narrowness of Hilma Street increases the level of risk.
- Accident records reveal no accidents have occurred in the last five (5) years.

PROPOSAL

Council has investigated the issue and proposes to introduce a 20m length of 'Dividing Barrier Lines (BB)' on Hilma Street and a 30m length of 'Dividing Separation Line (S1)' on Plateau Road, north of Hilma Street. These changes will assist in keeping traffic on the correct side of the road on the approach to the intersection and will also mean that cars cannot park on either side of Hilma Street for a distance of 20m east of Plateau Road.

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

- Installing 20m 'Dividing Barrier Lines (BB)' on Hilma Street at the intersection of Hilma Street and Plateau Road.
- Installing 30m 'Dividing Separation Lines (S1)' on Plateau Road north of Hilma Street.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 33 properties within the immediate vicinity of the location providing notification of the proposed changes.

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 20m 'Dividing Barrier Lines (BB)' on Hilma Street at the intersection of Hilma Street and Plateau Road.
- B. Installation of 30m 'Dividing Separation Lines (S1)' on Plateau Road north of Hilma Street.






	PROPOSAL		 northern beaches council
	Hilma Street / Plateau Road, Collaroy Plateau Intersection improvement		
	Drawn VS	Approved 	

Table of Consultation		
Address	Hilma Street / Plateau Road, Collaroy Plateau	
Proposal	Intersection improvement	
Properties Consulted	33	
Responses Received	3	
Support	1	
Do Not Support	2	
Issue	Resident Comment	Council Response
Parking Loss	Parking is in high demand and the removal of parking facilities is not acceptable.	'Dividing Separation line (S1)' does not impact parking facilities. A statutory 'No Stopping' distance of 10m is applicable at intersections. Therefore, out of the 20m double barrier line effectively 10m BB line only additionally restrict parking which can be compromised compared to the safety improvement. Further, Residents or Businesses do not rely on on-street parking.
Boat and Trailer Parking	Occupy valuable parking spaces and create risks on narrow streets.	As everyone has equal rights on a public road, any registered vehicle can be used in the on-street parking facilities. Council has great difficulty in removing these vehicles under existing legislation. Legislative changes are required at the State level to effectively manage the issue.
Speeding	Speeding is an issue and traffic calming measures are required.	Council's latest counts show that 85% of vehicles travel within the speed limit. Therefore, speeding is not an issue. Also, Accident Records reveal that no accidents have occurred in the last five (5) years at this intersection. Further, traffic-calming devices are not favoured on Bus Routes. So traffic calming devices are not required at this stage.
Delineation	Does not improve safety or speeding issues.	Delineation will assist in keeping traffic on the correct side of the road on the approach to the intersection and will also restrict the travel lane width, hence traffic will be regulated and speed will be reduced. Dividing barrier lines on narrow street restrict parking and visibility will be improved. Therefore, safety will be enhanced, noting that Council continuously monitors and takes necessary action.
Pedestrian Safety	Pedestrians and children cannot cross safely.	Pedestrian Crossing requirements and warrants are to be investigated and analysed separately.

ITEM 4.4	NEW YEARS EVENT - TRAFFIC MANAGEMENT PLAN
REPORTING OFFICER	TRAFFIC ENGINEERING COORDINATOR
TRIM FILE REF	2022/665494
ATTACHMENTS	1 Traffic Management Plan - Manly 2 Traffic Management Plan - Dee Why

GEOCODES: Various

REPORT

BACKGROUND

Council has been asked by the NSW Police to implement road closures in Manly and Dee Why on New Year's Eve, to assist with crowd control and ensure the safety of spectators coming to watch the annual fireworks displays at 9pm at Manly and Dee Why. The road closures will be in similar locations to those introduced last year, with Special Event Clearways also established to assist with security and to disperse the crowds.

ISSUES

Road closures in Manly will be implemented between the hours of 5:00pm and 10:30pm on Sunday 31 December 2022. Road closures will be in place at the following locations:

- East/West Esplanade between Commonwealth Parade and Ashburner Street.
- Belgrave Street between Sydney Road & Gilbert Street (closed to all traffic other than Taxis who will be permitted to enter from Sydney Road).
- West Promenade.
- Wentworth Street between Darley Road and East Esplanade (closed to all traffic except drivers living in the closed section of Wentworth Street).
- Victoria Parade between Darley Road and East Esplanade (closed to all traffic except drivers living in the closed section of Wentworth Street).
- All side streets accessing the closed sections of East & West Esplanade will also be blocked. Traffic Controllers and/or Police will be manning each road closure site.

In Dee Why, The Strand will be closed between Dee Why Parade and Oaks Avenue. Howard Avenue between Clyde Road and The Strand will also be closed to all except residents living in that section of Howard Avenue. A One-Way traffic flow system will also be in place along Dee Why Beach headland between Oaks Avenue and Pacific Parade (between 6:30pm and 8:50pm). Road closures in Dee Why will be in place between 4:00pm and 10:00pm on Sunday 31st December 2022.

The Police have requested Council's assistance in implementing the road closures and obtaining approval of a TMP regarding the closures. There will also be amendments to bus stops to facilitate transport to the events.

To assist in this respect and for security reasons, Special Event Clearways will be established on:

- Belgrave Street, Manly, east side between Raglan Street & Sydney Road.

- Belgrave Street, Manly, west side between Sydney Road and Gilbert Street.
- West Promenade, Manly - both sides.
- East and West Esplanade, Manly - both sides.
- The Strand, Dee Why, both sides.

Further information relating to the Special Event Clearways and road closures are detailed in the attached TMP.

Police, Council and officers from the Transport Management Centre (TMC) have been liaising regarding the arrangements for the event. Implementation of the Special Event Clearways and vehicle towing in regard to the clearway restrictions, will be managed by TMC.

Council's Events Team will be installing notices to alert motorists of the proposed closures in the week leading up to New Year's Eve, as well as notifying emergency services and other authorities, as well as arranging for notification of residents and businesses in both Dee Why and Manly.

Further details on the event are included in the attached TMP. Also attached are the traffic control plans that affect the road closures of East/West Esplanade, Belgrave Street and The Strand for these events. The Traffic Management Plan as well as the Traffic Control Plans are similar to last year's event, which was conducted successfully.

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 facilitate safety for the large crowds of pedestrians expected to visit Manly and Dee Why for the fireworks

CONSULTATION

Notification letters have been distributed to properties within the immediate vicinity of the area impacted by the road closures. The events and associated traffic controls will be publicised in local media, on Council's website and social media platforms.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Local Traffic Committee recommends the closure of roads in Manly & Dee Why as detailed in the submitted Traffic Control Plans and Traffic Management Plan (TMP) for New Year's Eve celebrations in 2022 noting that:

- A. Council's Events Team will forward the TMP to the Transport Management Centre of TfNSW for approval.
- B. the Local Traffic Committee supports the road closures related to the event for the next five (5) years and that the item is not to be re-submitted to the Local Traffic Committee during this period unless there are significant changes to the traffic management arrangements for the event.

