

AGENDA

NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING

Notice is hereby given that a meeting of the Northern Beaches Council Local Traffic Committee will be held in the Flannel Flower Room, Civic Centre, Dee Why on

TUESDAY 6 DECEMBER 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
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 6 December 2022 in the Flannel Flower Room, Civic Centre, Dee Why Commencing at 10.00 am

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NEXT MEETING Tuesday 7 February 2023



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 8 NOVEMBER 2022

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee held 8 November 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 <u>Northern Beaches Council Code of Conduct</u> (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.

ITEM NO. 4.1 - 06 DECEMBER 2022



4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1 POUND AVENUE, FRENCHS FOREST - PART TIME NO

STOPPING

REPORTING OFFICER TRAFFIC ENGINEERING COORDINATOR

TRIM FILE REF 2021/654961

ATTACHMENTS 1 Pound Avenue - Plan

GEOCODES: -33.745689, 151.204444

REPORT

BACKGROUND

Council has received concerns from the Principal of Davidson High School regarding a lack of visibility to and from students using the school's driveway in Pound Avenue. The driveway is well used by students walking to and from the school and sight lines to students using the driveway are significantly restricted by parked vehicles. A student was recently hit by a car at the driveway.

LOCATION

- Pound Avenue is a local road with a speed limit of 50km/h, a 40km/h School Zone is present along the much of the street applying during the before and after school periods.
- The street carries low volumes of traffic, however, carries higher volumes of traffic before and after school.
- Davidson High School fronts Pound Avenue, however, the Mimosa Public School is also situated immediately to the north of Davidson High, which intensifies traffic and parking demands in the precinct.
- School bus stops are sited on the Mimosa Street, however, Forest Coaches Services also use Pound Street.
- Parking on Pound Street is the generally unrestricted which results in it being used extensively for student and teacher parking.

ISSUES

- Davidson High has a number of points by which students enter and exit the propert, and one such access point is a driveway located in Pound Avenue approximately 60m east of its intersection with Mimosa Street.
- The above driveway slopes steeply downhill towards Pound Avenue and despite the presence of speed bumps on the driveway, students departing the school on bicycles can sometimes exit the school property at speeds that are too high.
- The school stations staff members at the driveway to manage students leaving the property and students on bicycles are asked to dismount, however, some are inevitably missed.
- Parked cars adjacent to the driveway prevent clear sight lines to and from students using the driveway.



ITEM NO. 4.1 - 06 DECEMBER 2022

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce a short length of No Stopping on either side of the driveway to improve sight lines. The restrictions will only apply 8am-9am and 2:30pm -3:30pm School Days when use of the driveway is at its highest.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will improve safety for students using bicycles to enter and leave the school and does not affect any future planned facilities.
- The proposal will improve safety for students entering and exiting the school on foot and does not affect planned pedestrian facilities or impact on walking paths.

CONSULTATION

Consultation letters have distributed to seven adjacent properties and the changes have been discussed on site with the school Principal who is supportive of the change.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

A. Introduction of a No Stopping restriction applying 8am-9am and 2:30pm-3:30pm School Days and extending for a length of 6m on either side of the schools Pound Avenue driveway access.







ITEM NO. 4.2 - 06 DECEMBER 2022

ITEM 4.2 POUND AVENUE, FRENCHS FOREST - PART TIME BUS ZONE

REPORTING OFFICER TRAFFIC ENGINEERING COORDINATOR

TRIM FILE REF 2022/732494

ATTACHMENTS 1 Pound Avenue, Frenchs Forest - Plan

GEOCODES: -33.745689, 151.204444

REPORT

BACKGROUND

Council has received concerns the Principal of Davidson High School regarding cars parking within the School bus stop on Pound Avenue opposite the school.

LOCATION

- Pound Avenue is a local road with a speed limit of 50km/h, a 40km/h School Zone is present along the much of the street applying during the before and after school periods
- The street carries low volumes of traffic however, carries higher volumes of traffic before and after school.
- Davidson High School fronts Pound Avenue, however the Mimosa Public School is also situated immediately to the north of Davidson High which intensifies traffic and parking demands in the precinct.
- Most school bus stops are sited on the Mimosa Street and however a school bus stop is also present on the south side of Pound Avenue opposite the school.
- Parking on Pound Street is the generally unrestricted, which results in it being used extensively for student and teacher parking.

ISSUES

- Some students and others are parking within the bus stop on Pound Avenue rendering it inaccessible by buses at times when it is needed
- The bus stop is currently not supported by a Bus Zone
- The bus stop is not used by a regular public bus route, however,it is used on a daily basis by a number of school bus services.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce Bus Zone signage to support the bus stop. Under the Australian Road Rules, it is illegal to park within 20m on the approach to a bus stop or 10m on departure from a bus stop. At present, the absence of any Bus Zone signage means it is illegal to park within this area at any time. Council proposes to introduce a Bus Zone that applies only between 7am-9am and 2:30pm - 4:30pm School Days. The above change will mean that while car parking within the Bus Zone won't be permissible at these times, it will be permitted outside of the above hours when it is not required for use by buses.



ITEM NO. 4.2 - 06 DECEMBER 2022

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Notification letters have been distributed to 7 properties within the immediate vicinity of the location including Davidson High School, as the proposed change is being done to reinforce existing road rules and to give back parking at times when the bus stop is not in use. Feedback has not been requested, however, the school is supportive of the change

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

A. Introduction of a 30m length of Bus Zone on the south side of Pound Avenue at the bus stop located in front of No.59 Pound Avenue. The Bus Zone to apply 7am to 9am and 2:30pm to 4:30pm School Days







ITEM NO. 4.3 - 06 DECEMBER 2022

ITEM 4.3 BOWER STREET, MANLY - SUMMER PARKING

RESTRICTIONS

REPORTING OFFICER TRAFFIC ENGINEERING COORDINATOR

TRIM FILE REF 2022/664592

ATTACHMENTS 1 Bower Street - Plan

GEOCODES: -33.801265, 151.295166

REPORT

BACKGROUND

In recent years, Council has introduced No Parking restrictions on parts of Bower Street over the Summer period to assist in reducing congestion on Bower Street east of College Street on approach to Shelly Beach. In September 2021, the Local Traffic Committee considered a report recommending changes to the No Parking, so that it applied on a full time basis.

The Traffic Committee deferred the matter resolving that:

- A. This item be deferred until further data collection, investigation and consultation on various options have been undertaken, with a report to come back to the Traffic Committee when this has been completed.
- B. That the seasonal restriction in place during the Summer 2020-2021 period be continued for Summer 2021-2022, with additional signage and resources to manage the compliance with the restrictions.
- C. Any final scheme should incorporate Smart Parking technologies at the Shelly Beach carpark with real time parking availability signage on Bower Street in the vicinity of the College Street intersection.

LOCATION

Bower Street is a local road a little over 8m in width along its full length. It is the only road access to Shelly Beach. The width of Bower Street is insufficient to allow for parking on both sides and still maintain enough road width for two cars to pass abreast. While parts of Bower Street have had parking restrictions introduced which restricts parking on one or both sides of the road, there are long lengths where parking is still permissible on both sides.

The eastern end of Bower Street terminates at the carpark serving Shelly Beach. This carpark contains 77 car spaces and 2 motorcycle spaces. The carpark is controlled by a 4P Ticket parking restriction, to which Northern Beaches Beach Parking Permit holders are exempt.

ISSUES

- Parked vehicles on both sides of the road restrict access along the street to a single lane.
- On weekdays and during Winter, traffic volumes and visitor levels to Shelly Beach are low enough at most times, that parking activity on both sides of the road does not create congestion.
- On weekends in Summer, the popularity of Shelly Beach leads to increased traffic in the street and queues in both directions can form.



ITEM NO. 4.3 - 06 DECEMBER 2022

- Residents advise that some week days, particularly in school holidays periods, can be just as bad as weekends. Parking surveys and traffic observations conducted on sunny weekdays over the 2021/22 Christmas/New Year period although finding very low levels of available parking did not identify issues with traffic congestion.
- There is a real concern that parked vehicles and associated congestion could potentially
 restrict a timely emergency vehicle response to an incident at Shelly Beach or to a residential
 address in Bower Street. Several doctors live in Bower Street and some have reported
 significant delays responding to call-outs for surgeries due to congested conditions in the
 street.
- There is a distance of approximately 800m along Bower Street between the last side street (College Street) and the Shelly Beach carpark. Once past College Street, the only way drivers can turn around is either at the Shelley Beach carpark or by using residential driveways.
- The change from a 10P to a 4P restriction in the Shelly Beach carpark has increased turnover of parking and reaction to that change has been positive.
- Pre-existing No Parking restrictions which applied on both sides of the road adjacent to
 Dividing Barrier Lines, were replaced by No Stopping restrictions in the Summer of 2019/2020
 and have assisted Rangers to enforce parking within 3m of those lines.
- Feedback in regard to past proposals for further restrictions on parking in Bower Street, has
 revealed a high level of concern about the amount of lost parking. The most recent
 consultation with Bower St conducted in 2021, found that most of those who responded
 considered the loss of parking secondary to the need for improved access along the street.
- At peak times, Shelly Beach carpark is filled to capacity and people then try to park in Bower Street. Despite high levels of enforcement throughout Summer, many motorists are still electing to park contrary to the summer No Parking restrictions.
- Feedback from residents has suggested that a reason for the failure to observe the No Parking signage is that it is confusing, however the restrictions are of a standard design, and it is believed that a percentage of motorists are just willing to take the risk of receiving an infringement.
- Council has used barricades to prevent parking on the busiest days during Christmas and New year and in recent years, has also installed VMS signs advising of limited parking availability and corflute signs to raise awareness of the summer No Parking restrictions. These actions will be repeated this year.
- As noted above, Council undertook parking surveys and traffic observations on sunny
 weekdays over the Christmas/New Year period in the 2021/22 Summer period and although
 parking was fully or near fully occupied on Bower Street and illegal parking activity was
 occurring, traffic conditions were not significantly impacted. The only place where lengthy
 traffic delays were noted, was in the Shelly Beach carpark as vehicles stopped to wait for
 parking spaces to be vacated, causing queuing and delays for the following traffic. This differs
 from the weekend situation where severe congestion can eventuate both in the carpark and
 also in Bower Street, due to higher levels of traffic and higher levels of illegal parking activity.
- Council is due to commence the installation of parking sensors in the Shelly Beach carpark in December, which will provide data on parking availability and will assist more targeted enforcement activity. The installation of real time parking availability signage displays is a next step, however, this work is not likely to take place until the 2023/24 financial year (subject to funding availability).
- Further reporting is required seeking approval for a longer term strategy which will incorporate
 the use of real time information on parking occupancy in the Shelley Beach carpark and digital
 displays for motorists on current levels of parking availability approaching Shelley Beach
 (Smart Parking). Many motorists currently enter Bower Street hoping to find a vacant space,
 however, if the digital displays show that no parking is available, many motorists will elect not
 proceed into Bower Street. Until such time as this technology is in place, further changes to
 parking restrictions are unlikely to result in significant changes to traffic congestion on the
 busiest days.



ITEM NO. 4.3 - 06 DECEMBER 2022

PROPOSAL

Council proposes to implement the same Summer parking restrictions that were used last year and accompany these with static VMS displays and corflute signage for theSsummer of 2022/23. These restrictions (although not completely successful in addressing congestion issues in Bower Street) are considered beneficial in providing improved opportunities for vehicles to pass on Bower 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 impact on walking paths.

CONSULTATION

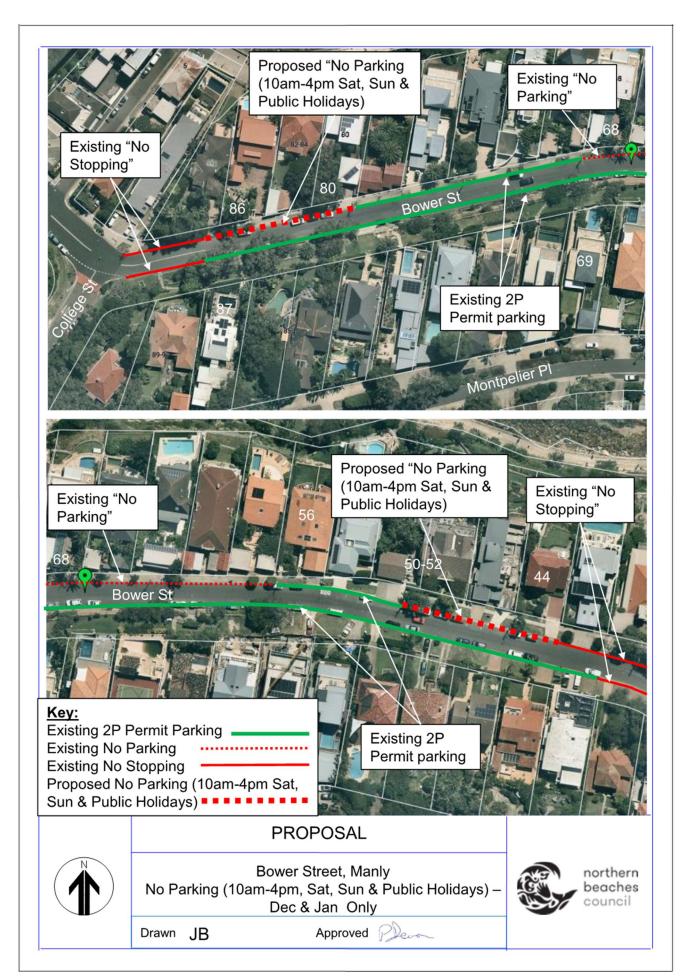
A notification letter has been circulated to residents of Bower Street advising that the same restrictions that were in place last year, will again be implemented from 1 December through to 31 January

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of the following restrictions on the north side of Bower Street between 1 December 2022 & 31 January 2023:

- A. No Parking (10:00am to 4:00pm Saturday, Sunday and Public Holidays) between No.s 44-52.
- B. No Parking (10:00am to 4:00pm Saturday, Sunday and Public Holidays) between No.s 80-86.







ITEM NO. 4.4 - 06 DECEMBER 2022

ITEM 4.4 ALEXANDER STREET, MANLY - RELOCATION OF NO

STOPPING AND 2P SIGNS

REPORTING OFFICER TRAFFIC ENGINEERING COORDINATOR

TRIM FILE REF 2022/672151

ATTACHMENTS 1 Plan

2 Table of Consultation

GEOCODES: -33.789086, 151.283842

REPORT

BACKGROUND

Council has received concerns from local residents regarding a safety issue for road users, especially cyclists, when performing a left turn into Alexander Street from Smith Street, Manly. Vehicles are parked on the south side of Alexander Street less than 10m from the intersection. As Alexander Street narrows at this point allowing only one car to pass at a time, it creates safety issues (a squeeze point) for cyclists when turning left.

The Australian Road Rules state: "A driver must not stop on a road within 10 metres from the nearest point of an intersecting road at an intersection without traffic lights".

LOCATION

- Alexander Street is located to the South of Pittwater Road. Currently, the parking on the west and east side of Alexander Street between Collingwood Street and Pittwater Road is 2P 8am -10pm Ocean Beach Precinct Residents Excepted.
- Alexander Street is a local road approximately 6.5m in width at the intersection with Smith Street and caters for two-way traffic with a posted speed limit of 50km/h.
- Adjacent land uses consist of low-medium density housing.

ISSUES

- Vehicles are parked on the south side of Alexander Street less than 10m from the intersection.
 As Alexander Street narrows at this point, allowing only one car to pass at a time, it creates safety issues (a squeeze point) for cyclists when turning left.
- Parked vehicles reduce road width and motorists often drive into oncoming traffic.
- Illegal parking at the intersection of Alexander Street and Smith Street.
- The Traffic team continues to receive customer requests in relation to poor visibility and reduced road width.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to relocate the existing No Stopping (L) sign and 2P (R) sign on the southern side of Alexander Street by a distance of approximately 4 metres in a westerly direction.



ITEM NO. 4.4 - 06 DECEMBER 2022

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will improve safety for road users, especially cyclists, when performing a left turn into Alexander Street from Smith Street, Manly.
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 35 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. The relocation of the existing No Stopping (L) sign and 2P (R) sign on the southern side of Alexander Street by a distance of approximately 4m in a westerly direction.





*NOT TO SCALE





Alexander Street, Manly Relocation of No Stopping and 2P Sign

DRAWN	LK		AP	PROVED	Plevo
LAYOUT	1 OF 1	REVISION NO.	Α	DATE	26/09/2022





Table of Consultation

Address	Alexander Street, Manly
Proposal	Relocation of No Stopping and 2P Signs

Properties Consulted	35
Responses Received	4
Support	2
Do Not Support	2
Partial Support	0

Issue	Resident Comment	Council Response
Affect Residents	There is already an existing No Stopping zone in place and the extension will not change the fact that only one car can pass at a time. It will just put further pressure on parking in an already limited environment. There is currently already a space where cyclists can pull into Alexander Street through the No Stopping zone before moving fully into the street	The proposal aims to improve road safety concerns which include reduced road width and poor visibility, therefore, enhancing sightlines. The Australian Road Rules states: " A driver must not stop on a road within 10 metres from the nearest point of an intersecting road at an intersection without traffic lights.
Loss of Parking	The proposal is taking away an on-street car park and secondly that it goes against the long-term opportunity to make that spot one where electric cars may be charged. House No. 57 Smith Street, runs directly alongside where this change is proposed, the residents have lived in this house for >10 years and use this car parking spot daily. They also ride their bikes all around Manly, including this spot.	Alexander Street is a public road, located in a residential area and the long-term parking of vehicles should be the responsibility of the property owner on private property with any additional vehicles sharing the available on-street parking.



ITEM NO. 4.5 - 06 DECEMBER 2022

ITEM 4.5 SEABEACH AVENUE, MONA VALE - NO PARKING

REPORTING OFFICER TRAFFIC OFFICER

TRIM FILE REF 2022/694113

ATTACHMENTS 1 Seabeach Avenue, Mona Vale - Plan

GEOCODES: -33.676323,151.310231

REPORT

BACKGROUND

Council has received concerns from local residents of Baldwin Living Seabeach Gardens regarding the limited sightlines when exiting from the retirement village.

LOCATION

- The section under consideration is Seabeach Avenue, Mona Vale between the intersections with Barrenjoey Road and Terrol Crescent.
- This section of Seabeach Avenue is a local road with a speed limit of 50km/h.
- Seabeach Avenue has a measured width of 9m from kerb-to-kerb and caters for two-way traffic movements.
- There is on-street parking is generally unrestricted along both kerbsides, with the exception of statutory No Stopping restrictions 10m from the intersection with Terrol Crescent.
- There is a footpath along the southern side of Seabeach Avenue.
- Adjacent land uses consist of Low-Density Residential and Medium-Density Residential housing on the northern and southern sides, correspondingly.
- Baldwin Living Seabeach Gardens lies on the southern side, correspondingly. The businesses serve as retirement homes for over 55 years of age or more.
- There are no bus routes that service this section of Seabeach Avenue.

ISSUES

- It can be observed that vehicles and boat trailers are parked near the driveway crossing and obstruct the view of approaching traffic for vehicles exiting Baldwin Living Seabeach Gardens.
- Five-year crash data shows there have been no crashes on this section of Seabeach Avenue, Mona Vale.

PROPOSAL

Council has undertaken a review of the above location and Council proposes to change a section of parking into a 'No Parking' area on Seabeach Avenue, Mona Vale.

To balance competing demands for parking and road safety, one on-street parking space will effectively be removed to provide an unobstructed line of sight for drivers exiting the retirement village and allow them to safely enter Seabeach Avenue. The 'No Parking' area will allow residents and visitors to pick up or set down passengers at the kerb for a short period of time.



ITEM NO. 4.5 - 06 DECEMBER 2022

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

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

CONSULTATION

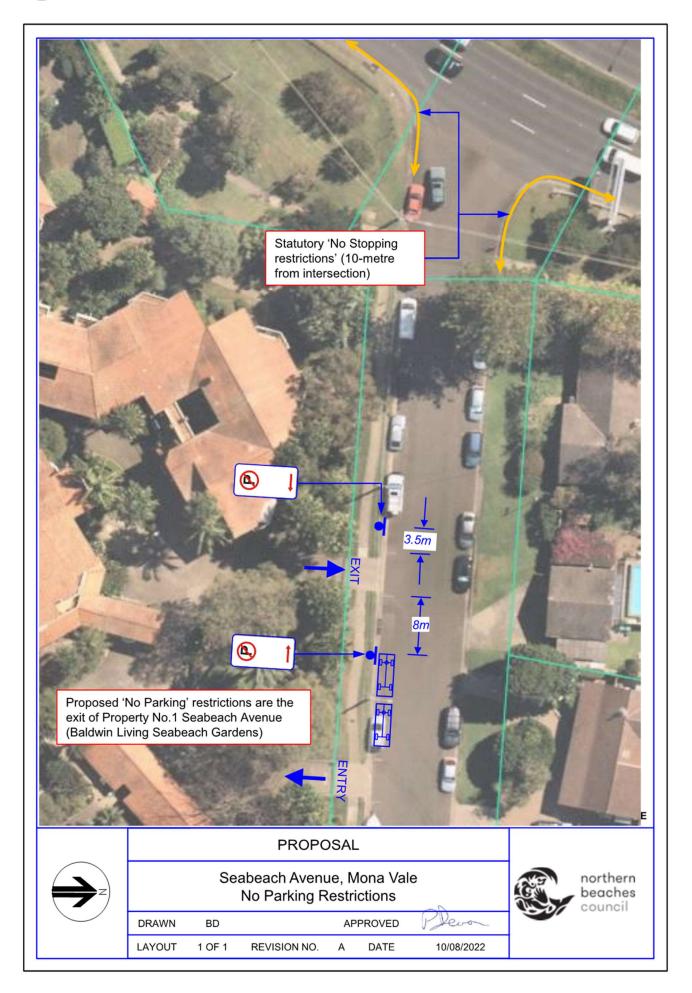
 Consultation letters have been distributed to 10 properties within the immediate vicinity of the location providing notification of the proposed changes. A total of 26 submissions of support were received.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

A. Installation of 'No Parking' restrictions along the southern side of Seabeach Avenue, Mona Vale as shown in the attachment Seabeach Avenue, Mona Vale – Plan.