Traffic Management Plan

New Year's Eve - Manly

31 Dec 2022

About this release

Record Number: **2022/665491**
Edition 1, Revision 3
Title: New Year's Eve Manly Cove 2022 - Traffic Management Plan (TMP)
Author: Northern Beaches Council – Traffic & Transport

Revision	Date	Description / Amendment	Author	Reviewed / Approved
1	01.12.2021	Review of Traffic Management Plan	Zoe Hayes	Stephanie Vafakos
2	24.12.2021	Finalise Traffic Management Plan to include updated TGS	Stephanie Vafakos	Phillip Devon
3	20/10/22	Update for 31 Dec 2022	James Brocklebank	Phillip Devon

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TRAFFIC MANAGEMENT PLAN

This document provides a Traffic Management Plan (TMP) for the proposal to temporarily close roads within Manly CBD for New Year's Eve (NYE) celebrations.

In the hours prior to the 9pm fireworks display, significant crowds gather along Manly Cove foreshore to secure a vantage point. Following the fireworks display in Manly at 9pm, a large exodus of people leave the area.

East and West Esplanade are therefore closed to traffic and parking between Ashburner Street and Commonwealth Parade to allow the safe assembly of crowds in the narrow harbour side reserves; the safe movement of emergency and event-related vehicles along the roadway during the event and the safe and efficient departure of people from the foreshore area.

Some roads leading to and around East and West Esplanade are also closed and/or have diversions/restrictions in place to facilitate the road closures as well as assist with the storage and movement of buses to disperse the crowds after the event.

A. DESCRIPTION OF PLAN

The Manly New Year's Eve fireworks are an annual event and will be held on Saturday 31 December 2022. The fireworks display occurs at 9pm from a barge in Manly Cove and is approximately 10 to 12 minutes in duration. Approximately 10,000 - 15,000 people are expected to attend the event.

As a result of large groups of people attending the event, temporary road closures will be put in place in Manly CBD.

While there is currently no intelligence indicating a direct threat, recent national and international incidents of vehicle-borne attacks targeting innocent people in mass gatherings have placed the NSW Police Force on 'high alert' for similar activities at major public events. In order to minimise this threat, Police have directed that road blocks be in place if vehicles attempt to drive into crowds of people enjoying the fireworks display. These road blocks (buses) will be placed across selected intersections to block any vehicular traffic from 5.00pm - 10.30pm on Saturday 31 December 2022.

NOTE: THERE WILL BE NO RESIDENT, BUSINESS OR TAXI VEHICLE MOVEMENTS PERMITTED ALONG THE CLOSED SECTIONS OF WEST PROMENADE, BELGRAVE STREET, EAST AND WEST ESPLANADE DURING THE ROAD CLOSURE PERIODS. ONLY EMERGENCY AND EVENT-RELATED VEHICLES WILL BE PERMITTED AT THESE TIMES.

The following traffic points are listed below to indicate the road closure and/or road block:

- **Manly – Traffic Points**

Ashburner Street and East Esplanade

Two standard buses and barricades to be positioned across East Esplanade at Ashburner Street. Positioned so as to stop any north-bound traffic travelling along East Esplanade past Ashburner Street and stop any traffic travelling west along Ashburner Street turning north into East Esplanade. Two Police and Traffic Controllers in this position to ensure compliance.

Victoria Parade and East Esplanade

One standard bus and barricades to be positioned across Victoria Parade at the intersection of East Esplanade. Positioned to stop any south-bound vehicle access into East Esplanade. Two Police in this position to ensure compliance.

Victoria Parade and Darley Road

Barricades and Traffic Controllers to be positioned across Victoria Parade at Darley Road (south side). Traffic Controllers will allow residents and businesses to exit/enter with proof of driver's licence of resident address for Victoria Parade between East Esplanade and Darley Road.

Wentworth Street and East Esplanade

One standard bus and barricades to be positioned across Wentworth Street at the intersection of East Esplanade. Positioned to stop any south-bound vehicle access into East Esplanade. Two Police in this position to ensure compliance.

The owners and users of the public car park under the Manly Wharf have been informed that no vehicles will be permitted to exit the car park until approximately 10pm or until Police deem it safe to do so. The Police at this location will monitor the car park exit to ensure compliance.

Wentworth Street and Darley Road

Barricades and Traffic Controllers to be positioned across Wentworth Street at Darley Road (south side). Traffic Controllers will allow residents and businesses to exit/enter with proof of driver's licence of resident address for the section of Wentworth Street between East Esplanade and Darley Road.

Belgrave Street and Gilbert Street

One standard bus and barricades to be positioned across Belgrave Street at the intersection of Gilbert Street (south side). Positioned to stop any access of vehicles south along Belgrave Street. Two Police and a Traffic Controller in position to ensure compliance.

Barricades and Traffic Controllers also to be positioned across Gilbert Street to facilitate Keolis Downer bus movements east along Gilbert Street. They will also direct any vehicles leaving the public car park on Gilbert Street to only travel west along Gilbert Street to Eustace Street.

Belgrave Street and Sydney Road

Barricades and Traffic Controllers to be positioned across Belgrave Street to stop southbound access to Belgrave Street. Traffic Controllers to stop any traffic EXCEPT emergency services and event-related vehicles to travel south into Belgrave Street.

West Promenade and Sydney Road

Barricades and Traffic Controllers to be positioned across West Promenade to stop southbound access to West Promenade. Traffic Controllers and one Council Ranger will stop any traffic EXCEPT Keolis Downer buses, emergency or event-related vehicles from entering West Promenade.

Eustace Street and West Esplanade

One standard bus and barricades to be positioned across Eustace Street at the intersection of West Esplanade. Positioned to stop any southbound vehicle access into West Esplanade. Two Police in position to ensure compliance.

Rowe Street and West Esplanade

One standard bus and barricades to be positioned across Rowe Street at the intersection of West Esplanade. Positioned to stop any southbound vehicle access into West Esplanade. Two Police in position to ensure compliance.

Commonwealth Parade and West Esplanade

One standard bus and barricades to be positioned across West Esplanade on the eastern side of the intersection with Commonwealth Parade. Positioned to stop any eastbound vehicle access into West Esplanade. Two Police and Traffic Controllers in position to ensure compliance.