ITEM NO. 4.6 - 06 DECEMBER 2022

ITEM 4.6 WATTLE ROAD, BROOKVALE - TIMED PARKING

REPORTING OFFICER TRAFFIC OFFICER

TRIM FILE REF 2022/729613

ATTACHMENTS 1 Wattle Road, Brookvale - Plan

2 Wattle Road, Brookvale - Table Of Consultation

GEOCODES: -33.768183, 151.276938

REPORT

BACKGROUND

Council has received concerns from residents regarding the parking of caravans, box & boat trailers and heavy vehicles in Wattle Road, Brookvale.

LOCATION

- This section of Wattle Road is a local road that caters for two-way traffic, with a speed limit of 50km/h. Wattle Road is used by traffic to reach Brookvale, Freshwater, and the surrounding suburbs.
- On-street parking is generally unrestricted on Wattle Road, with the exception of an existing 2-hour timed parking restriction at the north-western end adjacent to the intersection of Mitchell Road and Wattle Road. No Stopping restrictions are located at the intersection of Wattle Road and Ada Avenue Road Brookvale.
- Adjacent land use consists of industrial, business, and medium density housing along the northern and southern sides of Wattle Road, correspondingly.

ISSUES

- The concerns raised affect visibility and due to the existing unrestricted parking, it is difficult to provide parking opportunities for customers and visitors.
- Abandoned vehicles and illegal parking.

PROPOSAL

Council has undertaken a review of the location and proposes to install Eight Hour Timed Parking (8P 8am-6pm Everyday) on the northern side of Wattle Road, from the existing (2P 8:30am-6:00pm MON-FRI) outside No.42-46 from the intersection Mitchell Road and Wattle Road to the intersection of Wattle Road & Ada Avenue, Brookvale.

Additional, Eight Hour Timed Parking (8P 8am-6pm Everyday) on the northern side of Wattle Road, from the intersection Ada Avenue & Wattle Road to the intersection of Wattle Road and Ethel Avenue. Brookvale.

Further, Eight Hour Timed Parking (8P 8am-6pm Everyday) on the northern side of Wattle Road, from the intersection Ethel Avenue & Wattle Road to the intersection of Wattle Road and Harbord Road, Brookvale. A concept plan is enclosed with this letter for your information.



ITEM NO. 4.6 - 06 DECEMBER 2022

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of Eight Hour Timed Parking (8P 8am-6pm Everyday) on the northern side of Wattle Road, from the existing (2P 8:30am- 6:00pm MON-FRI) outside No.42-46 from the intersection Mitchell Road & Wattle Road to the intersection of Wattle Road & Ada Avenue, Brookvale
- B. Installation of Eight Hour Timed Parking (8P 8am-6pm Everyday) on the northern side of Wattle Road, from the intersection Ada Avenue & Wattle Road to the intersection of Wattle Road & Ethel Avenue, Brookvale.
- C. An Eight Hour Timed Parking (8P 8am-6pm Everyday) on the northern side of Wattle Road, from the intersection Ethel Avenue & Wattle Road to the intersection of Wattle Road & Harbord Road, Brookvale. A concept plan is enclosed with this letter for your information.



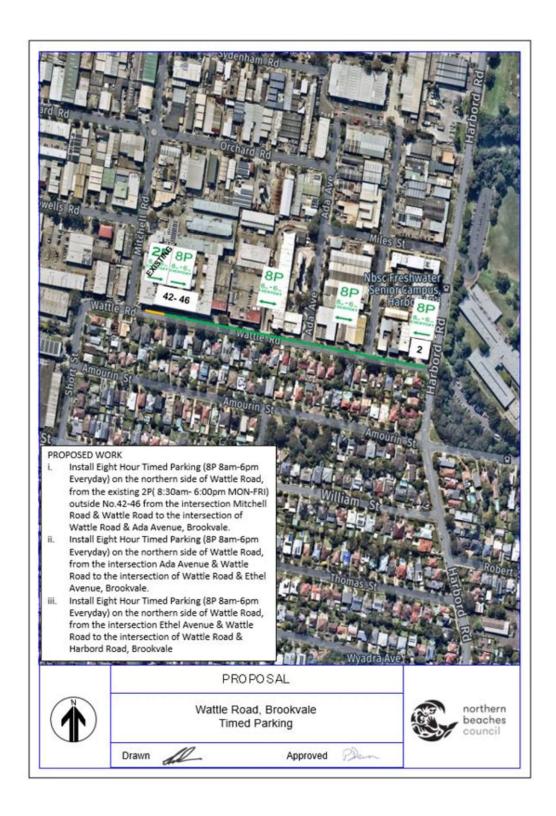




Table of Consultation

Address	Wattle Road, Brookvale	
Proposal	Timed Parking	

Properties Consulted	223
Responses Received	10
Support	6
Do Not Support	4

2 Partial Support

Issue	Resident Comment	Council Response
Affects Residents	I'm concerned that the timed parking will move the problem to the other side of the street. If that does occur, what is the action plan? I don't want caravans, boats, box trailers or heavy vehicles out the front of my house	The intention of the proposal is to improve existing parking concerns and improve road safety, however, previous proposals indicate that the majority of the vehicles do not park in front of residential properties with the exception of those owned by the resident.
Loss Of Parking	Currently there is insufficient parking for residents in Wattle Road. We have cars from the smash repair businesses parked up and down the road all day and night. My concern is that this may make the matter worse. When we have visitors they have to park in the next street as there is never any parking. I don't know what the solution is but maybe giving a permit to residents and restricting parking on both sides of the road.	Wattle Road is a public road and the long term parking of vehicles should be the responsibility of the property owner on private property with any additional vehicles sharing the available onstreet parking. The Traffic team have received requests in relation to on and off street compliance issues which have been forwarded to Council Rangers and Building Compliance teams to investigate.
Additional Comments	Whilst I support the implementation of timed parking as advised in your correspondence, I don't believe it will help the current issue of parking of caravans, box and boat trailers and heavy vehicles on Wattle Road, Brookvale. A different maximum timed parking limit, say 6 hour parking, would be needed to make the boats and trailers move.	The timed parking limit is consistent with the limits recently approved by Northern Beaches Local Traffic Committee in the Brookvale industrial area, which has successfully moved the trailers. Any compliance issues can be forwarded to Council Rangers to investigate.



ITEM NO. 4.7 - 06 DECEMBER 2022

ITEM 4.7 WINBOURNE ROAD BROOKVALE, LAGOON STREET

CARPARK NARRABEEN & OCEAN STREET, NARRABEEN -

ELECTRIC VEHICLE PARKING

REPORTING OFFICER TRAFFIC OFFICER

TRIM FILE REF 2022/732040

ATTACHMENTS 1 Winbourne Road, Brookvale - Plan

2 Lagoon Street Carpark, Lagoon Street, Narrabeen - Plan

3 Ocean Street, Narrabeen - Plan

4 Winbourne Road, Brookvale - Table Of Consultation

5 Lagoon Street Carpark, Lagoon Street, Narrabeen - Table

Of Consultation

6 Ocean Street, Narrabeen - Table Of Consultation

GEOCODES: -33.762062, 151.272524-- Winbourne Road, Brookvale

-33.713573, 151.298235 - Lagoon Street Carpark, Narrabeen

-33.720192, 151.298493 - Ocean Street, Narrabeen

REPORT

BACKGROUND

In order to assist the transition to electric vehicles in the Northern Beaches Council area, JOLT in conjunction with Ausgrid, are deploying free public charging for up to 15 minutes in selected locations within the local community, existing locations in Bungan Street, Mona Vale and 2 spaces in Village carpark Mona Vale.

Brookvale and Narrabeen have been identified as suitable locations for the installation of three additional electric vehicle charging stations, which ultilise the existing Ausgrid infrastructure to provide charging points to the allocated bays.

Electric vehicle charging points have proven to boost surrounding commercial activity by providing an additional use to supplement existing infrastructure.

LOCATIONS

- Winbourne Road caters for two-way traffic, with a speed limit of 50km/h. The proposed section
 has existing 1P Timed Parking restrictions on both sides of the road west of Mitchell Road to
 the intersection of Pittwater Road and a free two-hour timed public carpark is located near the
 intersection of Winbourne Road and Pittwater Road, with approximately 70 parking bays,
 including 4 accessible bays. The proposal for 2 EV charging spaces is currently located within
 existing 1P timed parking restrictions.
- Lagoon Street caters for two-way traffic, with a speed limit of 50km/h. Lagoon Street carpark is
 a free two-hour timed public carpark is located on Lagoon Street between Waterloo Street and
 Albert Street, Narrabeen. The carpark has approximately 55 parking bays, including 2
 accessible bays. The proposal for 2 EV charging spaces is currently located within existing 1P
 timed parking restrictions.
- Ocean Street is a local road of 12m in width, carrying medium volumes of two-way traffic. The
 proposed section of road between Pittwater Road and Robertson Road has ½ & 1P timed
 parking restrictions and on the eastern side of the road is unrestricted, however, has 2 existing
 Pay & Display carparks. The proposal for 1 EV charging spaces in the unrestricted parking
 area.



ITEM NO. 4.7 - 06 DECEMBER 2022

ISSUES

Council recently had the Draft Electric Vehicle Charging Infrastructure Plan on exhibition for comments and was adopted at the August 2021 Council meeting.

The Electric Vehicle Charging Infrastructure Plan guides the future management of publicly operated electric vehicle (EV) charging stations in the Northern Beaches.

The plan identifies the framework for establishing a future network of EV charging stations and outlines conditions for the installation, management, maintenance and removal of EV charging infrastructure on identified Council sites.

Our MOVE Transport Strategy sets a target of a 30% reduction in vehicle emissions by 2038, and our Climate Change Action Plan has a range of actions for delivering this outcome, including facilitating and providing public EV charging infrastructure at key locations

PROPOSAL

Council has undertaken a review of the location and proposes to convert the existing timed parking area to 'No Parking Electric Vehicles Excepted Only While Charging'. The proposed parking bay measures approximately 11 metres between the driveway of No.85-89 and the entrance driveway of Winbourne Road Carpark on Winbourne Road, Brookvale

Convert two parking bays in Lagoon Street carpark to 'No Parking Electric Vehicles Excepted Only While Charging'. Signs to be installed in the first parking bay in the middle row of the carpark, near the entrance and a 'hatching' in the last parking bay prior to the exit of Lagoon Street Carpark, Lagoon Street, Narrabeen.

Convert the existing unrestricted parking area on Ocean Street, Narrabeen to 'No Parking Electric Vehicles Excepted Only While Charging'. The 'No Parking Electric Vehicles Excepted Only While Charging' proposed parking bay measures approximately 6.5 metres in length and is located outside the existing Ausgrid infrastructure, opposite the rear of No.1238-1246 Pittwater Road, on the eastern side of Ocean Street, Narrabeen.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation was available on Council's website 'Your Say' for comment and was included in the fortnightly Community Engagement Newsletter and the weekly Council e-News. Three temporary signs were displayed onsite with a QR code to direct users to the 'Your Say' webpage. The responses are noted in Attachment 4, 5 & 6 – Table Of Consultation.



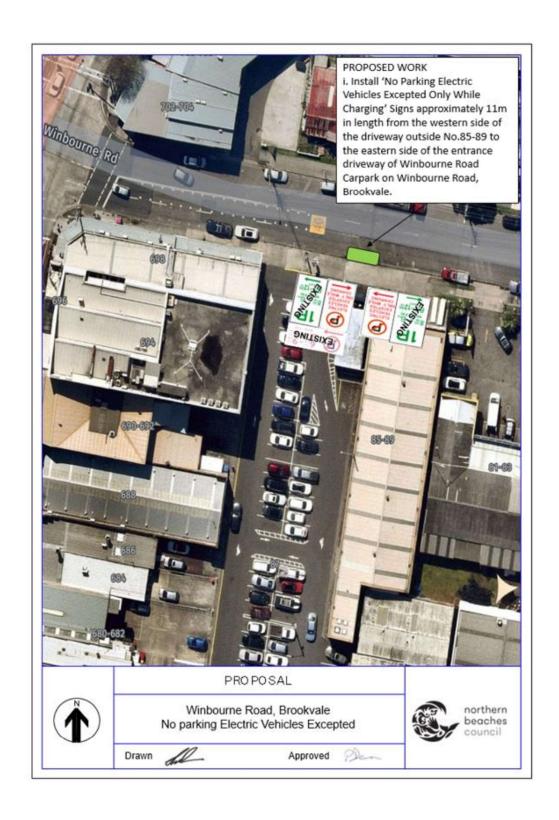
ITEM NO. 4.7 - 06 DECEMBER 2022

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. convert the existing timed parking area to 'No Parking Electric Vehicles Excepted Only While Charging'. The proposed parking bay measures approximately 11 metres between the driveway of No.85-89 and the entrance driveway of Winbourne Road Carpark on Winbourne Road, Brookvale
- B. Convert two parking bays in Lagoon Street carpark to 'No Parking Electric Vehicles Excepted Only While Charging'. Signs to be installed in the first parking bay in the middle row of the carpark, near the entrance and a 'hatching' in the last parking bay prior to the exit of Lagoon Street Carpark, Lagoon Street, Narrabeen.
- C. Convert the existing unrestricted parking area on Ocean Street, Narrabeen to 'No Parking Electric Vehicles Excepted Only While Charging'. The 'No Parking Electric Vehicles Excepted Only While Charging' proposed parking bay measures approximately 6.5 metres in length and is located outside the existing Ausgrid infrastructure, opposite the rear of No.1238-1246 Pittwater Road, on the eastern side of Ocean Street, Narrabeen.







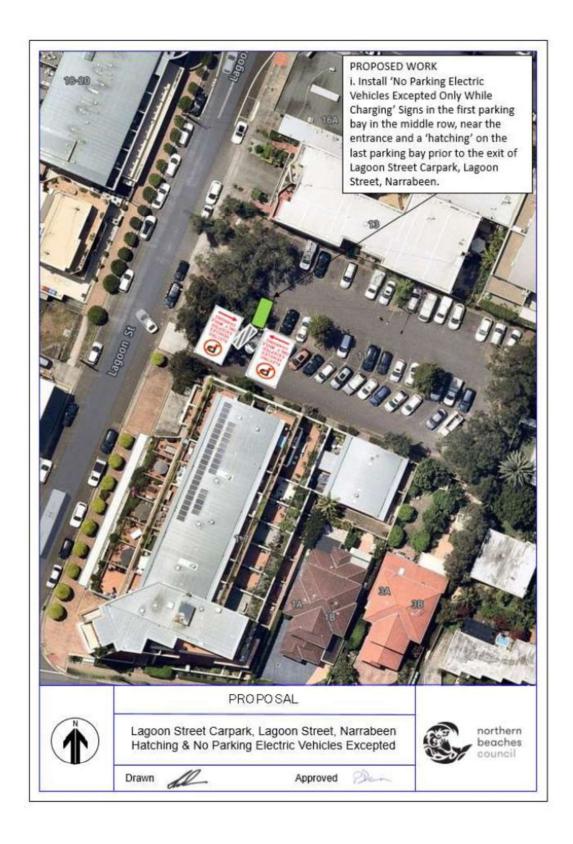








Table of Consultation

Address	Winbourne Road, Brookvale
Proposal	No Parking Electric Vehicles Only

Properties Consulted	LGA Your Say Consult
Responses Received	33
Support	29
Do Not Support	4

Issue	Resident Comment	Council Response
Affects Businesses &		
Visitors	Lack of parking in Brookvale generally. Not fair to take spaces away to cater to a small minority. I'm very disappointed to see Council taking parking away from all in favour of rich Electric Vehicle private car owners and still doing nothing with Carshare for the residents of Northern Beaches since amalgamation. The Carshare policy needs to be put in place for the thousands of carshare members on the beaches before Council wastes more time supporting a few hundred Electric Vehicle owners.	The intention of the proposal is to improve the increasing demand for electric vehicle parking. Council has completed multiple timed parking proposals to remove boat trailers, box trailers and caravans and improve parking turnover in Brookvale. There is a free Council carpark adjacent to the proposed location. Council will continue to explore options and additional infrastructure to support e-bikes and electric car share opportunities.
Loss Of Parking	average ratepayer? It's all well and good to 'feel good' about doing things, but surely when you are spending our money or allocating our resources, you need a sound business case? A tangible and identifiable cost/benefit? I ride my bike past the Jolt station in Oaks Avenue, Dee Why almost every day and it is almost always empty. Meanwhile the significantly larger proportion of road users, including motorbikes have no allocated spaces in Oaks or Howard Avenue, Dee Why. This proposal will do the same damage to	Spaces are available for EV's for up to one hour which will include 15 minutes free charging. The 15 minutes free charging will be funded by paid advertising on Ausgrid's existing infrastructure. Customers can continue to use the charging beyond 15 minutes (as the parking bay is for one hour), with the prices currently being the first 7kWh free, then \$0.40 per kWh thereafter. \$5/hr idle time. Operational costs will be recovered from the EV customers. These locations are deemed suitable, as they are in high turnover town/strategic centres. This allows and attracts EV users to the town centres, which will support local businesses. These spaces also need to be located within proximity to existing Ausgrid distribution kiosks to allow for the charging infrastructure. Feedback received from the recently installed Mona Vale EV spaces supports usage and boosting the local economy (food, beverages and shopping while waiting for vehicle to charge).



Additional Comments	I don't augment the shanges for the helevy	Council currently utilians renewable energy
Additional Comments	I don't support the changes for the below	Council currently utilises renewable energy
	reasons.	for all buildings and facilities. All electricity
	* The electricity is taken from the grid. This	provided for charging of EV's will be from a
	means it is not greener. It takes the energy	renewable energy source.
	from burning coal.	As part of the adopted EV Charging
	* For the above reason, the cost & energy	Infrastructure Plan, we will initially consider
	outlay is not worth it.	locations that are in strategic and tourism
	* Car spots are hard enough to find on the	destinations for EV charging infrastructure. This
	Northern Beaches. This will make it harder.	will include strategic centres such as Mona
	* This only supports those who do not need	Vale, Brookvale/Dee Why, Frenchs Forest and
	supporting. The rich in their Tesla's.	Manly, some sporting grounds, as well as
		tourist areas such as Palm Beach.
		We will consider sites based on the location
		having: an existing and/or potential demand for
		EV charging.
		A desirable location for the user to stop, spend
		time in the area or use local amenities.
		A safe location for access to the proposed
		charging infrastructure
		Access to a suitable power supply.
		Any provision of EV charging stations on public
		land will be subject to licensing/ leasing
		arrangements, or similar, between the provider
		and Council.



Table of Consultation

Address	Lagoon Street Carpark, Lagoon Street, Narrabeen
Proposal	No Parking Electric Vehicles Only

Properties Consulted	LGA Your Say Consult
Responses Received	30
Support	23
Do Not Support	5

2 Undecided

Issue	Resident Comment	Council Response
Affects Residents	Why are my rates providing free electricity to wealthy electric vehicle owners? I have to pay for fuel for my car. Electric vehicle owners should pay to charge their cars or charge them with their own home electricity supply.	The intention of the proposal is to improve the increasing demand for electric vehicle parking. There proposed location is in a free Council carpark. The 15 minutes free charging will be funded by paid advertising on Ausgrid's existing infrastructure.
Loss Of Parking	What type of charger will be installed? I don't feel there is adequate capacity with only one bay. How will the bay be regulated? I can foresee this being a contentious space where only one vehicle can access the charger at a time and no way to queue. I believe this is the only charging station for the entire suburb of Narrabeen; I live in a unit block and want to be able to purchase an EV but there is limited ability to rapid charge a vehicle in the area. Who will pay for the cost of electricity and will it be sourced from an environmental supply network (zero carbon)?	Spaces are available for EV's for up to one hour which will include 15 minutes free charging. Council Rangers can enforce the proposed restriction. The 15 minutes free charging will be funded by paid advertising on Ausgrid's existing infrastructure. Customers can continue to use the charging beyond 15 minutes (as the parking bay is for one hour), with the prices currently being the first 7kWh free, then \$0.40 per kWh thereafter. \$5/hr idle time. Operational costs will be recovered from the EV customers. These locations are deemed suitable, as they are in high turnover town/strategic centres. This allows and attracts EV users to the town centres, which will support local businesses. These spaces also need to be located within proximity to existing Ausgrid distribution kiosks to allow for the charging infrastructure. Feedback received from the recently installed Mona Vale EV spaces supports usage and boosting the local economy (food, beverages and shopping while waiting for vehicle to charge).



Additional Comments	Strongly disagree with any more advertising	Any provision of EV charging stations on public
	on the Jolt unit. The unit does not need to	land will be subject to licensing/ leasing
	be any where the size of the obscenely	arrangements, or similar, between the provider
	large one in Forestville.	and Council.
	Very disappointed the size of the Jolt unit is	The 15 minutes free charging will be
	not shown clearly on the site plan.	funded by paid advertising on Ausgrid's
	I want less advertising, not more.	existing infrastructure.
	There is no such thing as free.	
	Charges will be passed on to either	
	ratepayers or Ausgrid customers.	
	Make these recharging points a "user pays"	
1	service.	



Table of Consultation

Address	Ocean Street, Narrabeen
Proposal	No Parking Electric Vehicles Only

Properties Consulted	LGA Your Say Consult
Responses Received	23
Support	22
Do Not Support	0

1 Undecided

Issue	Resident Comment	Council Response
Questions	electricity and the who bears cost of recharging. What are the costs for charging?	Any provision of EV charging stations on public land will be subject to licensing/ leasing arrangements, or similar, between the provider and Council. The 15 minutes free charging will be funded by paid advertising on Ausgrid's existing infrastructure.



ITEM NO. 4.8 - 06 DECEMBER 2022

ITEM 4.8 RADIO AVENUE, BALGOWLAH HEIGHTS - DIVIDING

BARRIER LINES

REPORTING OFFICER TRAFFIC OFFICER

TRIM FILE REF 2022/733920

ATTACHMENTS 1 Radio Avenue, Balgowlah Heights - Plan

GEOCODES: - 33.804670, 151.259447

REPORT

BACKGROUND

Council has received repeated requests from a local resident regarding the parking of a boat trailer affecting pedestrian and road safety, in particular, the visibility of school children crossing the road to attend school.

LOCATION

- This section of Radio Avenue is a local road that caters for two-way traffic, with a speed limit of 50km/h. Radio Avenue is used by traffic to reach Balgowlah, Manly, Seaforth and the surrounding suburbs.
- On-street parking is generally unrestricted on Radio Avenue and the proposed section is prior to and at the beginning of the Balgowlah Heights Public School Zone.
- Adjacent land use consists of low to medium density housing along the eastern and western sides of Radio Avenue, correspondingly.

ISSUES

- A boat trailer (legally parked) is affecting pedestrian and road safety, in particular, the visibility of school children crossing the road to attend school.
- Radio Avenue is the only street in this location that does not have dividing line restrictions at the intersection, which currently exist at the intersections of Lewis, Woodland and Ernest Street, Balgowlah Heights.

PROPOSAL

Council has undertaken a review of the location and proposes to install two dividing barrier lines approximately 20m in length in Radio Avenue on each side of the intersection at Radio Avenue and Ernest Street, Balgowlah Heights

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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



ITEM NO. 4.8 - 06 DECEMBER 2022

CONSULTATION

Due to the existing road safety concerns, notification letters have been distributed to properties within the immediate vicinity of the location providing notification of the proposed changes.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

A. Installation of two dividing barrier lines approximately 20m in length in Radio Avenue on each side of the intersection at Radio Avenue and Ernest Street, Balgowlah Heights.







ITEM NO. 4.9 - 06 DECEMBER 2022

ITEM 4.9 MANLY VALE PUBLIC SCHOOL CAR PARK - GIBBS STREET

AT SUNSHINE STREET, MANLY VALE

REPORTING OFFICER ENGINEER - TRAFFIC

TRIM FILE REF 2022/735582

ATTACHMENTS 1 Plan

GEOCODES: -33.783782, 151.260827

REPORT

BACKGROUND

Council conducted a Road Safety Review around Manly Vale Public School and has subsequently been investigating changes aimed to improve school safety in the area.

One of the concerns relates to the vehicles travelling from the carpark on Gibbs Street at the intersection with Sunshine Street, is that they do not give way to pedestrians, especially in school peak periods. This is a safety issue for pedestrians crossing the carpark access point as they head to and from the school.

LOCATION

- The carpark is located on the southern side of Gibbs Street at its intersection with Sunshine Street and accommodates approximately 30 parking spaces.
- Gibbs Street and Sunshine Street are local roads of approximately 9.5m in width carrying low volumes of two-way traffic other than during school drop-off and pick-up times when traffic volumes increase sharply.
- Parking is generally permitted on both sides of Sunshine Street and Gibbs Street; however, before and after school restrictions are present on both sides of the road to cater for drop-off and pick-up activity at the adjacent Manly Vale Public School.
- Sunshine Street and Gibbs Street are used by the 145 Bus Route and also by school bus services.
- Gibbs Street joins Sunshine Street at a 90-degree elbow and given the narrow width of both streets plus the regular use of the streets by buses, dividing barrier lines have been in place on the bend to assist in keeping traffic to the correct side of the road and improve safety.

ISSUES

Vehicles travelling from the carpark on Gibbs Street at the intersection with Sunshine Street
do not give way to pedestrians, especially in school peak periods. This is a safety issue for
pedestrians crossing the carpark access point as they head to and from the school.



ITEM NO. 4.9 - 06 DECEMBER 2022

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce additional markings to improve safety for pedestrians exiting the carpark. Council proposes to re-mark the Stop Line and add a "STOP" stencil at the egress point of the carpark, to ensure drivers stop to check for traffic and pedestrians before entering Sunshine Street.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will improve safety for road users, including people walking or cycling along the footpath on Gibbs Street and Sunshine Street by reducing traffic speeds.
- The proposal does not affect the pedestrian facilities or impact walking paths

CONSULTATION

Consultation letters have not been distributed since the carpark is owned and operated by Northern Beaches Council; the change is being made for safety reasons.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

A. The re-marking of the Stop Line and add a "STOP" stencil at the egress point of the carpark.





APPROVED

DATE

07/11/2022

DRAWN

LAYOUT

LK

1 OF 1

REVISION NO.



ITEM NO. 4.10 - 06 DECEMBER 2022

ITEM 4.10 UNNAMED LANEWAY OFF KEMPBRIDGE AVENUE,

SEAFORTH - NO STOPPING RESTRICTIONS

REPORTING OFFICER TRAFFIC OFFICER

TRIM FILE REF 2022/735917

ATTACHMENTS 1 Unnamed Laneway off Kempbridge Avenue, Seaforth - Plan

GEOCODES: -33.797003, 151.250934

REPORT

BACKGROUND

Council has received concerns from local residents regarding vehicles parking on the northern and southern sides of the unnamed laneway off Kempbridge Avenue, Seaforth, affecting access and traffic flow issues due to the width (5-5.5m) of the narrow road.

LOCATION

- The unnamed lane is a local road off Kempbridge Avenue, Seaforth that caters for two-way traffic, with a speed limit of 50km/h. The Unnamed Lane is used by business owners and residents to access the underground parking of properties No 538-546 Sydney Road, Seaforth.
- On-street parking is generally restricted on the northern side by 'No Stopping' and 'No Parking'
 with a 6m length of unrestricted parking in between. On the southern side parking is restricted
 by a 'No Parking' sign.
- Adjacent land use consists of a residential dwelling along the northern side and mixed commercial and medium density housing along the southern side and eastern end of the lane.

ISSUES

- Local residents are concerned about road safety, due to vehicles parking on the northern and southern sides of the unnamed laneway off Kempbridge Avenue, Seaforth, affecting access and traffic flow issues due to the width (5-5.5m) of the narrow road.
- Illegal parking on both sides of the lane, restricting access to and from properties and affecting waste services access to Council waste removal
- Vehicle damage, general road safety of pedestrians and motorists.

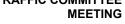
PROPOSAL

Council has undertaken a review of the location and issues and proposes to install lengths of No Stopping Unbroken Yellow Kerb Lines throughout the lane to reinforce the road rules and improve pedestrian and road 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.



ITEM NO. 4.10 - 06 DECEMBER 2022

northern beaches

The proposal does not affect the pedestrian facilities or impacts on walking paths.

CONSULTATION

Council conducted face-to-face consultation with residents and business owners within the immediate vicinity of the location, providing notification of the proposed changes. The responses were in support of the change.

RECOMMENDATION TO TRAFFIC COMMITTEE

A. That the Traffic Committee supports the introduction of No Stopping Unbroken Yellow Kerb Lines on the northern and southern side of the unnamed lane off Kempbridge Avenue, Seaforth.









PROPOSAL

Unnamed Laneway off Kempbridge Ave, SEAFORTH
No Stopping

DRAWN	JS		AP	PROVED	PD
LAYOUT	1 OF 1	REVISION NO.	Α	DATE	17/11/2022





ITEM NO. 4.11 - 06 DECEMBER 2022

ITEM 4.11 MOORE LANE, FRESHWATER - INSTALLATION OF NO-

STOPPING SIGNS

REPORTING OFFICER ENGINEER - TRAFFIC

TRIM FILE REF 2022/735970

ATTACHMENTS 1 Plan

GEOCODES: -33.779877, 151.287176

REPORT

BACKGROUND

Council has received concerns from local residents regarding ongoing illegal parking on Moore Lane, Freshwater, close to its intersection with Moore Road. This results in hazardous conditions for vehicles seeking to access Moore Lane as the parked vehicles leave insufficient road width for an entering/exiting vehicle to pass another vehicle trying to access the lane. Parked vehicles also impede sight lines to road users on Moore Road, Freshwater.

The Australian Road Rules state: "A driver must not stop on the road within 10 metres from the nearest point of an intersecting road at an intersection without traffic lights, unless the driver stops at a place on a length of road, or in an area to which a parking control sign applies...".

LOCATION

- Moore Lane and Moore Road are local roads with speed limits of 50km/h with parallel parking on both sides of the road. Moore Road provides a link between Freshwater Beach and Albert Street, Freshwater.
- Moore Road is located within the Freshwater shopping precinct and there is a high demand for on-street parking spaces. There are generally unrestricted parking areas in Moore Road and Moore Lane. These are mostly taken up by employees, residents and visitors to the area.
- The 167, 165x and 705N bus services operate on Moore Road, Freshwater.
- Adjacent land use consists of the Freshwater Village Shopping Centre, the Freshwater Shopping Precinct and low to medium-density housing.

ISSUES

- Ongoing illegal parking on Moore Lane, Freshwater, close to its intersection with Moore Road, which results in hazardous conditions for vehicles seeking to access Moore Lane as the parked vehicles leave insufficient road width for an entering/exiting vehicle to pass another vehicle trying to access the lane.
- Parked vehicles impede sight lines to road users on Moore Road, Freshwater.
- The Traffic team continues to receive customer requests in relation to poor visibility and reduced road width.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to installation No Stopping restriction signs on Moore Lane and Moore Street outside No.21 and No.23 Moore Road, Freshwater, to improve the road width and improve visibility and reinforce the road rules.



ITEM NO. 4.11 - 06 DECEMBER 2022

In view of the low number of vehicles entering and exiting Moore Lane, the No Stopping zones on approach and departure to the lane will be reduced to 6m, minimising the impact on parking. This is in accordance with the Road Rules which allow parking closer than 10m to an intersection, if signage permits it.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

As the proposed change is being made to reinforce the road rules, consultation on the matter has not been undertaken. Notification letters have been distributed to 175 properties within the immediate vicinity of the location providing notification of the proposed changes, and a number of submissions have been received raising concerns about lost parking. As noted above, these concerns are unfounded as the "parking" is in a location which is illegal.

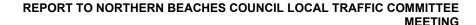
RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

A. Installation of No Stopping restriction signs on Moore Lane and Moore Street outside No.21 and No.23 Moore Road, Freshwater.









ITEM NO. 4.12 - 06 DECEMBER 2022

ITEM 4.12 FOREST ROAD, WARRIEWOOD – PARKING MODIFICATIONS

REPORTING OFFICER ENGINEER - TRAFFIC

TRIM FILE REF 2022/737027

ATTACHMENTS 1 Forest Road, Warriewood – Plan

2 Table of Consultation

GEOCODES: -33.682867, 151.286599

REPORT

BACKGROUND

Council has received multiple concerns from residents regarding illegal parking and the parking of abandoned vehicles, caravans, box & boat trailer, and heavy vehicles in Forest Road, Warriewood. Unfair parking usage affects residents, visitors and other road users. The concerns raised not only affect parking, but also affects traffic flow and visibility.

LOCATION

- The eastern end of Forest Road intersects with Macpherson Street and Casuarina Drive and is controlled by a roundabout. The western end is a cul-de-sac and provides access to 'Mater Maria Catholic College'.
- Forest Road is a local road with a speed limit of 40km/h during school hours and other times 50km/h.
- The average width of Forest Road is 11.5 m.
- Double Barrier (BB) lines were installed on the curved section of Parkes Road and extended a bit further on the straight section of the road.

ISSUES

- During school hours, excessive traffic causes queuing effects and impacts the roundabout performance.
- Valuable parking spots are occupied by abandoned vehicles, caravans, box & boat trailers and heavy vehicles. Also, often illegal parking and parallel parking have been observed.
- Visibility is compromised at times.
- Increased traffic volume and dangerous traffic flow create potential risks of either head-on collisions or creating damage to parked vehicles.

PROPOSAL

Council has undertaken a review of the above location and proposes parking modifications, delineation, and footpath construction.

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

• Proposed 45m length of 'No Parking Motor Vehicles Excepted' on the south side of Forest Road.



ITEM NO. 4.12 - 06 DECEMBER 2022

- Proposed to remove 18m length of existing 'No Stopping' on the north side of Forest Road.
- Proposed 63m of 'P, 2 MINUTE; DROP OFF AND PICK UP AREA;8 AM-9:30 AM, 2:30 PM-4 PM; SCHOOL DAYS' on the north side of Forest Road starting from 2m away from eastern edge of the driveway of property number 2.
- Proposed 57m length of 'No Parking Motor Vehicles Excepted' on the north side of Forest Road.
- Proposed a 125m 'Dividing Barrier (BB) Lines (two way)' at the centre of the road.
- Proposed a 125m length and 2.3m wide 'Edge Line E1' on the north side of Forest Road.
- Proposed to provide a footpath (complies with Council's Standards) in consultation with Mater Maria Catholic College, in between the western edge of the vehicular crossing of the College and the property 2.

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 pedestrian facilities and walking paths.

CONSULTATION

Consultation letters have been distributed to 194 properties within the immediate vicinity of the location providing notification of the proposed changes.

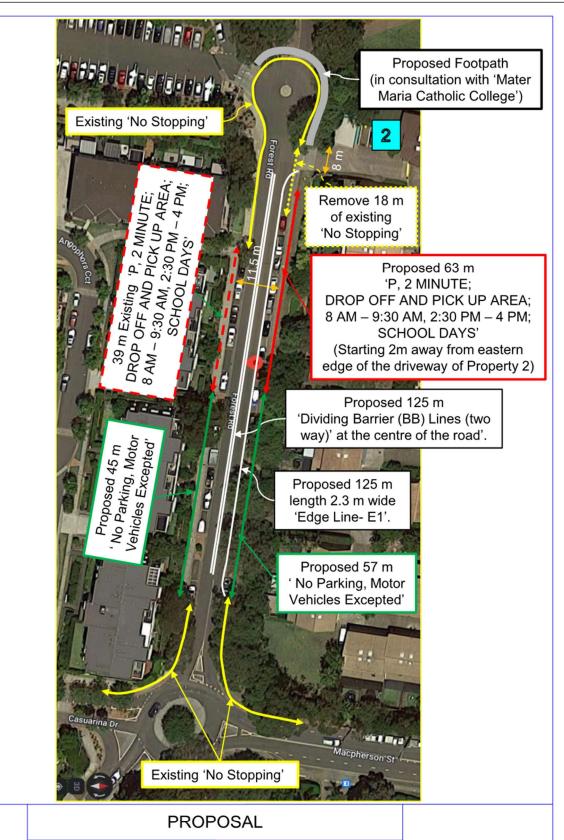
The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation 45m length of 'No Parking Motor Vehicles Excepted' on the south side of Forest Road.
- B. Removal of 18m length of existing 'No Stopping' on the north side of Forest Road.
- C. Installation of 65m of 'P, 2 MINUTE; DROP OFF AND PICK UP AREA;8 AM-9:30 AM, 2:30 PM-4 PM; SCHOOL DAYS' on the north side of Forest Road.
- D. Installation of 57m length of 'No Parking Motor Vehicles Excepted' on the north side of Forest Road.
- E. Installation of a 125m 'Dividing Barrier (BB) Lines (two-way)' at the centre of the road.
- F. Installation of a 125m length and 2.3m wide 'Edge Line E1' on the north side of Forest Road.
- G. Construction of a footpath (complying with Council's Standards) in consultation with Mater Maria Catholic College, in between the western edge of the vehicular crossing of the College and property 2.







Forest Road, Warriewood Parking Modifications

Drawn VS Approved





	Table of Consultation	o <u>n</u>	
Address	Forest Road, Warriewood		
Proposal	Parking modifications		
Properties Consulted	194		
Responses Received	19		
Support	8		
Do Not Support	11		
Issue	Resident Comment	Council Response	
Parking modifications	Not improved residents' parking facility.	Proposed 'No Parking, Motor Vehicles Excepted' restriction on both sides of Forest Road and 'Pick up and Drop Off zone' on the north side of the road removes boat and trailer parking and improves residents' parking facility. The proposed pick up / drop off facility is applicable only during morning and evening school hours and at other times residents can use it. The proposal further facilitates school time pick up / drop off and improves traffic flow and queuing impact at roundabout performance. Hence, safety is enhanced. The on-street parking facility is for everyone and Council tries to maximise its usage with fairness.	
Delineation	The double Barrier Centreline (BB) restricts vehicles' entry and exit through driveways. Also creates traffic congestion.	Residents can cross the double Barrier Centreline (BB) when they enter and exit through driveways. BB line delineates and regulates the traffic flow. As the road width is sufficient, the BB line does not impact any parking facility. The edge line regulates the parking and narrows the trafficable width hence calming the traffic.	
Footpath	Supports the footpath provision.	The Council conditioned the footpath construction as part of the Development Conditions of Mater Maria Catholic College. This footpath facilitates children/pedestrians to use the pick-up and drop-off zone on the north side of Forest Road safely.	



ITEM NO. 4.13 - 06 DECEMBER 2022

ITEM 4.13 AVALON PARADE, AVALON - RIGHT TURN PREVENTION

INTERSECTION TREATMENT

REPORTING OFFICER TRAFFIC ENGINEERING COORDINATOR

TRIM FILE REF 2022/742985
ATTACHMENTS 1 (draft) Plan

GEOCODES: -33.634324, 151.324268

REPORT

BACKGROUND

Development Approval was granted in 2020 for a Seniors Housing Development at No.84 Avalon Parade, Avalon. One of the Conditions of Consent requires the Developer to submit plans for driveway adjustments which and amendments to intersection traffic islands to prevent right turns to and from the development's driveway to Avalon Parade. Approval for the changes by the Local Traffic Committee are required prior to release of a Construction Certificate.

The consent was subsequently amended to require the Developer to lodge the plans for Council's approval and construct the changes to Council's satisfaction prior to the release of an Occupation Certificate.

The Developer's Traffic Engineer has been working with the Transport Network team on the proposal and plans for the above have now been received.

LOCATION

Avalon Parade is a local road performing a collector road function. It carries approximately 6,500 vehicles per day and links the Avalon Town Centre with the Clareville, Taylors Point and Stokes Point communities. The 199 Bus proceeds east along Avalon Parade.

A pedestrian refuge and kerb blisters are present at the intersection of Avalon Parade with Ruskin Rowe to slow traffic, assist pedestrians to cross the road and assist vehicles turning right to and from Ruskin Rowe.

ISSUES

- A seven unit Seniors Housing Development has been approved at 84 Avalon Parade.
- The development is located directly opposite the intersection of Avalon Parade with Ruskin Rowe and will be accessed by a driveway fronting Avalon Parade.
- To facilitate safe access to and from the development and minimise the safety implications
 of the increased vehicle movements at the intersection, a Condition of Consent has been
 imposed to prevent right turn movements to and from the site.
- To ensure that the above restriction is self-enforcing, adjustments to the existing pedestrian
 refuge islands to physically prevent right turns to and from the site are proposed. The use
 of separated in and out driveways will also assist the above issues.
- The proposed traffic island adjustments have been tested with swept path plots to confirm that they prevent right turns by B85 vehicles, while not impacting upon turning movements for heavy vehicles into and out of Ruskin Rowe or through traffic movements on Avalon Parade.