In addition, the following Special Event Clearways will also be in place, these signs will be installed by Transport for NSW in early December:

- Both sides of West Esplanade and East Esplanade from Commonwealth Parade to Ashburner Street from 1pm – 10pm on Saturday 31 December 2022. TfNSW will organise a contract towing company to tow away any vehicles still onsite after 1pm;
- Both sides of Belgrave Street between Gilbert Street and Raglan Street from 3pm – 10pm on Friday 31 December.
- Both sides of West Promenade from 3pm – 10pm on Saturday 31 December. TfNSW will organise a contract towing company to tow away any vehicles still onsite after 3pm. West Promenade is required to be clear of vehicles to allow Keolis Downer buses to use all available space to park standby buses.
- Corner of Raglan Street and Pittwater Road (western side) from 3pm – 10pm on Saturday 31 December. Specifically outside 2-5 and 7-9 Pittwater Road. This is being used as a Taxi Zone between 5pm – 10.30pm. Northern Beaches Council Events Staff will install signs to inform the public and provide directions.

Appropriate road signage complying with the requirements of AS 1742 will be displayed advising of the change in road traffic conditions and detouring traffic around the impacted area. TfNSW will arrange an authorised traffic management company to install/remove signage and staff the road closure during the day. A resident and business notification has been distributed by Northern Beaches Council advising of the upcoming traffic changes.

Road barriers will be lit at night throughout the duration of the road closure.

The **attached** document shows the Traffic Control Plans that will be employed throughout the event.

B. IDENTIFICATION AND ASSESSMENT OF IMPACT

The event will impact upon traffic entering Manly CBD, creating congested conditions. These congested conditions are however unavoidable and considered to be a consequence that is accepted by the Manly residential and business community to facilitate this much loved annual, community event.

No traffic impact upon the broader area or within neighbouring LGA's are anticipated.

No long term traffic impacts will result from the event with all parking and road closure

changes to be returned to pre-existing conditions at the conclusion of the event (approximately 10.30pm).

C. MEASURES TO AMELIORATE THE IMPACT OF RE- ASSIGNED TRAFFIC

Council will be promoting the event through local media, on its website and social media. A letterbox drop to residents and businesses in the area of the road closures has been conducted. Promotional materials will be encouraging visitors to use public transport, carpool or walk/cycle to the event. In addition, Keolis Downer will be providing extra bus services between Dee Why and Manly and between Neutral Bay and Manly to cater for anticipated increased passenger numbers.

VMS boards will be used to inform motorists beforehand and during the closures. One VMS board will be placed on Sydney Road (north side) approximately 30m west of Belgrave Street for east bound road users. The other will be placed on Pittwater Road (east side) just north of Raglan Street for south bound road users.

Despite the above, traffic conditions around the Manly Wharf area and throughout Manly CBD will be highly congested throughout the day and evening while the closures are in place. The effects will, however, be localised and unlikely to impact to any significant extent upon the State Road Network outside the Manly CBD area.

The TMC will be advised of the event and their assistance in managing traffic signal phases in and around the Manly Wharf area to assist pedestrians and manage traffic congestion is requested.

D. ASSESSMENT OF PUBLIC TRANSPORT SERVICES AFFECTED

Additional bus services will be offered to assist in clearing passengers at the conclusion of the event. This, combined with the road closures around Manly Wharf, will result in additional bus activity as well as the movement of some bus stops near Manly Wharf to drop-off and pick-up passengers.

The attached Manly Wharf bus 'hub map' notes the changes to bus stops for the duration of the road closures. This signage will be in place to direct passengers.

Ferry services to and from Manly are on a special New Year's Eve schedule however these traffic changes will not impact on the schedule.

E. DETAILS OF PROVISION MADE TO EMERGENCY VEHICLES, HEAVY VEHICLES, CYCLISTS AND PEDESTRIANS

The road closures are being introduced largely to assist pedestrian flow in and around the area easily and safely. No stages or other immovable structures will be erected on the closed section of road and emergency access through the road closures will be provided if required. This will be managed by the Traffic Controllers who will be stationed at the road closure sites.

Police, Ambulance and Fire have been advised of the event and are aware of the road closure locations.

F. ASSESSMENT OF EFFECT ON EXISTING AND FUTURE DEVELOPMENTS WITH TRANSPORT IMPLICATIONS IN THE VICINITY OF THE PROPOSED MEASURES

No impact noted.

G. ASSESSMENT OF EFFECT ON TRAFFIC MOVEMENTS IN ADJOINING COUNCIL AREAS

No impact noted.

H. PUBLIC CONSULTATION PROCESS

Council will be promoting the event through local media, on its website and social media. A letterbox drop to residents and businesses in the area of the road closures has been conducted.

This is an annual event on Northern Beaches Council's Event calendar and is strongly supported by the local community, local businesses and Chamber of Commerce.

CONCLUSION

New Year's Eve is an annual event which has operated successfully for many years with the Traffic Control arrangements proposed for this year's event. This plan is mostly unchanged from those employed for the event in December 2021.

The event draws large crowds and traffic conditions within Manly CBD, however implementation of the road closures assists in the safe delivery of the event and ensures

the safety of pedestrians visiting and viewing the fireworks display.

RECOMMENDATION

That the Traffic Management Plan be approved.