ITEM NO. 4.13 - 06 DECEMBER 2022

PROPOSAL

Council has undertaken a review of the location and issues and supports the proposed adjustments to the existing pedestrian refuge and driveway to prevent right turns to and from the development. This will ensure residents of the Seniors Living Development can safely access the development without impacting upon safety for existing turning movements at the intersection.

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 been undertaken with regard to the development during the DA assessment process and the Condition of Consent requiring the physical of right turns to and from the development has been added to address concerns raised during the assessment process.

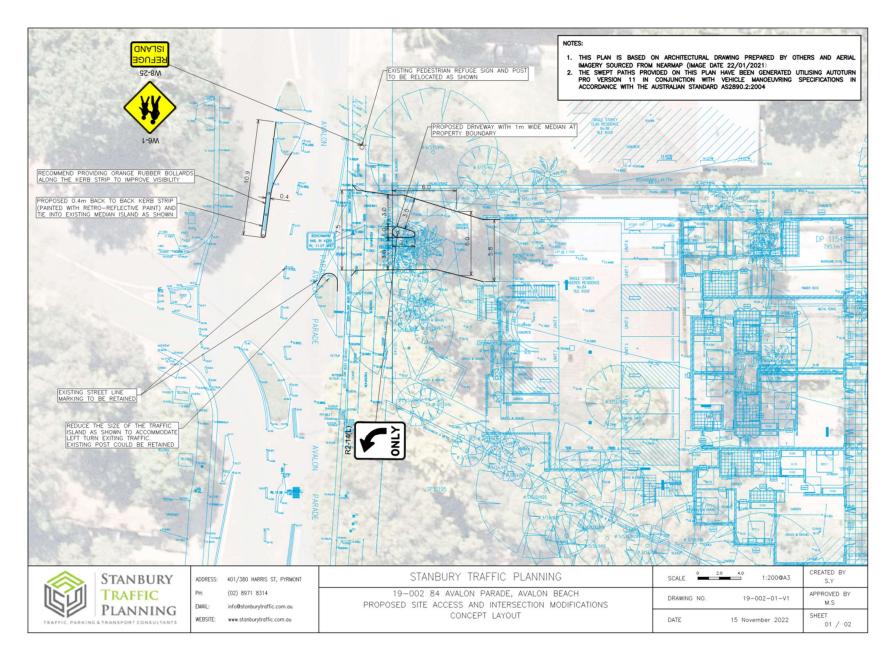
No further consultation on the matter is required.

RECOMMENDATION TO TRAFFIC COMMITTEE

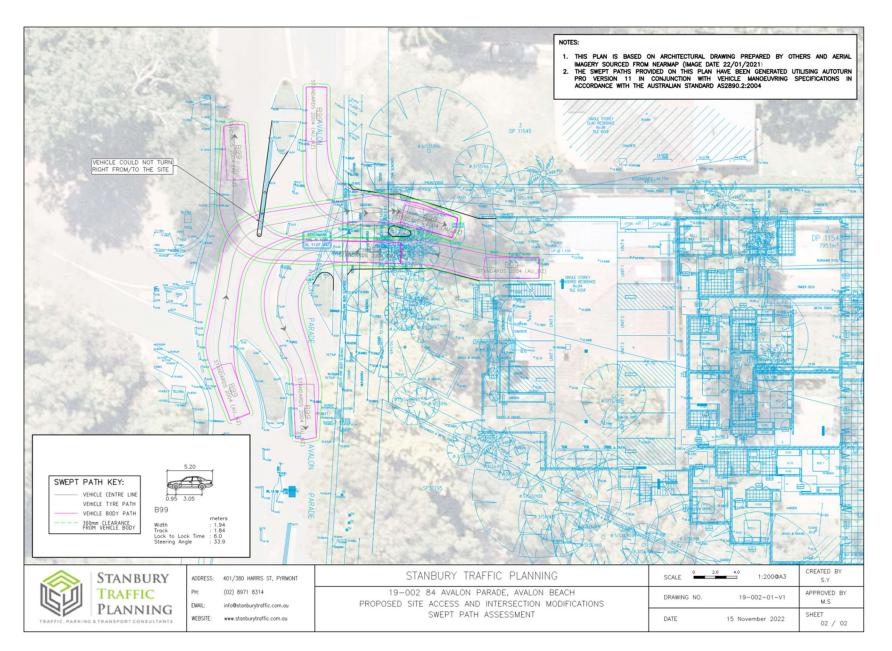
That the Traffic Committee supports the:

- A. Introduction of a Left In/Left Out restriction on traffic entering and exiting the Seniors Housing Development at No.84 Avalon Parade
- B. Introduction of separate in and out driveways and adjustment to the existing pedestrian refuge to incorporate a narrow finger median designed to physically prevent right turns to and from the development











ITEM NO. 4.14 - 06 DECEMBER 2022

ITEM 4.14 ADAMS STREET. FRENCHS FOREST - NO STOPPING

RESTRICTIONS

REPORTING OFFICER TRAFFIC OFFICER

TRIM FILE REF 2022/744172

ATTACHMENTS 1 Adams Street, Frenchs Forest - Plan

GEOCODES: -33.745675, 151.222285

REPORT

BACKGROUND

Council has received concerns from local residents regarding traffic congestion and traffic flow on Adams Street, Frenchs Forest, between Forest Way and Prince Charles Road French Forest.

LOCATION

- The section of Adams Street lies between the intersection with Forest Way and Prince Charles Road Frenchs Forest.
- The section of Adams Street is a local road that caters for two-way traffic, with a speed limit of 50km/h.
- Adams Street has an approximate width of 12.5m from kerb-to-kerb.
- Current parking restrictions along Adams Street include:
 - 'No Stopping' restrictions from the intersection of Forest Way to the western side of the driveway of No.28 Adams Street.
 - 'No Parking' restrictions from the western side of the driveway at No.28 Adams Street to the western side of the driveway at No.30 Adams Street, Forest Way.
 - 'No Parking 6am -9am' restrictions from the western side of the driveway at No.30
 Adams Street to the eastern side of the driveway at No.44 Adams Street, Forest Way.
- Footpaths exist on both sides of Adams Street.
- Adjacent land uses consist of low to medium-density housing along Adams Street and Prince Charles Road.
- The bus routes that service the section of Adams Street include:
 - 281 Davidson to Chatswood
 - o 109, 151,160, 210, 227, 193, School Buses

ISSUES

- Adams Street allows parallel parking along the southern kerbside and allows vehicles to legally stop for dropping off or picking up passengers or goods on the northern kerbside, while catering for two-way traffic
- When a vehicle stops in the existing No Parking restrictions on the northern side, it obstructs travel paths and creates traffic congestion for traffic travelling eastbound towards Forest Way, as motorists are required to merge from two lanes of traffic flowing to one lane.



ITEM NO. 4.14 - 06 DECEMBER 2022

PROPOSAL

Council has undertaken a review of the above location and proposes the following:

- Remove existing 'No Parking' restrictions on Adam Street and extend the existing No Stopping restrictions to property No.30 Adams Street.
- Remove existing 'No Parking 6 am 9am' restrictions on Adam Street and replace with 'No Stopping 6am – 9am' restrictions.
- Extend the 'No Stopping 6am 9am' restriction from the eastern side of the driveway at property No.44 Adams Street to the northern side of the driveway at property No.76 Prince Charles Road.
- Install 'No Stopping' Unbroken Yellow Line from northern side of the driveway at property No.76 Prince Charles Road to the southern side of the driveway at property No.78 Prince Charles Road

Parking restrictions on the southern kerbside of Adam Street and the western side of Prince Charles Road will remain unchanged.

This proposal will deter stopping at this section of Adam Street and Prince Charles Road, Frenchs Forest. The proposal will assist the safe movement of traffic through Blackbutts Road, Prince Charles Road and Adam Street, 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 has not been conducted as this is a matter of improving traffic flow.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Removal of existing 'No Parking' restrictions on the northern side of Adams Street, Frenchs Forest
- B. Extension of 'No Stopping' restrictions from Property No.28 Adam Street to property No.30 Adam Street Frenchs Forest.
- C. Removal of existing 'No Parking 6 am 9am' restrictions on Adam Street.
- D. Installation of 'No Stopping 6am 9am' restriction from the western side of the driveway at No.30 Adams Street to northern side of the driveway at property No.76 Prince Charles Road.
- E. Installation of 'No Stopping' Unbroken Yellow Line from the northern side of the driveway at property No.76 Prince Charles Road to the southern side of the driveway at property No.78 Prince Charles Road.







ITEM NO. 4.15 - 06 DECEMBER 2022

ITEM 4.15 THE CIRCLE, NARRAWEENA - PAINTED TRAFFIC ISLAND

REPORTING OFFICER TRAFFIC ENGINEERING COORDINATOR

TRIM FILE REF 2022/746173

ATTACHMENTS 1 Plan

GEOCODES: -33.753003, 151.275019

REPORT

BACKGROUND

Council is constructing a Shared Path link between Warringah Road and McIntosh Road in Narraweena. The Shared Path section commences on the northern side of Warringah Road at Alfred Street and extends north along Poplar Lane and Oceana Street, linking through the Oceana Street Dog Park to Mundara Place and on to McIntosh Road. A section of the route along Oceana Street is on-road and this report seeks approval for the work to facilitate the transition from "on road" route to Shared Path at The Circle.

LOCATION

The Circle is a local road of 7.3m in width carrying low volumes of traffic. The throat of the intersection where it meets Oceana Street flares significantly. The on road bicycle route transitions to Shared Path at the intersection with The Circle.

ISSUES

- The Circle widens considerably where it meets Oceana Street and pedestrians/cyclists currently have a 16.5m length of road to cross when proceeding from one side of The Circle to the other.
- Existing pram ramps are poorly aligned and located close to Oceana Street, which increases the length of road that has to be crossed.
- Given the narrow width of The Circle, concrete traffic islands or a pedestrian refuge at the intersection with Oceana Street will inhibit turning movements of larger vehicles such as removalist trucks and garbage trucks. Medium Rigid Vehicles up to 8.8m in length can turn without encroaching on the painted traffic island.
- A painted traffic island on The Circle will allow pedestrians to stage their crossing and reduce the length of road that must be crossed at a time. Larger vehicles can drive over the painted island to access The Circle.
- Cyclists must transition from on-road to Shared Path and this is best done on approach to the intersection, rather than at the intersection, to minimise the number of potentially conflicting traffic/pedestrian movements that must be negotiated.



ITEM NO. 4.15 - 06 DECEMBER 2022



PROPOSAL

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

- Remove the existing poorly aligned pram ramps at the intersection and realign them parallel to the footpath and shift them slightly to the east, to reduce the required crossing distance.
- Paint a traffic island at the intersection to separate inbound and outbound traffic movements and create a storage area upon which pedestrians can stage their crossing of The Circle, if required.
- Construct a pram ramp and short length of Shared Path just to the south of The Circle, to create an area for cyclists to safely transition from on-road to Shared Path travel.
- Painted bicycle logos and small directional arrows will be added to Oceana Street to direct cyclists onto the Shared Path.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will assist cyclists to travel safely between McIntosh Street and Warringah Road and more importantly, to transition from on-road to Shared Path travel at The Circle.
- The proposal does assists pedestrians to safely cross The Circle and improves pedestrian links through the area.

CONSULTATION

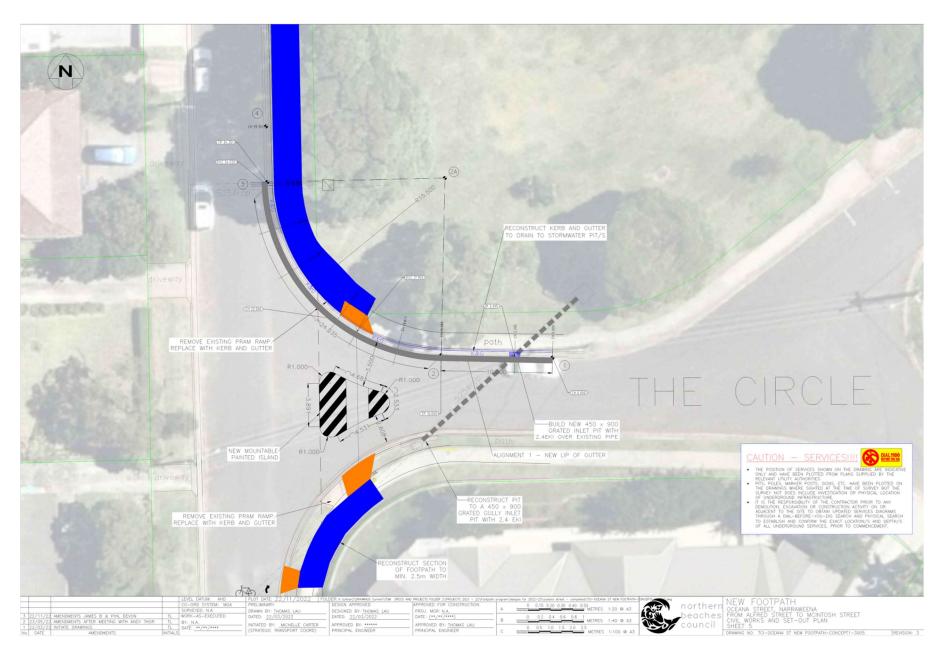
A resident notification letter has been distributed to all homes along the proposed shared path route providing notification of the proposed changes.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

A. Proposed linemarked traffic island, pram ramps and bike route linemarking works at the intersection of The Circle and Oceana Street







ITEM NO. 4.16 - 06 DECEMBER 2022

ITEM 4.16 FRANKSON PLACE, MONA VALE - TIMED PARKING

REPORTING OFFICER TRAFFIC ENGINEERING COORDINATOR

TRIM FILE REF 2022/746776

ATTACHMENTS 1 Plan

2 Table of Consultation

GEOCODES: -33.672810, 151.309046

REPORT

BACKGROUND

Council has received concerns from local residents regarding illegal parking, reduced traffic sightlines, difficulties exiting driveways and a reduction of available on-street parking in Frankson Place, Mona Vale.

LOCATION

Frankson Place is a local road of approximately 7.3m in width, carrying low volumes of two-way traffic. Parking is generally permitted on both sides of the road, however, the presence of double barrier lines at its intersection with Bassett Street effectively prevents parking on either side of the road for the first 25m of the street. An existing No Parking restriction applying 8am -5pm on the eastern side of the street along the frontage of Pavich Reserve, creates an area where opposing vehicles can pass.

The proximity of Frankson Place to industrial/commercial premises in Bassett Street means it is an attractive location for all day parking by workers.

ISSUES

- Vehicles parked on both sides of the road prevent two-way traffic flow and interfere with driveway access for residents.
- Vehicles belonging to workers at premises in Bassett Street are often parked all day and from early in the morning, leaving residents and their visitors with little opportunity to park on the street.
- Parking issues are not as prevalent on weekends.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install Four Hour (4P) Timed Parking restrictions 7AM-5PM MON-FRI beginning on the western side from the termination point of the existing dividing line on the Frankson Place frontage of No.76 Bassett Street on Frankson Place, north to the southern side of the driveway serving No.14 Mount Pleasant Avenue, Mona Vale.

Additionally, on the eastern side of Frankson Place, install Four Hour (4P) Timed Parking restrictions 7AM-5PM MON-FRI restrictions beginning from the southern side of the driveway outside No.8 to the existing No Parking outside Pavich Reserve. Re-apply the restriction from the No Parking to the completion of the existing dividing line outside No.74 Bassett Street on Frankson Place, Mona Vale.



ITEM NO. 4.16 - 06 DECEMBER 2022

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of a 4P Timed parking restriction applying 7am to 5pm Mon-Fri on both sides of Frankson Place. The restrictions to extend:
 - on the western side from the termination point of the existing dividing line on the Frankson Place frontage of No.76 Bassett Street on Frankson Place, north to the southern side of the driveway serving No.14 Mount Pleasant Avenue.
 - on the eastern side of Frankson Place, beginning from the southern side of the driveway outside No.8 to the existing No Parking outside Pavich Reserve. Re-apply the restriction from the No Parking to the completion of the existing dividing line outside No.74 Bassett Street on Frankson Place, Mona Vale



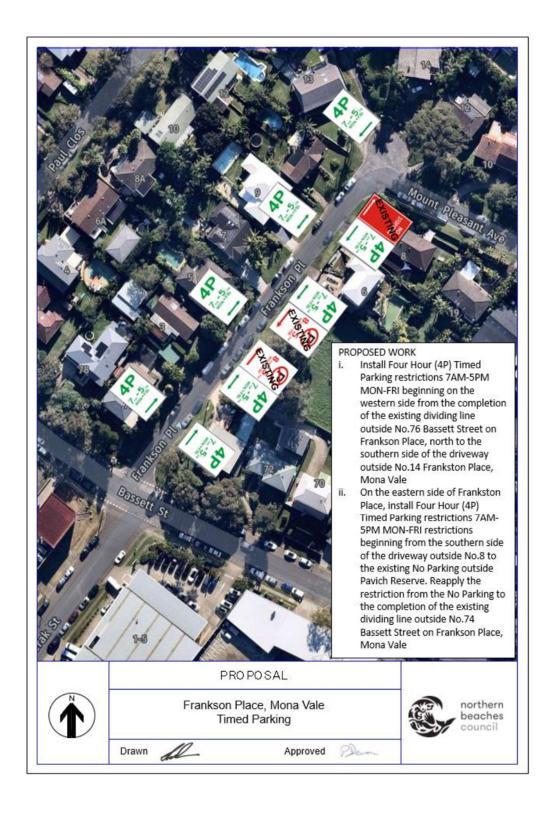




Table of Consultation

Address	Frankson Place, Mona Vale
Proposal	Timed Parking

Properties Consulted	15
Responses Received	4
Support	3
Conditional Support	0
Do Not Support	1

Issue	Resident Comment	Council Response
visibility	I have no visibility exiting the driveway, have had accidents due to lack of vision	The proposed 4P Parking restriction will remove long term parked vehicles and increase turnover which will result in less vsibility obstruction.
loss of parking	We own 3 cars and 1 boat and rely on onstreet parking	This resident has a double carport and space on the property to park a third vehicle. The proposed restrictions will apply 7am -5pm Mon-Fri and will allow residents with multiple vehicles to park on street overnight and on weekends.
No Parking	I would prefer No Parking 8am-4pm Monday to Friday	The proposed 4P allows for medium term parking for residents and their visitors on street. A No Parking restriction is considered excessive in this location.



ITEM NO. 4.17 - 06 DECEMBER 2022

ITEM 4.17 ADDISCOMBE ROAD, MANLY VALE – SHARED PATH AND

PEDESTRIAN CROSSING

REPORTING OFFICER TRAFFIC OFFICER

TRIM FILE REF 2022/746939

ATTACHMENTS 1 Addiscombe Road, Manly Vale – Aerial

2 Addiscombe Road, Manly Vale - Bike Plan

3 Addiscombe Road, Manly Vale - Community Engagement

Report

4 Addiscombe Road, Manly Vale - Concept Plan

5 Addiscombe Road, Manly Vale - Signage Plan

GEOCODES: -33.787556,151.274612

REPORT

BACKGROUND

Council's 'Move – Northern Beaches Transport Strategy' in 2019, identified that shared paths are a way to reduce reliance on vehicles and encourage active travel and healthy recreation in walking and cycling. This project is part of Council's Tier 3 Local Connection route, which links the existing Regional Routes on Condamine Street to Kenneth Road.

As part of the process, changes to traffic conditions and parking restrictions on a Council road will require the approval of the Northern Beaches Local Traffic Committee.

LOCATION

- The section under consideration is Addiscombe Road between Kenneth Road and Fairway Close and the intersection of Addiscombe and Kenneth Road, Manly Vale.
- This section of Addiscombe Road is a local road and regional with a speed limit of 50km/h.
- This section of Kenneth Road is a regional road with a speed limit of 50km/h.
- Addiscombe intersects Kenneth Road at the stem of a 'T' intersection and is controlled by a 'GIVE WAY' arrangement.
- Addiscombe Road and Kenneth Road have a measured carriageway width of 9m and 12m correspondingly and both cater to two-way traffic.
- Addiscombe Road narrows to 6.5m north of the intersection with Kenneth Road.
- On-street parking on Addiscombe Road is generally restricted due to the existing 'No Parking'
 and 'No Stopping' restrictions along the western and eastern kerbside. There is a 15m section
 of unrestricted parking on the western kerbside, adjacent to the intersection of Addiscombe
 Road and Kenneth Road.
- Current parking restrictions along Kenneth Road include:
 - 'No Parking Motor Vehicles Excepted' restrictions west of the intersection with Addiscombe Road on both kerbsides.
 - A combination of '10P 6AM 8PM EVERY DAY' and '4P 8AM 6PM EVERY DAY' timed parking restrictions east of the intersection with Addiscombe Road on both kerbsides.



ITEM NO. 4.17 - 06 DECEMBER 2022

- Existing 'No Stopping' restrictions on both approaches to the intersection with Addiscombe Road.
- o Signposted 'Bus Zone' west of the intersection with Addiscombe Road.
- There is a footpath on the western side of Addiscombe Road. There is a section of shared pedestrian and cyclist paths on the eastern side of Addiscombe Road which transitions to an on-road cyclist lane.
- A shared pedestrian and cyclist path and a footpath lie along the southern and northern sides of Kenneth Road, correspondingly.
- Adjacent land uses consist of Fairway Reserve and medium-density housing on the northwestern side and Manly Golf Club on the north-eastern and southern sides.
- Bus Route 165X and multiple school bus routes service both sections of Addiscombe Road and Kenneth Road.

ISSUES

- Significant volumes of pedestrians and cyclists are crossing Kenneth Road as a route to connect to local schools, sporting destinations, Manly Boy Charlton Aquatic Centre and playgrounds. With many students currently cycle to Mackellar Girls Campus and local primary schools.
- High vehicle speeds and high traffic volumes on Kenneth Road make crossing Kenneth Road hazardous. At its meeting in October 2019, the Northern Beaches Council Local Traffic Committee gave its support to the installation of five sets of speed cushions on Kenneth Road to reduce speeds, particularly around Manly Boy Charlton Aquatic Centre.
- Traffic speed and volume counts conducted in March 2019 on Kenneth Road, west of the intersection, revealed an 85th percentile speed of 57km/h.
- Concerns were raised regarding the traffic speed and safety of pedestrians and cyclists and the potential conflict with traffic.

PROPOSAL

Council has undertaken a review of the location and proposes to improve shared pedestrian and cyclist connections in Addiscombe Road that will extend from Kenneth Road and Fairway Close, to complete the missing section of shared path in this well-used cycle network.

The proposal includes the widening of the existing path to create a new shared pedestrian and cyclist path on Addiscombe Road to provide better pedestrian and cyclist connections to local schools, sporting destinations, Manly Boy Charlton Aquatic Centre and playgrounds.

This proposal would also include improved access for pedestrians and cyclists with the removal of the existing pedestrian refuge on Kenneth Road and an installation of a combined raised pedestrian and cyclist crossing to facilitate the shared path connection. The proposed raised pedestrian and cyclist crossing is considered beneficial as a means to slow traffic.

Additionally, on the Addiscombe Road leg of the intersection, a median island is proposed to prevent vehicles from performing illegal maneuvers at the intersection and a slow point is proposed to overall narrow the road and reduce traffic speeds.



ITEM NO. 4.17 - 06 DECEMBER 2022

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

- The proposal will improve cycling facilities and will connect to an existing shared path on Kenneth Road.
- The proposal aims to improve pedestrian facilities and walking paths.

CONSULTATION

A consultation was conducted through Council's Your Say page with 74 responses. The full engagement report is seen in the attachment "Community Engagement Report".

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

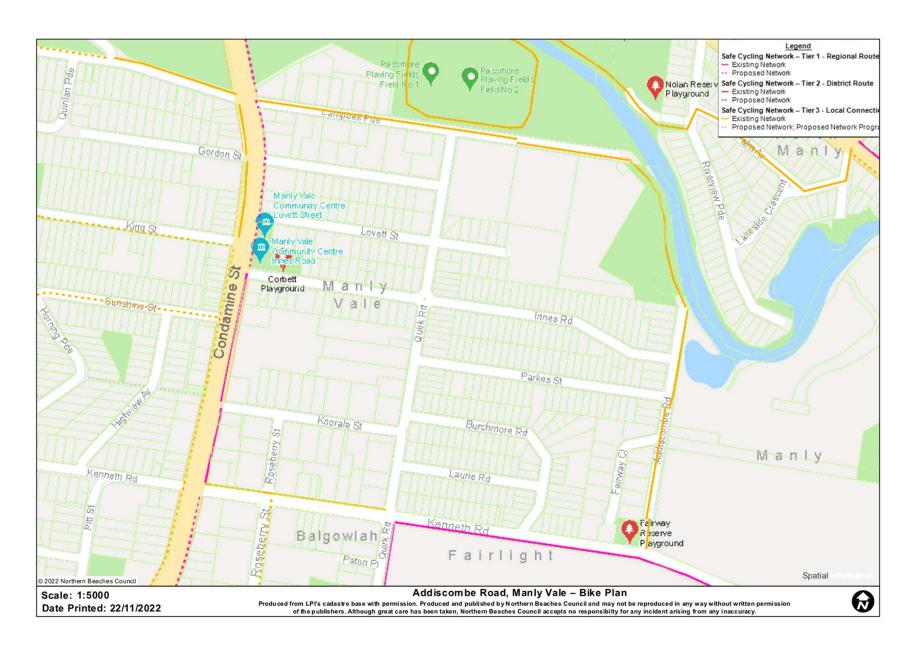
- A. The installation of combined Raised Pedestrian and Cyclist Crossing on Kenneth Road and Median Island and Slow Point on Addiscombe Road, Manly Vale as shown in the attachment "Addiscombe Road, Manly Vale Concept Plan and Addiscombe Road, Manly Vale Signage Plan".
- B. Detailed designs for the proposal be prepared and provided to TfNSW for review prior to the implementation of the devices.





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Community and Stakeholder Engagement Report

Addiscombe Road and Kenneth Road, Manly Vale – Shared Path and Pedestrian Crossing Upgrade

Impact level: Four

Consultation period: Tuesday 25 January 2022 to Friday 18 February 2022

Contents

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5.	Findings	5
	ndix 1 Verbatim community and stakeholder responses	
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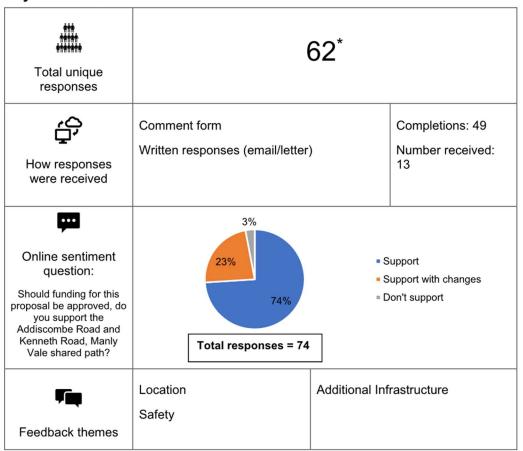
1. Summary

This report outlines the community and stakeholder engagement conducted as part of the proposal for a new shared path connection along Addiscombe Road, Manly Vale exhibited between 25 January and 18 February 2022. This proposal is dependent on grant funding, meaning we can only commence detailed design and construction if we successfully obtain funding under the Transport for NSW (TfNSW) Get Active NSW program.

The feedback collected during consultation indicated a strong support for the proposed shared path and crossing upgrade, highlighting the anticipated benefits for all path users, in particular students from local schools.

Respondents who were not supportive of the proposal questioned the location of the shared path and suggested the share path would be better suited on the eastern side of the road.

1.1. Key outcomes



^{*} Not every respondent made a comment in addition to answering the sentiment question

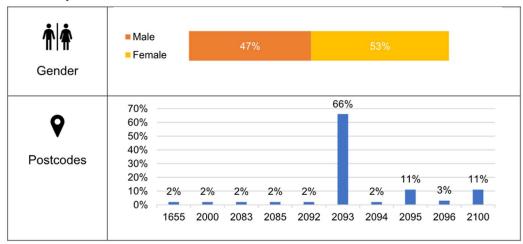




1.2. How we engaged

Have Your Say: visitation stats	Visitors: 217	Visits: 251	Average time onsite: 2mins 58secs
Print media and collateral	dia and Site signs: Yes		Distribution: 342 Number of signs: 2
newsletter: 2 editions (31 Jan & 14 Feb) subscible Electronic direct mail Council Disability Newsletter: 1 edition Distri		Distribution: 22,000 subscribers Distribution: 1286 subscribers	

1.3. Who responded1



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





2. Background

Our Move – Northern Beaches Transport Strategy in 2019 identified how we can encourage active travel to help break the reliance on cars as the main way we travel across our area.

Shared paths are one way we can achieve this while also providing opportunities for both transport and recreational benefits and promoting a healthy lifestyle through active travel.

We proposed to improve connections in Addiscombe Road between the existing shared path and Kenneth Road to complete the missing section of shared path in this well-used cycle network. This proposal would also include improved access for pedestrians and bicycle riders with an upgrade of the existing pedestrian refuge in Kenneth Road to a combined raised pedestrian and cyclist crossing.

The suggested improved connection is grant dependant meaning we could only start this project if we successfully obtain funding under the Get NSW Active program.

The grant application process required Council to provide documented community engagement indicating the level of support for the intended project.

Should funding be successful we will also prepare a detailed design that will include the new raised pedestrian and cyclist crossing in Kenneth Road, near the Addiscombe Road intersection. The proposed connection will provide a safer pedestrian and cycle route in the location.

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
- seek out and facilitate the involvement of those affected by or interested in a project.

4. Engagement approach

Community and stakeholder engagement for the Addiscombe Road and Kenneth Road, Manly Vale – Shared Path and Pedestrian Crossing proposal was conducted between Tuesday 25 January 2022 to Friday 18 February 2022.

The engagement was planned, implemented and reported in accordance with Council's Community Engagement Matrix (2017).

A project page was established on our have your say platform with information provided in an accessible and easy to read format.

The project was primarily promoted through our regular email newsletter (EDM) channels.

Feedback was captured through an online comment form embedded onto the have your say project page. The form included a question that directly asked respondents for their level of support on the proposal.

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 feedback collected during consultation indicated a high level of support for the proposed shared path and crossing upgrade, highlighting the anticipated benefits as an active transport route for all ages in the community. Many of the respondents that supported the proposal told us that the Addiscombe Road is well used by the local community as a route to connect to local schools, sporting destinations, Manly Boy Charlton Aquatic Centre and playgrounds. Many students currently cycle to Mackellar Girls Campus and local primary schools and the improvements will provide a safer off-road route and improved safety when crossing Kenneth Road.

Comments also suggested constructing the shared path on the western side of Addiscombe Road with some respondents indicating that it would be better on the golf course side of the road.

The need for additional road infrastructure was also raised with requests for traffic calming to reduce traffic speed and a pedestrian refuge in Addiscombe Road to prevent vehicles performing U-turns at the intersection and to improve pedestrian connections and safety.

It was also suggested that the speed limit could be reviewed with a lower speed limit introduced to improve safety in Kenneth Road.

While a small number of respondents were not supportive of the proposal, citing it wasn't required or suitable for the location, overall feedback indicated that the shared path and pedestrian and cyclist crossing would be welcomed by the community and would provide much needed safety improvements.

Table 1: Key issues raised

Theme	Issues, change requests and other considerations raised	Council's response
Path location	Path should continue along the eastern side of Addiscombe Road	Due to the available width of the road reserve, unfortunately this is not a practical option currently to locate the shared path on the eastern side of Addiscombe Road due to the existing infrastructure and water catchment.
		If the path were to be constructed on the eastern side, then there would also be impacts to the wildlife and vegetation corridor.
	Funds should be spent elsewhere	This proposal has been well supported by the local community and is mapped as a proposed local connection on Councils Safe Cycling Network.
	Extension of shared path	Additional future shared paths and links are also being considered in the surrounding area, dependant on available funding. This are detailed in our cycle mapping.





Theme	Issues, change requests and other considerations raised	Council's response
Infrastructure	Many suggested that speed bumps would be needed to slow traffic	If funded, the raised crossing will be constructed to a height of 75mm and will also slow traffic as it will provide traffic calming. We can consider additional speed bumps on each approach to the raised crossing, however, also need to design for heavy vehicles, buses and traffic volumes.
	It was suggested that cars travel at high speed in Kenneth Road	We will need to review recent traffic volume and speed counts as part of the design process.
		The Manly CBD area has had the speed limit reduced to 30km/h. Council and TfNSW are in discussions to extend the 30km/h speed limit to other areas in Manly, however locations are not yet confirmed.
		This location could be suitable for a reduced posted speed limit due to many local destinations and attractions.
	Many people asked if a dedicated cycle lane in Addiscombe Road could be constructed	There is not enough available road width in Addiscombe Road to provide two traffic lanes and a dedicated two-way cycle lane.
	A respondent requested a dedicated turning lanes from Kenneth Road to Addiscombe Road	If the road width allows, we will investigate this suggestion further through the final design of the shared path. The existing pedestrian refuge will be removed, resulting in some additional space in the road that could accommodate a turning lane.
	90° parking in Kenneth Road was raised as an on-going concern	Council is aware of the issues relating to the design of the 90° parking in Kenneth Road. As part of this project, we are not proposing to change the parking however, our Manly Ward traffic engineer is aware of the of the concerns from the community.
	A footpath in Fairway Close was requested for access to the park	Council constructs footpaths that have been identified through the Northern Beaches Walking Plan. This request has been included for consideration when a review of the network is undertaken in the next 12-18 months.





Theme	Issues, change requests and other considerations raised	Council's response
	Install a centre medium in Addiscombe Road to prevent U-turns.	Through the design process, we can investigate a centre medium or pedestrian refuge in Addiscombe Road to prevent U-turns.
		A pedestrian refuge would provide a better outcome and we will investigate this in the final design.
Safety	Path should be 3m wide to allow for increased use	Although this is a better outcome, in some locations it is not possible to construct a 3m shared path. The current width in Addiscombe Road now not allow enough room for a 3m shared path.
Education	Pedestrian and bicycle rider awareness	Council is currently promoting our Share the Road campaign for drivers and pedestrians. Our Road Safety officer works to educate our community on road rules, such as through our Share the Path video.

Appendix 1 Verbatim community and stakeholder responses*

Number	Comment
1	Addiscombe Rd is narrow and can be busy, especially during peak hours like after school. The proposed shared path will increase the safety of cyclists heading towards Kenneth Road.
2	The road is very narrow here and lots of kids cycle to local school along this route. It is quite a quiet road so, for me, lower priority than other proposals.
3	Excellent idea. Current arrangement is dangerous and probably discourages people from actually crossing the road at that point.
4	I will provide more detail. Bike lane should be on eastern side of the road, separated by the existing guard rail. This will require a short bridge over the creek and acquisition of Golf Club land if necessary.
5	This is an esssential upgrade for the safety of school children riding their bikes or walking to school. Our daughter has started to ride her bike to Mackeller Girls campus and has complained that the crossing is dangerous as too the ride to new section.
6	Great idea will provide better connectivity.
7	The proposed path is on the wrong side of the road. The road is not too busy and the proposed path will add little value if it cant be done properly. Spend the money on cycling projects CRYING OUT like Pittwater Road between Long Reef and Dee Why,
8	A crossing at Kenneth rd. is absolutely necessary. There is no point upgrading the shared path on Addiscombe rd. without a crossing at Kenneth. Could the underground path that current exists in the golf course be accessed by the wider public?
9	Great initiative. Very busy and dangerous crossing at the moment

^{*}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.





10	Yes definitely! The existing path puts cyclists directly in the line of traffic, and the high fences of the golf club mean that there is no visibility currently. These changes will fix both those problems!
11	Sensible proposal complementing the new shared path from Addiscombe to Campbell and enhancing network connectivity
12	Greatlly needed. The existing shared path is the wrong side for cyclists entering from Kenneth Rd
13	It should go on the golf course side of the road as this is where the path joins and reduces number of times you need to cross the road
14	This is a significant missing link in the network and I fully support this new path. I look forward to commenting on detailed designs. Please note that 3m is considered the minimum width for a well-used shared path.
15	The path should be addressed between Fairway and Parkes as the existing shared path ends at Parkes. Ideally the shed near Kenneth could be moved back to allow better path width. Other option is to make Addisson Rd a slow speed environment with calming
16	The pedestrian crossing is great. Why not put the shared path on the other side of Addiscombe Road, next to the golf douse, so that it links up easily to the path that is already in that side coming out of the exuding shared path along the waterway?
17	Subject to to seeing the detailed plans.
18	This would dramitically improve the safety for many school kids who walk and ride across kenneth road. It is a very busy road and can be very dangerous crossing at the existing traffic island in the middle of kenneth road.
19	Can you please do something about all the people who park on Kenneth road who are doing U turns in Addiscombe road. It's dangerous for everyone
20	No to the pedestrian crossing. It's a main thoroughfare
21	My husband and 2 young boys (3.5 & 5 years old) always ride on these roads. These changes would make it safer for us all.
22	I use this road / path several times daily. I have previously submitted to council about the need for an improved crossing. Not enough words to be able to comment on this form? The rest is uploaded. Happy to chat further. (I live on
23	There are two million journeys under 5 kms made in Sydney every day. Good proposals like this which make it safe and easy to cycle, improve health and reduce emissions.
24	This is an excellent idea. I would use the crossing and feel my kids are safer there.
25	The proposed crossing is very near to the turn from Kenneth Rd to Adiscombe Rd. Many People use this turn as a roundabout to find parking on Kenneth Rd and it is on the bus stop. May need to rethink the position of the crossing.
26	Great idea! Could we also have a crossing up closer to Burchmore and Quirk? I was almost hit by a car flying around the round about (from Quirk to Kenneth)
27	Safely bike from Manly Vale to the coast
28	Safety a must - too many close calls here in the 6 years I have lived in manly vale
29	This is a very well used pathway for walkers and cyclists and a crossing here is really a missing link. Parents with children have to teach them to play Frogger to get across this busy road. Ideally the plan would involve a speed hump in the lead up.
30	The already completed path from Campbell Pde through to Addiscombe is on the opposite side of the road. Would it not be safer to make it one continuous path which leads to the crossing point on Kenneth Rd. Many children use this route to access the pool
31	A much needed project to avoid a troublesome passage for bike riders and pedestrians
32	It's currently tricky and dangerous to cross over to the dog park, and travelling from the Kenneth Rd playground to Passmore there is insufficient room for a pram and child on a bike so my 5 year old rides off ahead of me.
33	Extremely busy and dangerous stretch of road for bike riders. No other option between 2 bicycle paths from the end of Addiscombe to Kenneth Road. Also very difficult crossing at Kenneth. Great initiative!
34	I walk my dog everyday on this route and have children who ride their bikes. This will be a massive improvement for safety for people crossing Kenneth rd
35	Yes this would be a great improvement for kids using this road for school acess to Mackellar, the ovals and the pool.