Appendix 1: MANLY WHARF BUS INTERCHANGE MAP

B New Year's Eve

Departure information

Manly Wharf



Between 17:00 and 22:30



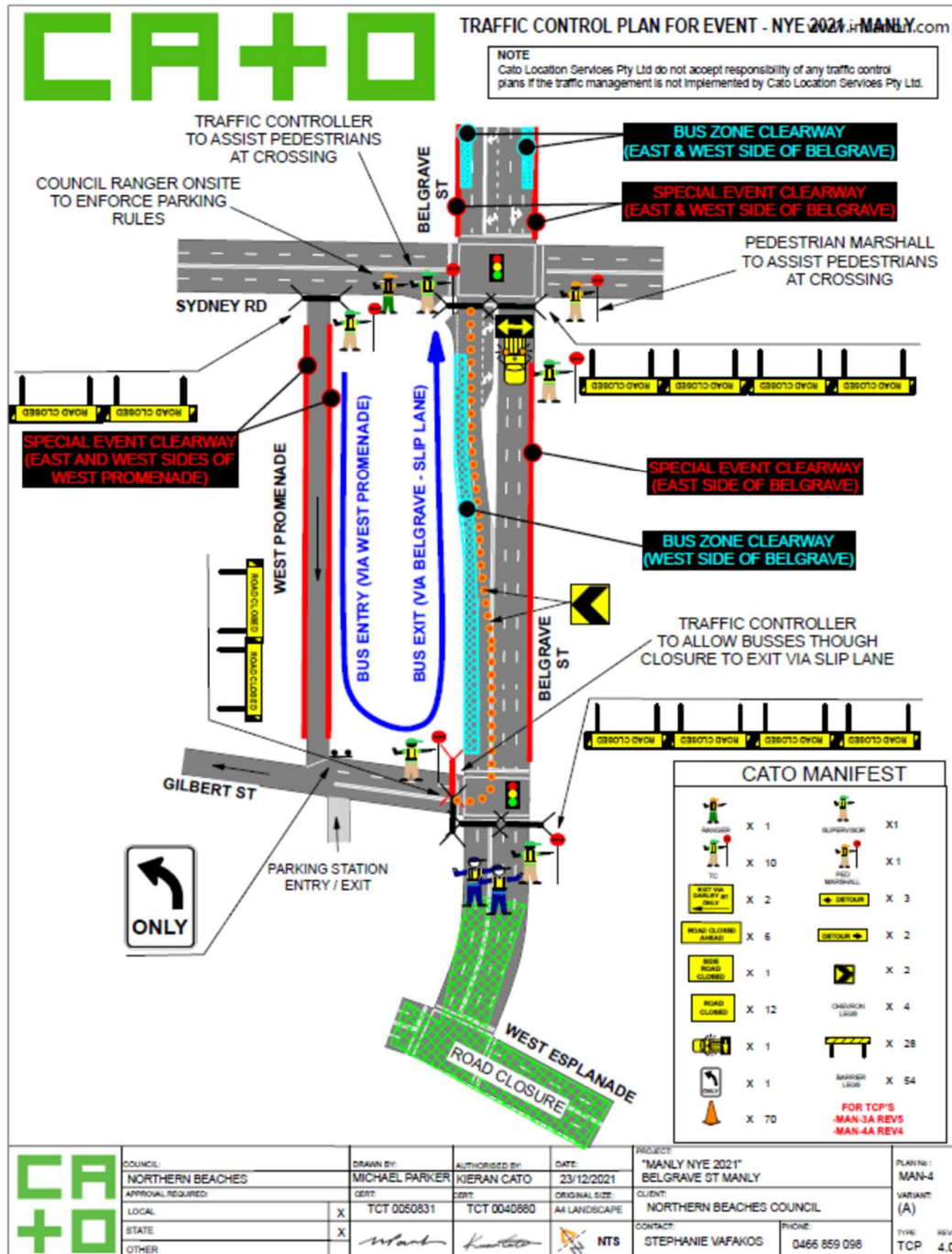
StopNo.	Stop name	Services & destination
209513	Manly Wharf, Stand F	141 to Austlink via Seaford, Frenchs Forest & Belrose
209513	Manly Wharf, Stand F	142 to Allambie Heights via Manly Vale
209516	Manly Wharf, Stand O	144 to Chatswood via Mosman & St Leonards
209562	Manly Wharf, Gilbert St at Balgownie St	162 to Seaford via Balgownie Heights & Clontarf
209541	Manly Tennis Club, Balgownie St	166 to Frenchs Forest via Dee Why & Narrabeena
209541	Manly Tennis Club, Balgownie St	167 to Warringah Mall via Freshwater & Curl Curl
209541	Manly Tennis Club, Balgownie St	199 to Palm Beach via Warringah Mall & Dee Why

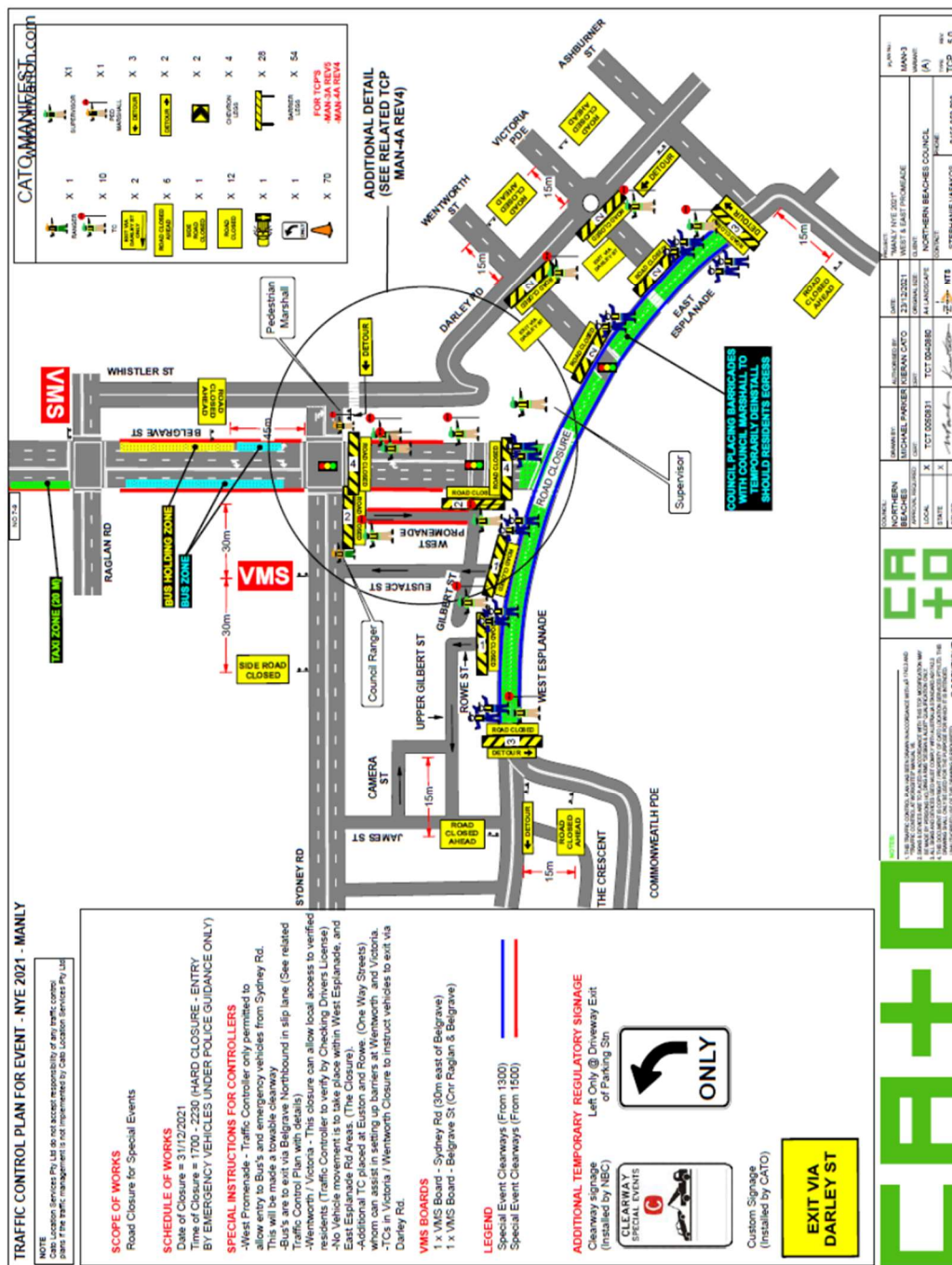
For more information visit

sydneynewyearseve.com/transport

Appendix 2: TRAFFIC CONTROL PLANS (CREATED BY CATO+)





Traffic Management Plan

New Year's Eve – Dee Why Beach

Dec 2022

About this release

Record Number: **2022/665865**

Edition 1 / Revision 2

Title: New Year's Eve Dee Why Beach 2021 - Traffic Management Plan (TMP)

Author: Northern Beaches Council – Events / Traffic & Transport

Issue	Date	Description / Amendment	Author	Reviewed / Approved
1	29.12.2021	Finalise TMP	Stephanie Vafakos	Phillip Devon
2	20/10/22	Update for 2022	James Brocklebank	Phillip Devon

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TRAFFIC MANAGEMENT PLAN

This document provides a Traffic Management Plan (TMP) for the proposal to temporarily close The Strand at Dee Why for New Year's Eve (NYE) celebrations.

In the hours prior to the 9pm fireworks display, significant crowds gather across Dee Why Beach to secure a vantage point. Following the fireworks display at Dee Why Beach at 9pm, a large exodus of people leave the area.

The Strand is therefore closed for parking and traffic between Dee Why Parade and Oaks Avenue to allow the safe assembly of crowds in the beachside reserves; the safe movement of emergency and event-related vehicles along the roadway during the event and the safe and efficient departure of people from the beachside area.

Some roads leading to and around The Strand have diversions/restrictions in place to facilitate the road closure.

In addition to the road closure, a one-way traffic system will be put in place along Dee Why Beach Headland between Oaks Avenue and Pacific Parade to manage traffic flow in this popular fireworks viewing location from 6.30pm – 8.50pm. This area will be managed by Traffic Controllers and no vehicles are allowed to enter between 8.50pm until 9.30pm (or once the fireworks display has concluded).

The TMP has been prepared in accordance with the Roads and Maritime Services (RMS) guideline for *Preparation of a TMP* (2001).

A. DESCRIPTION OF PLAN

The Dee Why New Year's Eve fireworks are an annual event and will be held on Saturday 31 December. The fireworks display occurs at 9pm from a barge off Dee Why Beach and is approximately 10 minutes in duration. Approximately 10,000 – 15,000 people are expected to attend the event.

As a result of large groups of people attending the event, a temporary road closure will be put in place at Dee Why Beach.

While there is currently no intelligence indicating a direct threat, recent national and international incidents of vehicle-borne attacks targeting innocent people in mass gatherings have placed the NSW Police Force on 'high alert' for similar activities at major public events. In order to minimise this threat, Police have directed that road blocks be in place if vehicles attempt to drive into crowds of people enjoying the fireworks display. These road blocks (vehicles) will be placed across selected intersections to block any vehicular traffic from 4pm - 10pm on Saturday 31 December 2021.

NOTE: THERE WILL BE NO RESIDENT, BUSINESS OR TAXI VEHICLE MOVEMENTS PERMITTED ALONG THE CLOSED SECTION OF THE STRAND DURING THE ROAD CLOSURE PERIOD. ONLY EMERGENCY AND EVENT-RELATED VEHICLES WILL BE PERMITTED AT THESE TIMES.

The following traffic points are listed below to indicate the road closure and/or road block:

- **Dee Why – Traffic Points**

Dee Why Parade and The Strand

One vehicle (ute) and barricades to be positioned across Dee Why Parade at The Strand intersection (east of the roundabout) to stop any eastbound vehicle access into The Strand. Two Police and a Traffic Controller in position to ensure compliance.

*Please note, there are also planter boxes in position at this intersection (north side line).

Howard Avenue and The Strand

Barricades and barriers to be positioned across Howard Avenue at The Strand (west side next to pedestrian crossing) to stop any eastbound vehicle access into The Strand. Two Police and Traffic Controllers in position to ensure compliance.

Howard Avenue and Clyde Road

Barricades and Traffic Controllers positioned across Howard Avenue at Clyde Road (east side). Traffic Controllers will allow residents and businesses to exit/enter with proof of driver's licence of residential address for the section of Howard Street between Clyde Road and The Strand.

*Please note, Council garbage trucks and food delivery pick up services will also be permitted into this area.

Oaks Avenue and The Strand

One vehicle (large van) and barricades to be positioned across The Strand at Oaks Avenue (north of the roundabout). Positioned to stop northbound vehicle access into The Strand. Two Police and Traffic Controllers in position to ensure compliance.

There are planter boxes positioned on the footpath area next to the road block on the footpath side to stop vehicle access into The Strand via the open path area.

A Council van will be positioned on the footpath area next to the road block on the beach side to stop vehicle access into The Strand/grass area via the open path area.

Oaks Avenue to Pacific Parade (Dee Why Headland)

One Traffic Controller positioned at end of Oaks Avenue on the corner of Monash Parade, before it turns into a one way system. One Traffic Controller positioned at the end of Pacific Parade on the corner of Monash Parade. Both Traffic Controllers to have barricades to ensure a one-way exit from the headland area between 6.30pm – 8.50pm. Traffic will flow from Oaks Avenue east, around the headland and exiting west at Pacific Parade.

From 8.50pm – 9.30pm, Traffic Controllers to install barricades and no vehicle movement to occur during the fireworks display. A hard road closure will be in place during this time until end of fireworks display.

Dee Why Beach car park

Two Traffic Controllers will be positioned in the Dee Why Beach car park to manage traffic flow at the pedestrian crossing between 4pm – 10pm.

In addition, a Special Event Clearway will also be in place along The Strand, these signs will be installed by Transport for NSW (TfNSW) in early December:

- The Strand between Oaks Avenue and Dee Why Parade (western side) from midday (12pm) – 10pm on Saturday 31 December. TfNSW will organise a contract towing company to tow away any vehicles still onsite after 12pm.
*Please note, The Strand is permanently one-way traffic northbound. There is no parking on the eastern side.

Appropriate road signage complying with the requirements of AS 1742 will be displayed advising of the change in road traffic conditions and detouring traffic around the impacted area. TfNSW will arrange an authorised traffic management company to install/remove signage and staff the road closure during the day. A resident and business notification has been distributed by Northern Beaches Council advising of the upcoming traffic changes.

Road barriers will be lit at night throughout the duration of the road closure.

The **attached** document shows the Traffic Control Plan that will be employed throughout the event.

B. IDENTIFICATION AND ASSESSMENT OF IMPACT

The event will impact upon traffic approaching Dee Why Beach and may create minor congestion around the area. These congested conditions are however unavoidable and considered to be a consequence that is accepted by the Dee Why residential and business community to facilitate this much loved annual, community event.

No traffic impact upon the broader area or within neighbouring LGA's are anticipated.

No long term traffic impacts will result from the event with all parking and road closure changes to be returned to pre-existing conditions at the conclusion of the event (approximately 10pm).