36	Much needed change so thank you, just concerned about cyclists still having to cross Addiscombe road to meet the other path. Would be better for the path to be on one side of
	Addiscombe only.
37	Over due. Yes please
38	We use the new path that connects to this, it would be great to extend this.
39	The current bike path runs on the Eastern side of Addiscombe Rd. You diagram seems to show it on the Western side. This will mean two road crossings. Currently cars perform illegal U-turns at the Kenneth Rd and Addiscombe Rd intersection constantly.
40	Please ensure it is bike friendly for children and less confident riders
41	The street needs to remain two way. Are the three parks being taken on Addiscombe? We need to add legitimate parking spaces further down the road where the nature strip is. With all the unit blocks, there are not enough car spaces & they are more importan
42	Great idea to increase safety and another step towards end-end routes. Well chosen.
43	Waste of money
44	Proposed path is on the wrong side of the road and should mirror existing shared path on the other side. Cyclists will not use the proposed configuration as new route involves crossing two more roads and is more convoluted.
45	Good move! I frequently use the upgraded shared pathway running from Campbell Parade to Addiscombe Rd. It makes sense to continue the upgrade all the way to allow safe crossing of Kenneth Rd
46	I use this route when cycling to Brookvale and Addiscombe Rd section definitely needs better provision for bikes as it is currently narrow and dangerous. I would have preferred to have the path all the way along the eastern side to avoid the need to cross
47	Shared paths are not fit for purpose, this should be a dedicated segregated cycle lane
48	The existing bicycle path on the southern end of Addiscombe Road is narrow, dangerous and not maintained. The proposed path is an excellent solution and the new crossing of Kenneth Road is a bonus.
49	The current cycle way is too narrow and bike riders and pedestrians would benefit from a wider path, also the pedestrian island on Kenneth Road would benefit from an upgrade. Perhaps an additional right land for vehicles turning into Addiscombe from Kenn
50	Addiscombe / Kemmeth, 3 part summary: 1) Pedestrian Crossing of Kenneth Rd 2) People still pretending old cycle path exists! 3) Cars using mouth of Addiscombe to perform u-turns 1) Crossing Kenneth near Addiscombe can often be a nightmare. (Especially with young children.) It is a unique crossing vs the other crossings along Kenneth, because cars are speeding up, travelling from the pool, because they are out of the swamp of parked cars and it is foot to the floor. Cars coming from the east are hitting the current crossing point from 2 areas: along Kenneth and out of Addiscombe. In short, I am amazed there hasn't been a serious injury or death at the junction. Solution: a 'Z' crossing or a zebra crossing, consider speed bumps also. 2) Daily I see cyclists cycling and even walkers walking up Addiscombe, from Kenneth on the wrong side of the road, (as if there is a cycle path still there). Is this because a) they think it is still a cycle lane? b) Is it because that side offers shade under the trees? Why will this change if there is a shared path on the the side? Be aware of this. Solution: Clear sign posting of what is road and what is cycle path (People need clear direction here.) Or - embrace the shaded westerly side, under the trees, for a shared path!!! (On a blistering hot day, I often walk under the trees), plus this would link up with the cycle path onwards to Calabria Club 3) I would estimate 50 - 100 cars (maybe more??) Perform u-turns in the mouth of Addiscombe daily (depending on day of week). Most drivers are either looking for a parking spot for the oval or pool, or have just left their parking spot and need to head back towards Manly. Often these drivers, if there is already a car waiting to turn out of Kenneth, will go up a little further and then perform a 3 point turn, (verses turning in the mouth of the junction) I have seen them bump up the pavement. I have seen them make a real hash of it and cause traffic to build up turning into Addiscombe. Solution: No u-turn sig





	rolled out and then people just continuing with their existing habits = that would be a design failure, albeit, I do understand that you are often miracle workers and even a design messiah cannot herd cats;)
	Best!
51	T. Remove 45 deg angle parking from Kenneth Rd. This is dangerous, please consider a) cars attempting to park at 45 deg create a hazard & stop traffic flow, b) once parked, these cars create a hazard to e.g. cyclists while they offload etc., c) longer cars protrude into the vehicle lane which effectively narrows Kenneth Rd, which was once a wide safe road. There is no excuse to make a road less safe than it was. 2. Create more, new, off-street parking for Manly Swim Centre. The original pool had adequate parking, however, the new pool increased water space but didn't adequately and safely allow for more safe parking. There is no reason that a mother offloading a few kids, prams, swimming equipment etc into the pedestrian cycle path adjacent to the 45 deg angle parking on Kenneth Rd. Ratepayers should expect a better quality of urban design from professional planners. This point goes directly to the objective of creating better cycle access, for example. 3. Cycle parking at Manly Swim Centre is inadequate. There are not enough parking spots. The cycle parking is effectively remote from the swim centre entry, out of sight from staff therefore lacks adequate security therefore not favourable for someone to park e.g. an expensive cycle. This becomes more of an issue once electric bikes become more prevalent. Consider also that cycle parking should also be under cover. 4. The Kenneth Rd cycleway is narrowed, largely due to the number of obstacles on the path, notably all the poles etc. This becomes apparent on busy days when there are bikes, walkers, joggers, pool users etc. Widening the path would be helpful. I have seen a family group with two electric type cycles with trailers (children aboard) powering along the Kenneth Rd roadway (due to the obstacles – poles, on the pedestrian/cycle pathway) and the assortment of trucks and trailers make for a dangerous ride. In particular because cyclists are often trying to ride at speed (i.e. cycling isn't always a leisurely activity) and the pathway isn't suitable. 6.
52	I'd like the pedestrian refuge island arrangement, near the intersection of Addiscombe Rd and Kenneth Rd, Manly Vale, to become a proper zebra crossing. I think standing in the middle of Kenneth Rd, waiting for a break in the traffic, particularly with a bike, is unsafe. I think the new section of cycle path near Mackellar Girls High is great, but kind of pointless if you can't reach it safely. As a cyclist who regularly cycles to Palm Beach and Akuna Bay, from Manly, I'm pretty comfortable around traffic. However, recently I've been riding to the Calabrian Club for Futsal
	games and to Mackellar Girls High, with my daughter, and I find this crossing unnerving. Kids crossing at this point in the mornings seem to rely on the good nature of drivers to actually stop and wave them across. I also feel that the safety railings in the centre of the road give pedestrians and cyclists a misleading sense of security.
53	Shared pathways are good if safe for walkers - if cyclists warn of their approach. Pathways need to be quite wide to fit everyone on.





54	I support all forms of transport as an alternative to cars. I am an avid cyclist. Cycle routes should
	be kept away from pedestrians as cycles present a danger. At the very least a speed limit should
	be imposed where segregation is absolutely impossible.
	Spend some of the money ear marked for the outdated Beaches Link Tunnel on improving mass
	transport, light rail, buses that actually stop at bus stops, and dedicated cycle ways. (I appreciate
	the funding probably comes from a different publicly funded purse)
55	As a local resident of over 25 years and user of this section of road at least twice a day, I support

As a local resident of over 25 years and user of this section of road at least twice a day, I support the proposed changes, however feel changes need to be considered.

Walking / riding this section of road for over 15 years to and from work / beach with kids and whilst

also dropping my children at the Roundhouse child care centre I see the need to support this proposed works and congratulate Council on the upgrade proposal. Further thought area:

Has it been thought of:

1: the need to slow the cars prior to this area, although it is a 50kph area, cars exiting the parking area of the LM Graham Reserve precinct tend to speed up as they see the clear road ahead. This

is also the thinnest part of the road

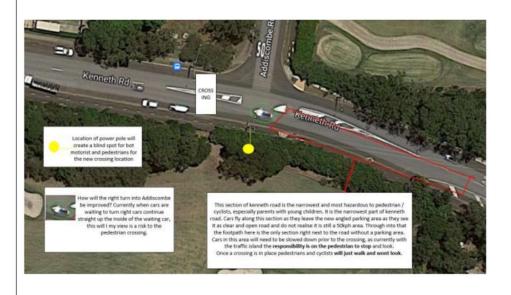
2: The right turn from Kenneth Road into Addiscombe Road, Once the right turn vehicle is stopped

cars "zoom" up the inside to continue along Kenneth road. With the crossing location, this could be

an issue as pedestrians will rely on cars to stop for them as it is a "crossing" currently the pedestrians must look to cross at the traffic island

- 3: The location of the crossing on the Western side of Addiscombe road, when crossing from the golf course (southern side) has a number of blind spots for either pedestrians or drivers.
- A. The power pole
- B. The curve in Kenneth road Viewing distance to see cars coming is reduced
- C. The green overhang from the golf club trees
- D. Parked cars

I would be more than happy to meet on site to discuss the project if required







56

I would be interested in seeing further details of the proposal outlined in your letter I received 3rd Feb 2022. Improvements are welcome, but can have side effects and environmental impacts that may not be adequately considered at the planning stage. I am pleased that you are asking for input at an early stage but would like further details so that I can clarify my concerns before 18th February. I am concerned about the environmental impacts and am not convinced that the proposal would result in a significantly safer route for pedestrians and cyclists. If a satisfactory approach to my concerns does not emerge, I wish to object to this proposal.

The northern part of Addiscombe Road, between Innes Road and Fairway Close, currently has concrete footpaths on the west side and a shared bitumen path on the east. These are generally not immediately adjacent to the road and seem to be adequate and safe. Any upgrading or widening of these paths to 2.5m would seem to be unnecessary and would likely detract from the visual and environmental aspects of the area. Some of the other roads in this area have no footpaths on either side and it would seem more appropriate to consider providing these before doubling up in Addiscombe Road. I note that cyclists frequently use Addiscombe road north of Innes Road rather than the shared path, and that the east side is in the riparian zone adjacent to Manly Lagoon.

The section of Addiscombe Road between Fairway Close and Kenneth Road is more complex and limited space is available for improvement. The corridor currently has four linear areas, 1) a narrow partly vegetated strip on the west, 2) A solid and safe concrete footpath, 3) the narrow and dangerous two way road and 4) a very narrow strip of bitumen on the east that just provides a bit of elbow room if cyclists do try to use it. Immediately east of these is a crash barrier, fence, very narrow almost non-existent riparian zone and a section of Burnt Bridge Creek. It would be difficult to improve any of these areas without adversely impacting on others.

Currently the vegetated strip provides visual improvement to the road and at the back of the adjacent Fairway Close properties. This strip should be retained and needs to be re-vegetated rather than converted to a sealed path. The adjacent concrete foot path between there and the road provides clear and safe pedestrian-only access along the west side of Addiscombe Road. It is separated from the road by a formal kerb, so pedestrians are not disturbed or endangered by cyclists or cars passing near them. Parking is not permitted except for a small section in the south. At the south end, it links with the Fairway Reserve playground and the Kenneth Road north-side footpath heading west. At the northern end, the footpath, at the junction with Fairway Close, is the meeting, pickup and drop off point of local school children and the stopping point of the school bus.

School children walking south along Addiscombe Road from the Campbell Parade direction tend to stay on the east side of the road rather than cross over onto the footpath. Burnt Bridge Creek goes under Addiscombe Road and Kenneth Road near the road junction.

There are many constraints to council's proposal due to the narrow corridor between the Fairway Close units and the creek. The corridor is currently used by cars, cyclists and pedestrians and as a vegetation corridor. Cyclists currently have to use the narrow road, which is not very safe. The only "spare" width is the narrow strip on the east. However, there does not appear to be enough spare room for an adequate road and shared path without reducing the width of the narrow vegetation corridor on the west side and/or removing the existing footpath. If the existing safe footpath is to be removed and replaced by a less safe shared path, then council's claim that "Shared paths provide improved safety for all path users ..." would be questionable. Your proposal indicates that cyclists and pedestrians could be catered for by a singe 2.5m shared path. This would require a rearrangement or reuse of the road or the other zones. A shared path could be on the west side or the east side. Rearranging the path or road to achieve this could improve conditions for one group but could also be at the expense of another group. For instance, it might make it safer for cyclists but make it less safe for pedestrians who would lose their safe pedestrian path and get a less safe shared path.

Moving or rearranging paths can also change the number of road crossings or make a path more or less usable for locals rather than through users (or vice versa). For instance a shared path on the west side of Addiscombe might benefit local users and reduce road crossings for them, compared to one on the east side; but would increase crossings for others.

A further concern is that riparian zones in this area are degraded. They are important as wildlife and vegetation corridors and for filtering urban runoff before it flows into creeks and lagoons. Will this project cause further degradation? How can the riparian zones in this area be restored? Without further information it is difficult to comment further. Could you advise me of the following:-





Would the width or location of any part of Addiscombe Road be changed? Would all or part of the current footpath be removed? Would there be a kerb of some sort of buffer, between the shared path and the road? Would there be any buffer zones? Would there be crossings in Addiscombe Road? What environment impacts would there be. eg loss of vegetation along Addiscombe Road and in the riparian zone? Can you explain the purpose of the raised pedestrian area in Kenneth Road? Where is the boundary between the road reserve and the Manly Golf club land? Are electric bicycles, scooters and wheelchairs permitted on shared paths? Are the widths of the footpaths, shared paths and road restrained by Government regulation? Sorry, but I've run out of time. If you have a plan clarifying any of these issues, please let me know.

What are the widths of the current Addiscombe Rd paths and corridors?





Discussions among our Strata Committee indicates very strong support for the proposed works, but request that Council consider the following point:

Along our rear boundary wall are extensive plantings of native trees and shrubs. (please see attached photos).

These trees and shrubs provide two complementary services – food and shelter for native birds and other fauna, and protection of the wall from graffiti.

Following review of the proposed works, and on-site measurements, it is obvious that most/all of the planting at rear of 4 Fairway Close will need to be removed to allow the path to be installed and used safely.

We have no issue with this requirement, but strongly request that Council do more than just install turf in the space between boundary edge of path, and boundary wall, per current version of the proposed plans.

Our request is Council replace current plantings with some native vegetation that will provide the same complementary services as existing, that is, food and shelter for native birds and other fauna, and protection of the wall from graffiti.

I note that the footpath could be "bumped out" into roadway space to go around existing plantings. However, given the narrow width of Addiscombe Road, this would make the road much less safe for users.

This reduced safety would affect both motorists who already need to be careful of oncoming traffic, and any people who continue to use the existing eastern side bike path as footpath or bike path. Not all people will choose to use the new footpath, so existing road width should remain. It would not be a net gain to make a safer footpath at the cost of a much less safe roadway. Please do proceed with the shared pathway, but add replacement native plantings for the existing ones that will need to be removed, while noting they may need to be different types that will suit the reduced width between proposed pathway edge and boundary wall. Thanks for your time and consideration of this submission.









Please do proceed with the shared pathway, but add replacement native plantings for the existing ones that will need to be removed, while noting they may need to be different types that will suit the reduced width between proposed pathway edge and boundary wall. Thanks for your time and consideration of this submission.

Addiscombe Rd and Kenneth Rd, Manly Vale Support. This is a very important improvement to address the significant safety issues in this location.





	Upgrades required to the existing shared path on Addiscombe Rd between Fairway Close and Parkes St:
	 There is not enough room for two cars to safely pass each other between parked cars on Addiscombe and the existing shared pathway which is located on the eastern side of the roadway; forcing vehicles to drive into the shared pathway and into the path of bikes/pedestrians on this section of the shared path. This is obviously not aligned to one of the objectives of the 'Move – Northern Beaches Transport Strategy 2038' (Transport Strategy) around Active Travel to "improve connectivity and safety that make walking and cycling attractive alternatives to the car" and "provide a safe environment, both on and off-road for all users". The shared path either needs to be continued along the western side of Addiscombe or upgrades to the existing shared path and roadway to ensure this is safe and accessible for all
	users.
58	Council should consider having all dedicated bus lanes available during all daylight hours dedicated to cyclists, buses, taxis and motorcyclists. This situation currently limited to periods in the morning and afternoon on weekdays should be extended so that these lanes are available for cycle transport.
59	Having read the plans for more shared bike paths on the Northern Beaches, I wish to comment and share my concerns in regards to this.
	Firstly , I am all for bike paths,and am a bike rider myself, but the bike paths have to be ampily wide enough if they are to be shared with pedestrians. Pedestrians are at risk of collision and injury if paths are not sufficiently wide.
	Secondly, and most importantly, bike riders need education on how to ride on these paths and how to cross roads on pedestrian zebra crossings and at pedestrian traffic lights at road crossings. Who is going to educate them? How can this be done? Signs on poles are a waste of time and money as bike riders do not look up at them and they are not getting the messages. The signs ,like "Dismount to cross" or "Get off Your Bike" and " Speed10 kms" have to be painted on the actual paths so riders can see them.
	Car drivers have to pass a licence test and obey rules and most adhere to the road rules and know those rules that concern being near bike riders.
	But , unfortunately, bike riders have very little education or none at all, on how to share a path, to ride amongst pedestrians , to ride on roads safely and how to cross the different crossings on roads. They do not have to pass a test for a licence to ride a bike. Many bike riders show they believe there are no rules for them by flying erratically off footpaths onto roads to cross a zebra crossing without giving car drivers any warning as to what are their intentions .This happens often at Boy Charlton Pool , Manly, zebra crossing, at the Queenscliff Beach zebra crossing and at the North Steyne Surf Club zebra crossing. The Queenscliff Beach crossing is a shocker for bike riders coming straight from out of the lagoon park onto Cameron Avenue ,cutting across from the avenue to shortcut across the Bridge Road crossing, without warning or dismounting, ,instead of riding under the bridge to the beachfront path.
	My main concern, Michelle, is that no one is educating the bike riders and there are no consequences for them doing the wrong thing. Even the Narrabeen Lakes shared bike path around the lake is fraught with danger on the weekends due to crowds. If the bike riders rode the path in one direction only it would be far, far safer for all concerned. Have some thoughts on making such a circular track one way for bikes and any similar future circular paths.

If Northern Beaches Council is to have more shared bike paths rather than bike only paths , more so than ever, very serious plans need to be implemented in the education of bike riders in our community, for the safety of all path users.



this may help.

So please consider painted signs on path surfaces, for educating to dismount at zebra crossings, to give car drivers a fair go at stopping. To also indicate speed signs on the path surface, as more people have electric bikes and are upon pedestrians before they know it. To paint a bell symbol to educate to ring a bell before approaching pedestrian groups on paths. All

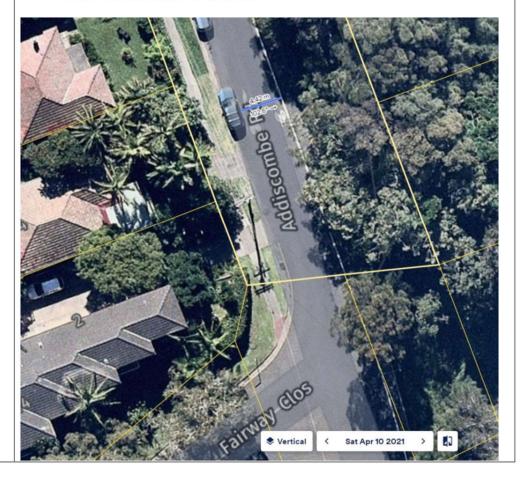


Addiscombe Rd and Kenneth Rd, Manly Vale Support. This is a very important improvement to address the significant safety issues in this location.

61

<u>Upgrades required to the existing shared path on Addiscombe Rd between Fairway Close and Parkes St:</u>

- There is not enough room for two cars to safely pass each other between parked cars on Addiscombe and the existing shared pathway which is located on the eastern side of the roadway; forcing vehicles to drive into the shared pathway and into the path of bikes/pedestrians on this section of the shared path. This is obviously not aligned to one of the objectives of the 'Move Northern Beaches Transport Strategy 2038' (Transport Strategy) around Active Travel to "improve connectivity and safety that make walking and cycling attractive alternatives to the car" and "provide a safe environment, both on and off-road for all users".
- The shared path either needs to be continued along the western side of Addiscombe or upgrades to the existing shared path and roadway to ensure this is safe and accessible for all users.









Additional pram ramp required on Addiscombe Rd between 5 Fairway Close and Fairway Reserve:

• If travelling north along the existing shared path, there needs to be a new pram ramp option to get onto the new shared path for bicycles, wheelchairs and prams via a new pram ramp. Otherwise these users will have to turnaround to go back to the Kenneth Road intersection, or use Addiscombe Road and share with vehicles which is obviously not the safest option. Again, not aligned to the accessibility and safety objectives of the Transport Strategy.













Pathway extension along northern section of Fairway Close to connect to proposed shared path:

- Limited accessibility for bicycles, prams and disbaled users to the new shared path from Fairway Close residences and even difficult access for pedestrians in wet weather. This is due to no concrete pathways in Fairway Close, inadequate nature strips for prams and disabled users on the northern section of Fairway Close, combined with a blind spot on the bend and in Fairway Close. Due to the inadequate connectivity, prams, pedestrians and cyclists are forced to walk on the road in this location.
- Recommend extending the footpath at least until the bend on the northern nature strip for connectivity, accessibility and safety.













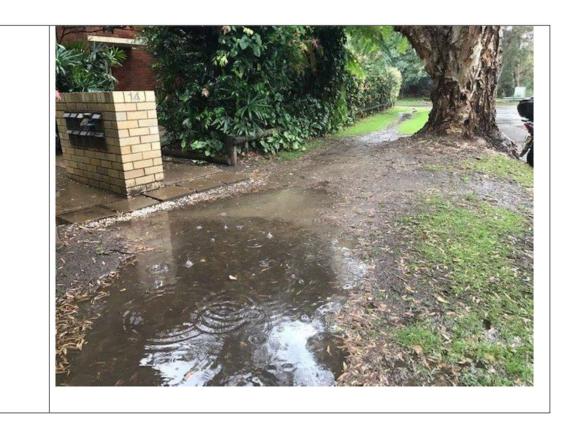




























Community and Stakeholder Engagement Report
Addiscombe Road and Kenneth Road, Manly Vale – Shared Path & Pedestrian Crossing Upgrade

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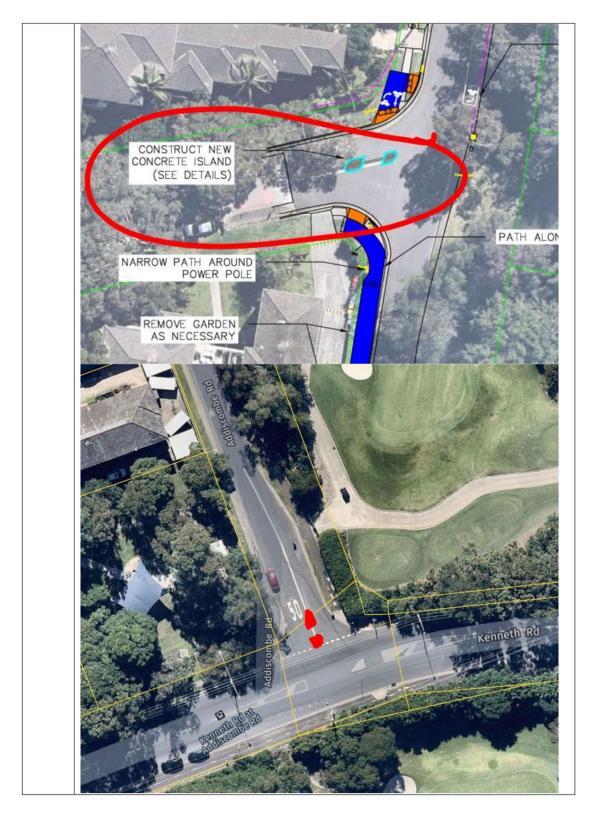




New concrete island on Addiscombe Rd at the intersection of Kenneth Road:

- An issue that I have raised with Council in the past is the use of Addiscombe as a U-turn bay for road users who do not get a parking spot along the Boy Charlton / Graham Reserve parking spaces and need to try the other side of the road. This is extremely unsafe all vehicles, pedestrians and cyclists, particularly school students who have been in accidents at this intersection and many near-miss accidents.
- Propose adding a concrete island to this location, similar to the island proposed on Fairway Close at the intersection with Addiscombe Rd, allowing pedestrians to cross safely and deter vehicles from the frequent U-turn



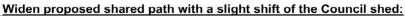




Community and Stakeholder Engagement Report
Addiscombe Road and Kenneth Road, Manly Vale – Shared Path & Pedestrian Crossing Upgrade





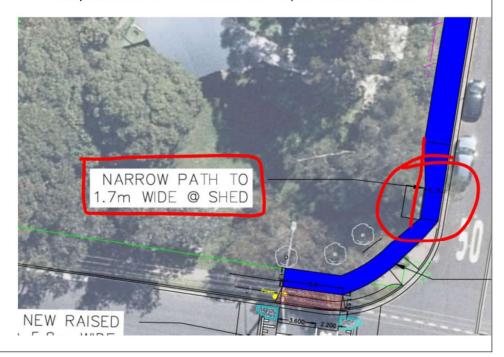




Community and Stakeholder Engagement Report
Addiscombe Road and Kenneth Road, Manly Vale – Shared Path & Pedestrian Crossing Upgrade



 No need to create an unsafe narrow section of path right at the intersection of Kenneth Road. Narrowing the path in this location is unnecessary when there is plenty of room to shift the shed towards Fairway Reserve. A newly planned path can accommodate the full width of a shared path at this location and should not be compromised because of Council's recent placement of this shed.













Document administr	ation
Version	2.0
Date	17 May 2022
Status	Final
Approval	Content provided and approved by Transport Network Team. Responsible Manager: Phil Devon
Related Projects	Northern Beaches Bike Plan
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.

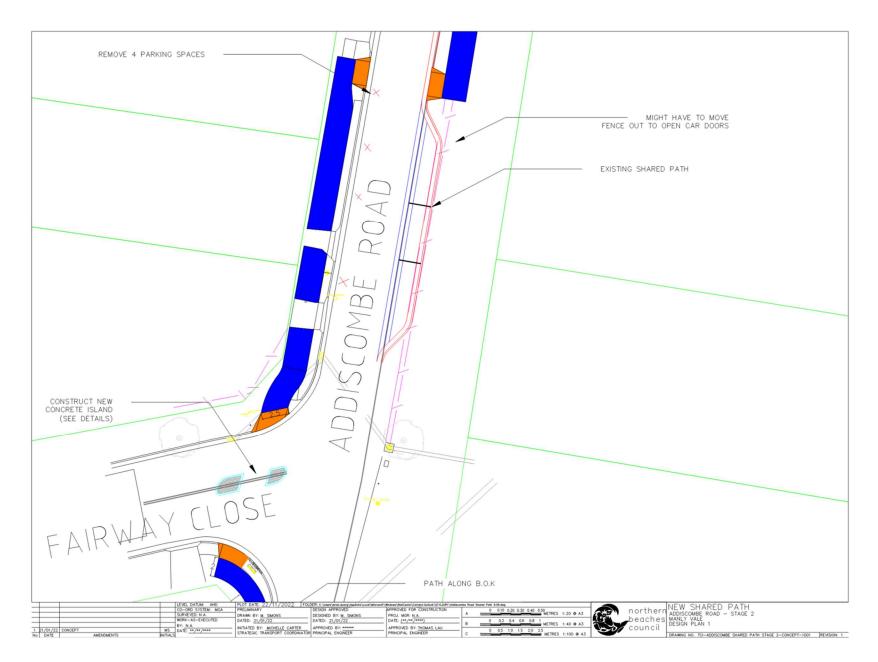




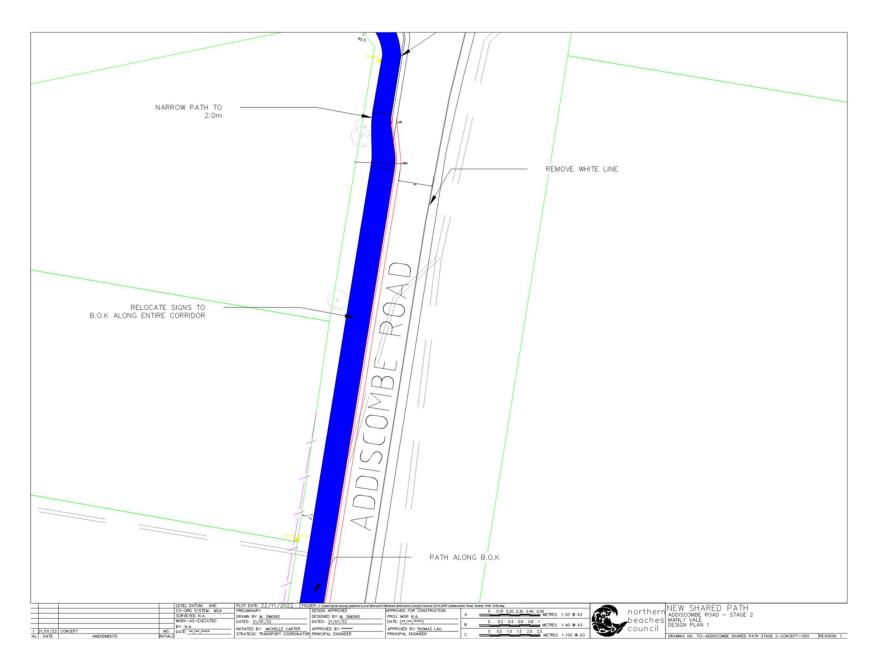




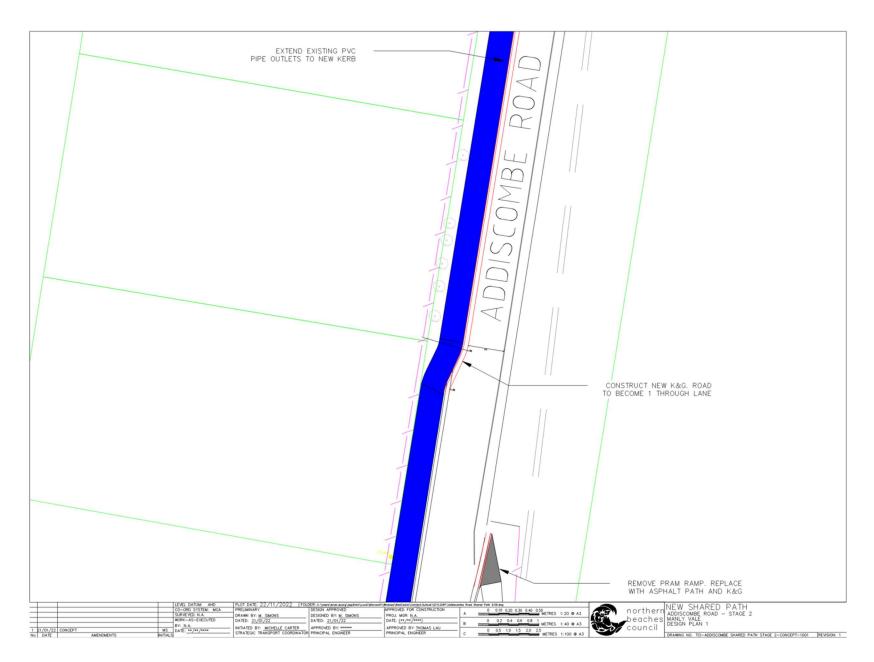




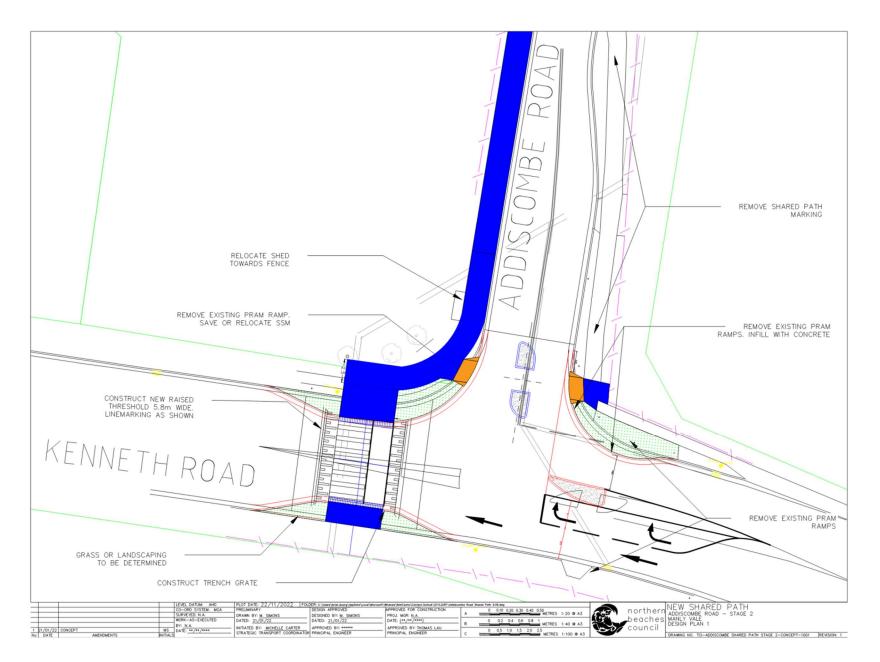








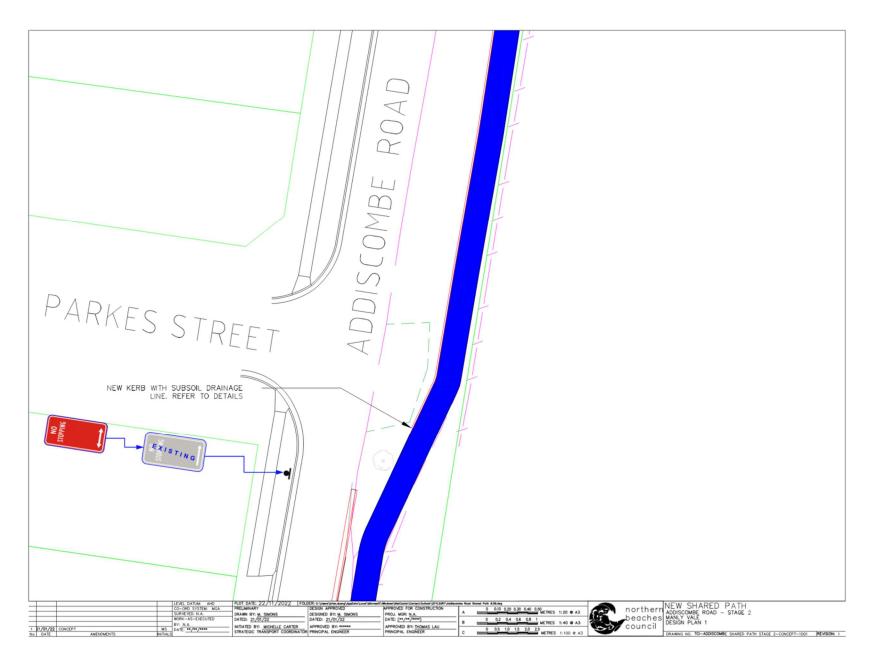




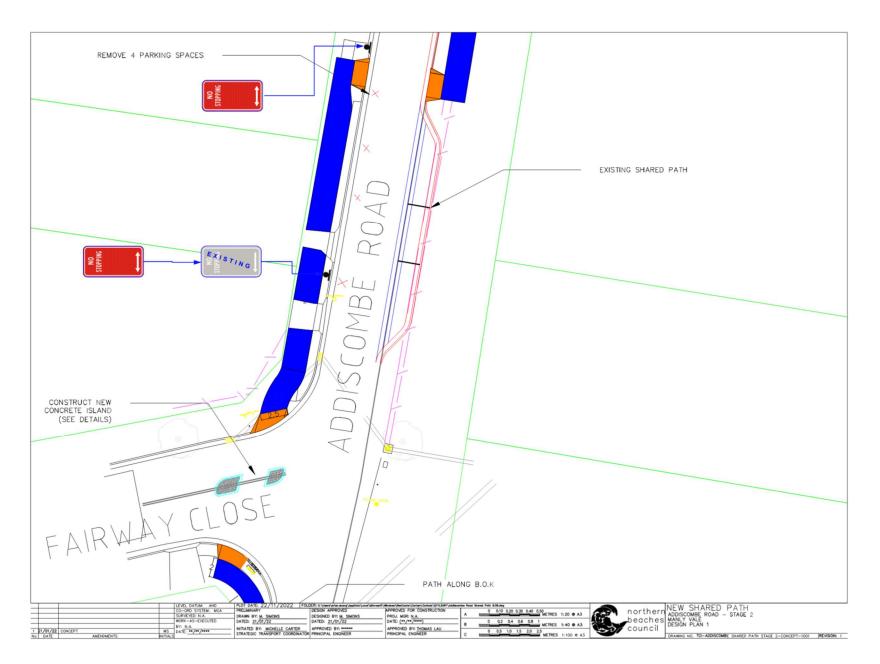




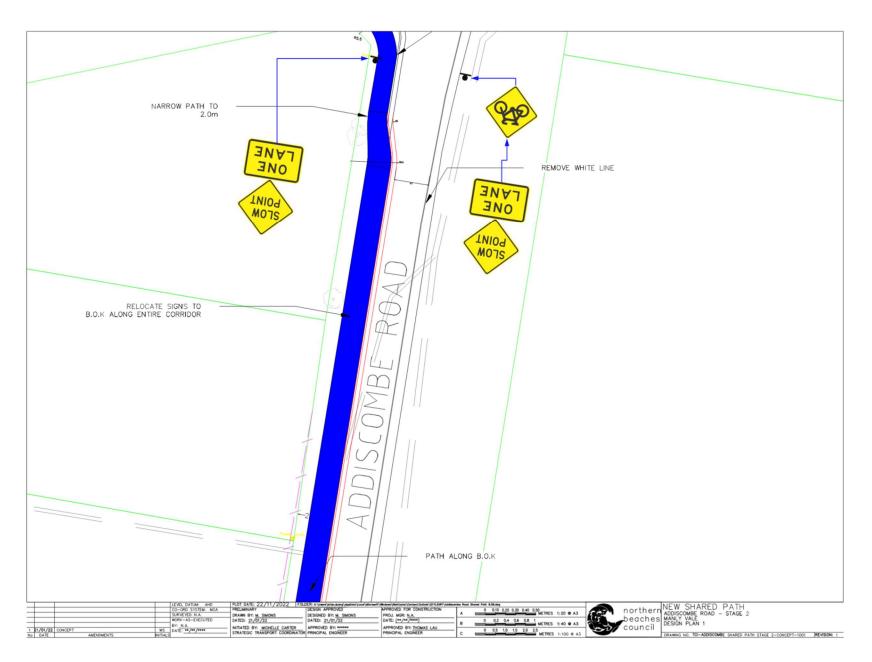




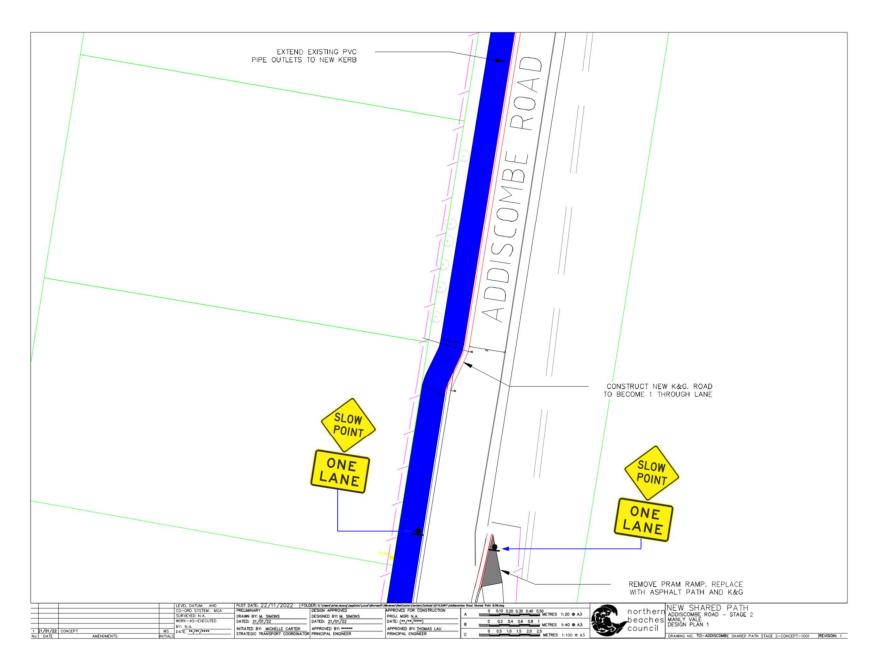




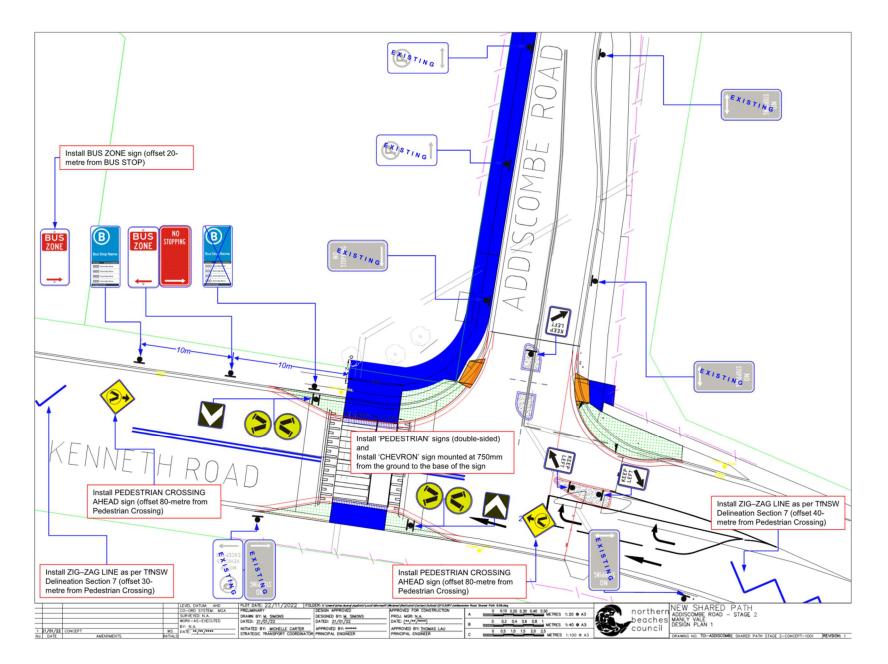














ITEM NO. 4.18 - 06 DECEMBER 2022

ITEM 4.18 SIR THOMAS MITCHELL DRIVE, DAVIDSON - PEDESTRIAN

REFUGE

REPORTING OFFICER TRAFFIC ENGINEERING COORDINATOR

TRIM FILE REF 2022/764429

ATTACHMENTS 1 Plan

GEOCODES: -33.738440, 151.190686

REPORT

BACKGROUND

Council has recently constructed a footpath on the eastern side of Sir Thomas Mitchell Drive. The footpath extends to the north as far as Broughton Street and links to the Kambora Public School at Alt Crescent. To facilitate access to MacFarlane Reserve and to a bus stop on the western side of Sir Thomas Mitchell Drive, a pedestrian refuge has been constructed at the Broughton Street intersection. Unfortunately, the pedestrian refuge design was not referred to the Traffic Committee prior to construction and is therefore submitted for retrospective approval.

LOCATION

Sir Thomas Mitchell Drive is a local road carrying low volumes of two-way traffic. It is 9.8m in width with parking permitted on both sides of the road. Buses proceed in a northbound direction on Sir Thomas Mitchell Drive with bus stops located on its western side, including one bus stop sited opposite and just to the north of Broughton Street.