C. MEASURES TO AMELIORATE THE IMPACT OF RE-ASSIGNED TRAFFIC

Council will be promoting the event through local media, on its website and social media. A letterbox drop to residents and businesses in the area of the road closures has been conducted. Promotional materials will be encouraging visitors to use public transport, carpool or walk/cycle to the event. In addition, Keolis Downer will be providing extra bus services between Dee Why and Manly to cater for anticipated increased passenger numbers.

VMS Boards will be used to inform road users beforehand and during the closures. One VMS board will be placed on Dee Why Parade on the corner of Clyde Road for east bound road users. Another VMS board will be placed on Howard Avenue (north side) just east of Clyde Road for east bound road users. A third VMS board will be placed on The Strand (east side) just north of the roundabout at Oaks Avenue for north bound road users.

Despite the above, traffic conditions around Dee Why Beach will likely be congested throughout the day and evening while the road closures are in place. The effects will, however, be localised and unlikely to impact to any significant extent upon the State Road Network outside the Dee Why Beach area.

The TMC will be advised of the event and their assistance in managing traffic signal phases in and around the Dee Why beachfront area to assist pedestrians and manage traffic congestion is requested.

D. ASSESSMENT OF PUBLIC TRANSPORT SERVICES AFFECTED

Additional bus services will be offered to assist in clearing passengers at the conclusion of the event. Some changes may occur to regular bus routes and bus stops, however appropriate signage will be in place to direct passengers.

E. DETAILS OF PROVISION MADE TO EMERGENCY VEHICLES, HEAVY VEHICLES, CYCLISTS AND PEDESTRIANS

The road closures are being introduced largely to assist pedestrian flow in and around the area easily and safely. No stages or other immovable structures will be erected on the closed section of road and emergency access through the road closures will be provided if necessary. This will be managed by the Traffic Controllers who will be stationed at the road closure sites.

Police, Ambulance and Fire have been advised of the event and are aware of the road closure location.

F. ASSESSMENT OF EFFECT ON EXISTING AND FUTURE DEVELOPMENTS WITH TRANSPORT IMPLICATIONS IN THE VICINITY OF THE PROPOSED MEASURES

No impact noted.

G. ASSESSMENT OF EFFECT ON TRAFFIC MOVEMENTS IN ADJOINING COUNCIL AREAS

No impact noted.

H. PUBLIC CONSULTATION PROCESS

Council will be promoting the event through local media, on its website and social media. A letterbox drop to residents and businesses in the area of the road closure has been conducted.

This is an annual event on Northern Beaches Council's Event calendar and is strongly supported by the local community and local businesses.

CONCLUSION

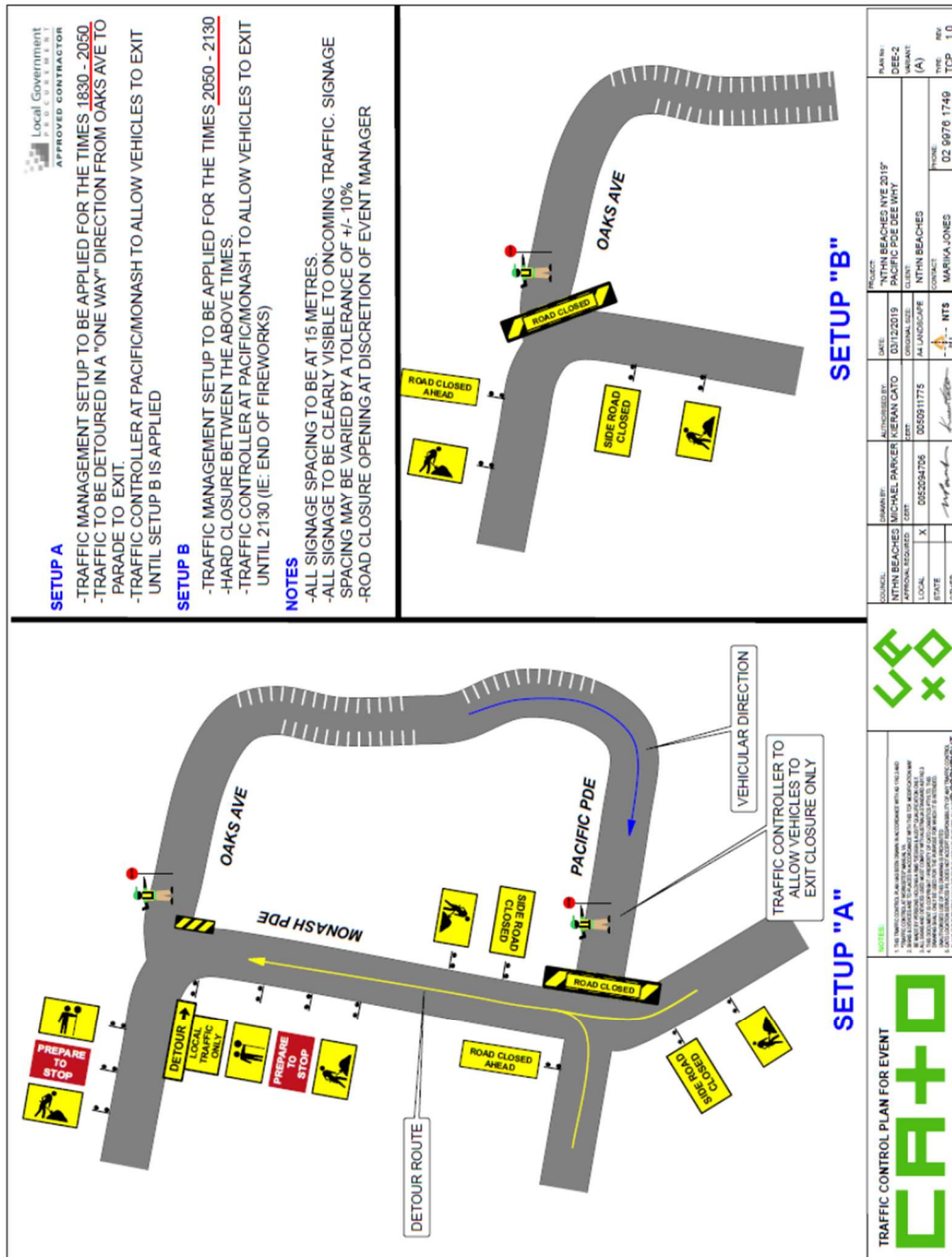
New Year's Eve is an annual event which has operated successfully for many years with the Traffic Control arrangements proposed for this year's event. This plan is mostly unchanged from those employed for the event in 2021.

The event draws large crowds and traffic conditions around Dee Why Beach, however implementation of the road closure assists in the safe delivery of the event and ensures the safety of pedestrians visiting the event and viewing the fireworks display.

RECOMMENDATION

That the Traffic Management Plan be approved.

[illegible]



ITEM 4.5	HOLMES AVENUE AND MONASH CRESCENT, CLONTARF - NO PARKING MOTOR VEHICLES EXCEPTED
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/666263
ATTACHMENTS	1 Holmes Avenue and Monash Crescent, Clontarf - Plan

GEOCODES: -33.807556, 151.252294, -33.807016, 151.252911

REPORT

BACKGROUND

Council has received ongoing concerns from local residents regarding long term parking of campervans, box and boat trailers in Holmes Avenue and Monash Crescent, Clontarf.

Council's Traffic Committee approved the introduction applying 7am - 7pm Everyday with 90-degree angle parking and Front to Kerb Only restrictions on the northern side of Holmes Avenue between Amiens Road and Monash Crescent and on the western side of Monash Crescent between Holmes Avenue and No.31 Monash Crescent, Clontarf.

The above proposal was installed on 22 September 2022, as a result, some trailers have moved to the southern (residential) side of Holmes Avenue affecting sightlines and parking opportunities for residents and visitors.

LOCATION

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

ISSUES

- Boat trailers, trailers and campervans are parked long term affecting available parking for residents and visitors.
- The parking of the trailers affects the visibility of pedestrians.
- The number of boat trailers in the area is an eyesore.

PROPOSAL

Council has undertaken a review of the location and proposes to install No Parking Motor Vehicles Excepted restrictions on the southern side of Holmes Avenue, beginning on the western side of No.1 Holmes Avenue to the existing No Stopping Unbroken Yellow Kerb Line adjacent to the monument and pine tree, located at the intersection of Holmes Avenue and Monash Crescent, Clontarf.

Resume the No Parking Motor Vehicles Excepted restriction from the existing No Stopping Unbroken Yellow Kerb Line at the intersection of Holmes Avenue and Monash Crescent to the northern side of the driveway outside No.38 Monash Crescent, Clontarf.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

- The proposal was completed due to ongoing requests from residents.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of No Parking Motor Vehicles Excepted restrictions on the southern side of Holmes Avenue, beginning on the western side of No.1 Holmes Avenue to the existing No Stopping Unbroken Yellow Kerb Line adjacent to the monument and pine tree, located at the intersection of Holmes Avenue and Monash Crescent, Clontarf.
- B. Installation of No Parking Motor Vehicles Excepted restriction from the existing No Stopping Unbroken Yellow Kerb Line at the intersection of Holmes Avenue and Monash Crescent to the northern side of the driveway outside No.38 Monash Crescent, Clontarf.



ITEM 4.6	EDGECLIFFE BOULEVARD, COLLAROY PLATEAU – PROPOSED NO PARKING MOTOR VEHICLES EXCEPTED RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/682125
ATTACHMENTS	1 Edgecliffe Boulevard, Collaroy Plateau - Aerial 2 Edgecliffe Boulevard, Collaroy Plateau - Plan 3 Edgecliffe Boulevard, Collaroy Plateau - Table of Consultation

GEOCODES: -33.730494, 151.295376

REPORT

BACKGROUND

Council has received concerns from local residents regarding an increased proliferation of boats, trailers and caravans parking along a section of Edgecliffe Boulevard, Collaroy Plateau. 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 Telopea Street and Hilma Street, Collaroy Plateau.
- The section of Edgecliffe Boulevard, is a local road with a 50km/h speed limit.
- Between Telopea Street and Hilma Street, Edgecliffe Boulevard has a measured carriageway width is 9.9-metres and caters for two-way traffic.
- Parking is generally unrestricted on both sides of Edgecliffe Boulevard, except near the intersection with Telopea Street and Hilma Street.
- A constructed 2-metre footpath is located along the eastern side of the road only.
- The land use of the surrounding area is predominantly low-density residential housing.
- There are no bus services that operate on this section of Edgecliffe Boulevard.

ISSUES

- Historically, it can be observed that predominantly boats, trailers and non-motorised vehicles are consistently parking on Edgecliffe Boulevard.
- Parking for residents, visitors and those seeking parking for uses associated reserve and nearby walks are limited due to the number of non-motorised vehicles on the section of the road.
- It can be observed that eleven (11) boats, trailers and caravans found to be occupying a significant proportion of the available kerb space on Edgecliffe Boulevard, between Telopea Street and Hilma Street.

- Residents have reported that the boats, trailers and non-motorised vehicles are restricting through access for larger vehicles and interfering with property access.
- 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 Edgecliffe Boulevard, Collaroy Plateau, between Telopea Street and Hilma Street.

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.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- Edgecliffe Boulevard, is not part of the Road or 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 28 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 22 submissions were received with 16 letters of support and 6 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 Edgecliffe Boulevard. Minimum road widths are maintained as width of all parked vehicles (including any trailers) do not exceed the regulated 2.5-metres.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 'No Parking Motor Vehicles Excepted' on both kerb sides of Edgecliffe Boulevard, Collaroy Plateau, between Telopea Street and Hilma Street.



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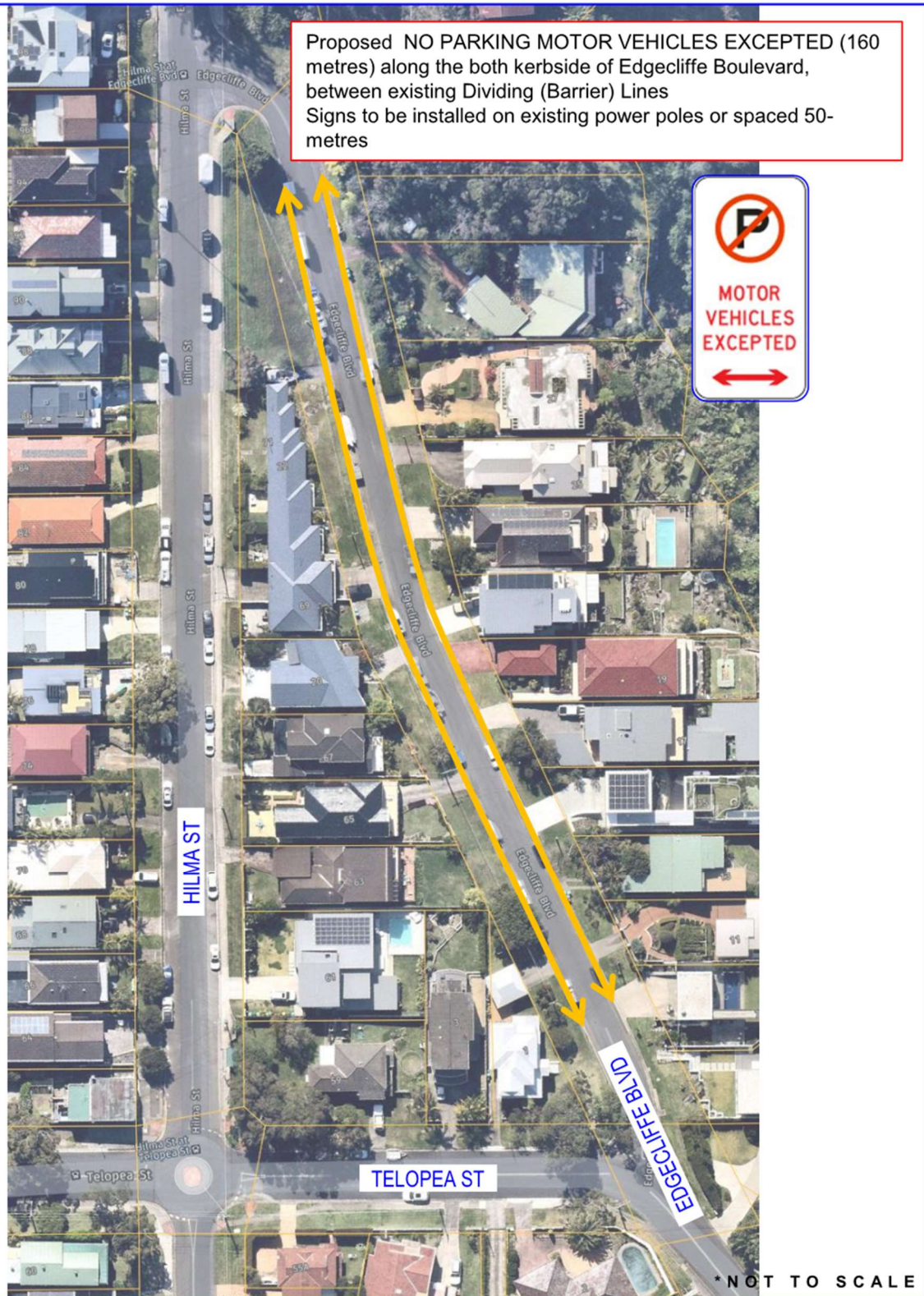
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Date Printed: 27/10/2022