ISSUES

- The recently constructed footpath on the eastern side of Sir Thomas Mitchell Drive facilitates pedestrian access to and from Kambora Public School and to/from the bus stop opposite Broughton Place.
- The footpath works included the construction of pram ramps on either side of Sir Thomas Mitchell Drive just north of Broughton Street to facilitate pedestrian access to the bus stop and MacFarlane Reserve.
- A pedestrian refuge was also constructed north of Broughton Street in line with the pram ramps. The pedestrian refuge work was completed without prior referral to the Transport Network team and without prior referral to the Traffic Committee. Signage and linemarking works have not yet been completed.
- The refuge is well located in terms of being sited on a pedestrian desire line, however, has been constructed immediately adjacent to the bus stop, which I means that when a bus is stopped at the bus stop, northbound traffic flow is blocked. As the volume of traffic using Sir Thomas Mitchell Drive is low (peak hour volumes of 80-100 vehicles/hour), a bus stopped at the bus stop will delay one or possibly two vehicles while passengers embark and disembark the bus. This is considered acceptable.
- Normally, a pedestrian refuge has 20m of No Stopping on approach and 10m of No Stopping on departure from the refuge. Given the presence of the bus stop on the western side, a 20m length of full time Bus Zone will be signposted on approach to the refuge with 10m of Bus Zone signposted on departure from the bus stop/refuge. The Bus Zone signage



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effectively prevents parking at the refuge other than by buses and will ensure that pedestrians have adequate sight distance to approaching traffic. The Bus Zone signage is non-standard at a pedestrian refuge, however, is considered appropriate in this circumstance

- When a bus is stopped at the bus stop, pedestrian access across the road via the refuge
 will be prevented, however, this is beneficial from a pedestrian safety perspective as the
 bus would impact on pedestrian sight lines to approaching traffic. Once the bus departs the
 bus stop, pedestrian sight lines will be clear and a safe crossing can then be completed.
- For enforcement purposes, a Bus Zone has the same meaning as a No Stopping Zone.
- On the eastern side of Sir Thomas Mitchell Drive, a 20m length of No Stopping on approach to the refuge will be signposted.
- Council staff will monitor the use of the bus stop and pedestrian refuge over the next six
 months and if problems arise, consideration will be given to relocating the bus stop north of
 the refuge with an associated footpath extension.

PROPOSAL

Council has undertaken a review of the location and issues and recommends that the pedestrian refuge be approved in its constructed location with associated signposting and linemarking to be added to support it.

The impact of the operation of the bus stop on through-traffic will be monitored and if problems arise, relocation of the bus stop with associated footpath extension works will be considered

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 have a negative affect the pedestrian facilities or impacts on walking paths

CONSULTATION

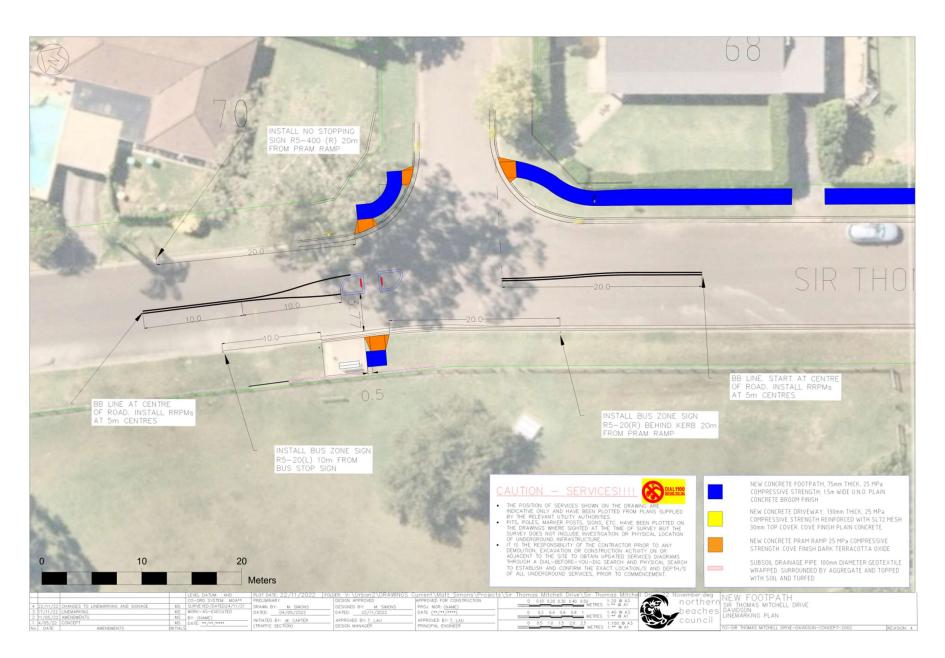
Consultation on the matter was conducted in conjunction with the footpath works, with the feedback highlighting a need for a pedestrian refuge to facilitate a pedestrian access to and from the bus stop.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Retention of the pedestrian refuge in its as constructed location with signage and linemarking as detailed on the plan to be implemented.
- B. The operation of the refuge and bus stop be monitored for six months and relocation of the bus stop with associated footpath extension works considered if problem arise.







ITEM NO. 5.1 - 06 DECEMBER 2022

5.0 Matters for Notation

ITEM 5.1 LOCAL GOVERNMENT ROAD SAFETY PROGRAM UPDATE

REPORTING OFFICER ROAD SAFETY OFFICER

TRIM FILE REF 2022/730936

ATTACHMENTS 1 Attachments

GEOCODES: N/A

REPORT

BACKGROUND

The Council Road Safety Program is a behavioural change approach accompanying infrastructure implementation, to encourage residents to use our roads and paths safely. The program receives support and funding from the Transport for NSW Local Government Road Safety Program (TfNSW LGRSP). This is a report of key activities from the last 12 months (December 2021 to November 2022) and details projects funded both by TfNSW LGRSP and by Council.

1. TfNSW LGRSP Funded Projects

1.1 Child Car Seat Checks

Council continues to host free Child Car Seat Checks.

Since the last report in December 2019, 289 families have taken advantage of the service.

85% of the restraints needed adjustment or fitting, resulting in improving the safety of 430 of our local children and peace of mind for all who attended. (refer to Attachment 1 for graph representation.

1.2 Senior Road Safety

We hold regular Road Safety Workshops specifically targeted for Seniors, to ensure they are up to date with the latest road rules and to provide tips to assist them driving and walking safely. We have also produced an educational video for Senior pedestrians, which is on this Council web page: https://www.northernbeaches.nsw.gov.au/services/roads-and-paths/road-safety/seniors-road-safety

1.3 Supervisor of Learner Driver Workshops

These workshops explain the Graduation Licensing Scheme and are designed to increase confidence and knowledge for supervisors who oversee learner drivers. Four workshops have been run in the last year, with 166 people participating. Feedback from the workshops is always very positive.



ITEM NO. 5.1 - 06 DECEMBER 2022

1.4 Youth Car Maintenance Education Workshop

Young drivers are a high risk category for crashes. To address this, we conducted Youth Car Maintenance workshops. There were 55 youths who attended these workshops.

The participants learnt how to change a tyre, check their oil, windscreen fluid, and radiator fluid as well as doing a basic car maintenance check. They also learned about not drinking and driving, the importance of wearing a seatbelt, not speeding and the consequences of being in a crash.

1.5 Tibetan Driver Licensing

In collaboration with Community Northern Beaches - Multicultural Services, we translated NSW driver licensing rule into Tibetan, relevant for Tibetan immigrants.

According to the Multicultural Services, there are currently about 2,000 Tibetans living on the Northern Beaches. This is the largest Tibetan community in Australia.

The majority are refugees and speak Tibetan at home. Many have a poor understanding of English and little comprehension of our road rules, with Australian rules being very different to what they are used to. The document provides Tibetans access to this information in their mother tongue and specifically addresses requirements for Tibetans. This provides them with an opportunity for clarity in understanding the NSW requirements for obtaining a Driver Licence. (refer to Attachment 2 for a sample of the information brochure).

2 Northern Beaches Council funded projects

2.1 Safety around Schools

With the concentration of vulnerable children and heavy traffic congestion at school pick-up and drop-off, we prioritise safety around schools. In the past 12 months, we have focused on three schools from a road safety audit perspective, including gaining input from the respective school community on recognised issues. We have also engaged with 31 other schools to improve safety around the school through improved infrastructure, educational signage, flyers and campaigns.

We recognise that safety around schools in not something that Council can resolve without the cooperation of the school and their community. We propose a Pilot Program with up to 3 schools, in collaboration with Police, Council Rangers, Council's Transport team, and the relevant department's Road Safety Education Officer. The program will involve specific education relative to issues at the school, addressing infrastructure needs, compliance and enforcement.

2.2 2020 Road Safety Calendar

Northern Beaches Council has again collaborated with other northern Sydney Councils to produce a road safety calendar.

The calendar uses images that transport residents back in time, to illustrate how road safety behaviours, technology and laws have dramatically improved and changed in the last century. However, the message for care on our roads and paths is the same.

About 6,600 calendars are being delivered to over 40 distribution locations across the Northern Beaches, including Council libraries and customer service centres, sports clubs, Police stations, medical centres and many others. (refer to Attachment 3 for a graphic of the calendar cover).



ITEM NO. 5.1 - 06 DECEMBER 2022

2.3 Safe On-Road Bicycle Riding

Bicycle riding is a potential solution to the challenges of traffic and parking congestion, as well as sustainability and climate change. However, many bicycle riders find riding on the road too risky. We ran a campaign to encourage motorists to understand the rules in sharing the road with bicycle riders, and we promoted the idea of making short trips on local roads and paths to bicycle riders. The campaign included a series of videos to explain the road rules and maps of suggested routes for riding a bike to interesting local locations (refer to the link below):

https://www.northernbeaches.nsw.gov.au/services/roads-and-paths/sharing-the-road

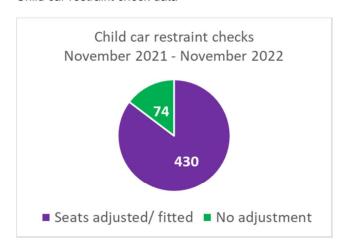
A survey confirmed an increase in awareness of the road rules, however, there is a reduction in the number of motorists willing to share the road with bicycle riders and also a reduction in the number of bicycle riders willing to ride on the road. The impact of the restrictions from the pandemic may be responsible for these results (refer to Attachment 4 for a summary of the ten road rules and behaviours addressed).

RECOMMENDATION TO TRAFFIC COMMITTEE

A. That the achievements of the Local Government Road Safety Program be noted by the Northern Beaches Local Traffic Committee for the period between December 2021 and November 2022.



Attachment 1
Child car restraint check data

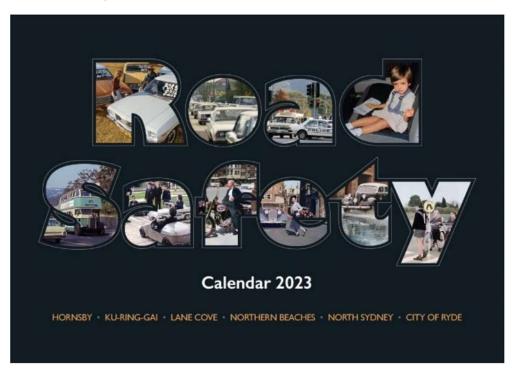


Attachment 2Sample page of Tibetan translation of NSW Driving Licensing Rules

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2	ि इंद्रमुक्तेरको व्यक्ति	- हर चर्चेष् अनुहोर पे ^{चे} S मिरीन हमझन् मेल्	- श्रृंतिक अंत्र सार सार स्त्र के ते हैं भे 90 वर मूर्वेट कें मूं मूर्वेट कें मूं मूर्वेट कें मूं मूर्वेट कें मूर्वेट के स्त्र के स्त्र के स्त्र के हैं के मेरा पर पूर्वेट कें मुक्ति के स्तर मूर्वेट के स्त्र मुक्ति - के पार प्रकृति के स्त्र मुक्ति के मार्च मूर्वेट - के पार प्रकृति के स्त्र मुक्ति के मार्च मूर्वेट - के पार प्रकृति के स्त्र मुक्ति के मार्च मुक्ति - के पार प्रकृति के स्त्र मुक्ति का मार्च मुक्ति - के साम प्रकृति के स्त्र के स्त्र मुक्ति का मार्च मुक्ति - के साम प्रकृति के स्त्र के स्त्र मुक्ति का स्त्र मुक्ति - के साम प्रकृति के स्त्र मुक्ति के स्त्र मुक्ति		
3	HPT वेत्राचेद्दन्डरङ्ग्हा	• વેતુ તમે દુવ કેર તેમ કંપ રાષ્ટ્રમ મુંગર મેં મ ફ્રેંગ મામા ફેંગમ ફેંગ વારકાર કુલ 10 મહત્વ મુંગ • મુક્ત માર્ચ કેમ મેં ફેંગ મારે એમ કેમ માર્ચે માર્ચે કુલ માર્ચે મોફ ફ્રેન્ડ મેં ફ્રેંગ માર્ચ મોફ ફેંગ માર્ચ કેમ ફ્રામ દુવ મો	द्वाचार व्यक्तिय वर्षेत्रीय वर्षेत्री चेत्रु क्षेत्रू चात्रुव्यक्षेत्र		
4	Oriving Test प्रकार मुज्य करें डिन् हा	अस्य स्वरंत स्कृत को नेन्द्र कर कुर कृति। के साथ रही सुर कर कहा का कि क्रांत की अस्य स्वरंत अस्त 20 के को सुर कर अस्त 120 के क्षेत्र स्वरंत अस्त 20 के को सुर कर अस्त कि अस्य स्वरंत की स्कृत अस्त अस्त स्वरंत को अस्त अस्त अस्त अस्त अस्त को स्वरंत कर कुर को अस्त अस्त अस्त अस्त अस्त अस्त अस्त अस्त का स्वरंत को अस्त अस्त अस्त अस्त अस्त अस्त अस्त अस्त अस्त	· P1 (दार र्स) त र्वे वर्ष वर्ष वर्ष वर्षेत्र अँग्		

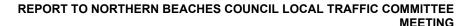


Attachment 3 2023 Road Safety Calendar - cover



Attachment 4 Bicycle riding campaign road rules and behaviours addressed.







ITEM NO. 5.2 - 06 DECEMBER 2022

ITEM 5.2 NORTHERN BEACHES COUNCIL LOCAL TRAFFIC

COMMITTEE DATES FOR 2023

REPORTING OFFICER TRAFFIC ENGINEERING COORDINATOR

TRIM FILE REF 2022/741369

ATTACHMENTS NIL

GEOCODES: N/A

REPORT

The meetings of the Northern Beaches Council Local Traffic Committee for 2023 are to be held on the first Tuesday of each month as per established practice. The proposed meeting dates including the Agenda closing dates are shown in the table below. Also shown are the Council meeting dates at which, any Minutes or recommendations of the Northern Beaches Council Local Traffic Committee that require Council's consideration would be considered.

NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING DATES 2023							
Traffic Committee Agenda Closing Date	Traffic Committee Meeting Dates	Council Meeting Dates					
Friday 13 January	Tuesday 7 February	Tuesday 28 February					
Friday 10 February	Tuesday 7 March	Tuesday 28 March					
Friday 17 March	Tuesday 4 April	Tuesday 18 April					
Friday 14 April	Tuesday 2 May	Tuesday 23 May					
Friday 19 May	Tuesday 6 June	Tuesday 27 June					
Friday 16 June	Tuesday 4 July	Tuesday 25 July					
Friday 14 July	Tuesday 1 August	Tuesday 22 August					
Friday 18 August	Tuesday 5 September	Tuesday 26 September					
Friday 22 September	Tuesday 10 October	Tuesday 24 October					
Friday 20 October	Wednesday 7 November (via TEAMS)	Tuesday 28 November					
Friday 17 November	Tuesday 5 December	Tuesday 19 December					

RECOMMENDATION TO TRAFFIC COMMITTEE

That the proposed Northern Beaches Council Local Traffic Committee meeting dates for 2023 be adopted



ITEM NO. 5.3 - 06 DECEMBER 2022

ITEM 5.3 OUT OF SESSIONS APPROVAL - OLD BARRENJOEY ROAD,

AVALON BEACH - DIVIDING LINES

REPORTING OFFICER TRAFFIC OFFICER

TRIM FILE REF 2022/731382

ATTACHMENTS 1 Old Barrenjoey Road, Avalon Beach - Plan

GEOCODES: -33.634743, 151.330310

REPORT

BACKGROUND

Council has received concerns from bus operators regarding the left turn movement entering Old Barrenjoey Road southbound from Barrenjoey Road and the reduced lane width resulting in buses or heavy vehicles crossing the existing dividing lines into the northbound lane from outside No.63 to No.65 Old Barrenjoey Road, Avalon Beach.

LOCATION

- As part 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). 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.
- Old Barrenjoey Road is a collector road with a 50km/h speed limit. A designated School Zone, with a reduced 40km/h speed limit applies along the frontage of Avalon Public School between 8am-9.30am and 2.30pm-4pm on School days. The school is situated between Old Barrenjoey Road, Sanders Lane, and Bellevue Avenue; with the Netball Courts located on the eastern side of Old Barrenjoey Road.
- Old Barrenjoey Road has a width of 12.5m between kerbs, with footpaths on both sides of the road. A mid-block pedestrian crossing is located outside the main entrance to the school, with flat top road humps installed as part of the traffic calming measures in the school Zone.
- The 191 and 192 bus routes operate along Old Barrenjoey Road, as well as a number of School Bus services.

ISSUES

- 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 left turn movement entering Old Barrenjoey Road southbound from Barrenjoey Road and the reduced lane width resulting in buses or heavy vehicles crossing the existing dividing lines into the northbound lane from outside No.6 to No.65 Old Barrenjoey Road, Avalon Beach.



ITEM NO. 5.3 - 06 DECEMBER 2022

PROPOSAL

Council has undertaken a review of the location and proposes to move the existing dividing barrier lines approximately 1.7m west of the existing position to create a 3.2m traffic lane between No.61 Old Barrenjoey Road and the intersection of Old Barrenjoey and Barrenjoey Road, Avalon Beach.

Remove approximately 2.4m of the existing kerb on the northern side of the intersection of Old Barrenjoey and Barrenjoey Road, outside No.65 Old Barrenjoey Road, Avalon Beach.

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 as part 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).

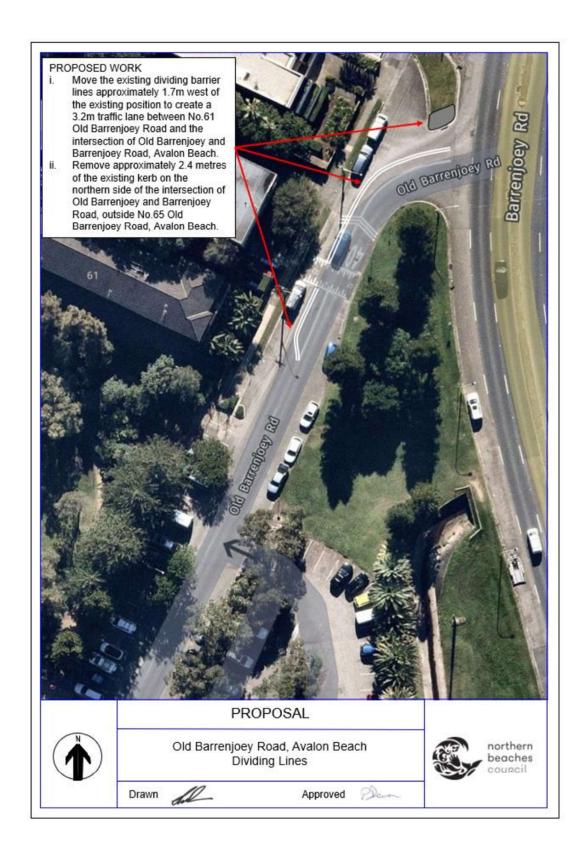
Further consultation was undertaken with the bus operator to ensure improvements to the existing bus route and road safety.

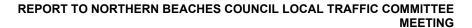
RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Movement of the existing dividing barrier lines approximately 1.7m west of the existing position to create a 3.2m traffic lane between No.61 Old Barrenjoey Road and the intersection of Old Barrenjoey and Barrenjoey Road, Avalon Beach.
- B. Removal of approximately 2.4M of the existing kerb on the northern side of the intersection of Old Barrenjoey and Barrenjoey Road, outside No.65 Old Barrenjoey Road, Avalon Beach









ITEM NO. 5.4 - 06 DECEMBER 2022

ITEM 5.4 REQUEST FOR WORKS ZONE

REPORTING OFFICER TRAFFIC OFFICER

TRIM FILE REF 2022/744265

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
PCL & APR Pty Ltd 81 Christie	82 South Creek Road DEE WHY NSW 2099	Length: 10 metres	21 November 2022 to 7 May 2023
Street ST LEONARDS NSW 2065		Time: 7:00am-5:00pm Mon-Fri	
		8:00am-1:00pm Saturday	
Inten Constructions Pty Ltd	74 Old Barrenjoey Road AVALON BEACH NSW 2107	Length: 25 metres	21 November 2022 to 11 December 2022
3/5-11 Mellor	22,1011,11011, 2101	Time: 7:00am-5:00pm Mon-Fri	2000111201 2022
Street WEST RYDE NSW 2114		8:00am-1:00pm Saturday	
PCL & APR Pty Ltd T/As Icon Homes	13 Frenchs Forest Road SEAFORTH NSW 2092	Length: 12 metres	14 November 2022 to 30 December 2022
81 Christie Street	11011 2002	Time: 7:00am-5:00pm Mon-Fri	Bosombol 2022
ST LEONARDS NSW 2065		8:00am-1:00pm Saturday	
Lovett Custom Homes 29/14 Polo	191 Whale Beach Road WHALE BEACH	Length: 12 metres	28 November 2022 to 22 December 2023
Avenue	DEACH	Time: 7:00am-5:00pm Mon-Fri	December 2023
MONA VALE NSW 2103		8:00am-1:00pm Saturday	

RECOMMENDATION TO TRAFFIC COMMITTEE

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