Aerial

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PROPOSAL

Edgecliffe Boulevard, Collaroy Plateau
No Parking Motor Vehicles Excepted


DRAWN	BD	APPROVED	
LAYOUT	1 OF 1	REVISION NO.	A
		DATE	20/09/2022

Table of Consultation

Address	Edgecliffe Boulevard, Collaroy Plateau
Proposal	Proposed No Parking Motor Vehicles Excepted Restrictions

Properties Consulted	28
Responses Received	24
Support	16
Do Not Support	8

Issue	Resident Comment	Council Response
Trailer parking	"The restrictions would inhibit tradespeople and other workers [who] require trailers to undertake their duties causing a considerably more significant inconvenience than the odd trailer parked on the street"	The proposal will increase available parking for residents, visitors and contractors alike. The long-term parking of trailers should be on the private property with additional vehicles sharing the available on-street parking. Council will monitor any changes and may update the current proposal if required.
Affects Other Private Property Owners	"Should Northern Beaches Council install a 'No Parking Motor Vehicles Accepted' restriction, as stated in your correspondence, dated 20 September 2022, almost certainly, those boats, trailers and caravans currently parked on Edgecliffe Boulevard will be relocated beyond the restriction zone into the adjacent streets, including the already crowded section of road on Telopea Street between Hilma Street and Edgecliffe Boulevard."	Comments have been noted. Council will monitor the area for changes, if the proposal is approved.

ITEM 4.7	DOWLING STREET, FRESHWATER - SHIFTED CENTRELINE
REPORTING OFFICER	TRAFFIC ENGINEERING COORDINATOR
TRIM FILE REF	2022/688922
ATTACHMENTS	1 Plan

GEOCODES: -33.778914, 151.283800

REPORT

BACKGROUND

At the November meeting of the LocalTraffic Committee, the representative from Keolis Downer Northern beaches raised a concern about the location of the Electric Vehicle Charging Station on Dowling Street, Freshwater near its intersection with Lawrence Street. When a vehicle was parked at the charging station, buses were unable to pass without crossing the centrelines.

Council's Transport Network Manager undertook to have the matter investigated and reported back to the Traffic Committee

LOCATION

Dowling Street is a local road of approximately 11m in width and is well used by local traffic as a link between the Freshwater Village and the Freshwater and Queenscliff residential areas. The 167 bus route which passes between Warringah Mall and Manly via Curl Curl & Freshwater, proceeds in both directions along Dowling Street on a 20 minute frequency.

ISSUES

- In early 2022, Council introduced an Electric Vehicle Charging Station on the east side of Dowling Street. This was achieved by converting an existing 1P parking space to a "No Parking Electric Vehicles Excepted Only When Charging Limit 1 hour". The selected location was adjacent to an existing electricity sub-station which was converted to allow for the charging of vehicles.
- There is a high and increasing demand for publicly accessible electric vehicle charging points and Council is therefore, reluctant to remove the charging station.
- If poorly parked at the Electric Vehicle Charging Station, a vehicle can be within 3m of the centreline,s leaving insufficient room for traffic and particularly buses to safely and legally pass.
- The space occupied by the Electric Vehicle Charging Station was always a parking space, however, the green pavement to denote the Electric Vehicle Charging Station extends some 2.7m-2.8m from the kerb alignment gutter, which may have the unintended consequence of resulting in vehicles parking further from the kerb than they previously did.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to shift the centreline in a westerly direction to provide additional road space for a bus to turn from Lawrence Street left into Dowling Street. A southbound travel lane of 3.7m will be created leaving a 4.6m northbound travel lane on approach to Lawrence.

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 has not been undertaken with regard to this matter which is being undertaken for safety reasons



RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Shifting of the centreline markings on Dowling Street on approach to Lawrence Street so that they are located 6.5m west of the kerb alignment of the east side of Dowling Street.



*NOT TO SCALE

	PROPOSAL					
	Dowling Street, Freshwater Shifted Centreline					
	DRAWN	JB	APPROVED			
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	31/Oct/2022

5.0 MATTERS FOR NOTATION

ITEM 5.1	REQUEST FOR WORKS ZONE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2022/668149
ATTACHMENTS	NIL

GEOCODES: Various

REPORT

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

Applicant	Location	Works Zone Length and Time	Requested Period
Hi-Pac Constructions Pty Ltd 1/1051 Pacific Highway PYMBLE NSW 2073	75 Foamcrest Avenue NEWPORT NSW 2106	Length: 8 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	24 October 2022 to 18 June 2023
M Impero Constructions Pty Ltd Retail C, 2 Neild Avenue DARLINGHUR ST NSW 2010	85 Foamcrest Avenue NEWPORT NSW 2106	Length: 25 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	16 September 2022 to 23 December 2022
Reform Projects Pty Ltd 15/108 Dunning Avenue ROSEBERY NSW 2018	138 North Steyne MANLY NSW 2095	Length: 25 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	19 September 2022 to 23 April 2023.

RECOMMENDATION TO TRAFFIC COMMITTEE

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