



northern  
beaches  
council

# AGENDA

## **NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING**

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

**TUESDAY 7 JUNE 2022**

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

**Jorde Frangoples**  
**Director Transport and Assets**

## **Voting Members**

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

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

## **Non Voting Members**

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

Mr James Makasiale  
 Mr Robert Bicakcian  
 TBC  
 Vacant

## **Officers**

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

Mr Jorde Frangoples  
 Mr Craig Sawyer  
 Mr Phil Devon  
 Mr James Brocklebank  
 Mr Ricky Kwok  
 Mr Velsamy Sankaran  
 Mr Scipio Tam  
 Mr Luke Nickson  
 Mr Brian Duong  
 Mr Ali Samimi Haghighi  
 Mr Yuan Ren  
 Mr Jenzy Ocampo  
 Ms Robynann Dixon  
 Ms Michelle Carter  
 Mr Nicholas Murace  
 Mr Michael Kennedy  
 Sandra Calci  
 Mr Paul Crossan  
 Mr Michael Davey  
 Ms Caty Pilley

## **Visitors**

Cutler Road resident  
 Mr Peter Douglas - resident

Re: Item 4.11: Cutler Road, Clontarf  
 Re: Item 4.11: Cutler Road, Clontarf

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

**to be held on Tuesday 7 June 2022**

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

**Commencing at 10.00 am**

### **1.0 APOLOGIES**

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

2.1 Minutes of Northern Beaches Council Local Traffic Committee held 3 May 2022

2.2 Declaration of Pecuniary and Conflicts of Interest

### **3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL - Nil**

### **4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION .....5**

4.1 Bolingbroke Parade, Fairlight - Cul-de-sac Modification .....5

4.2 Lantana Avenue, Narrabeen - Replacement of Bus Zone Signs ..... 17

4.3 Oliver Street, Queenscliff - Parking Restrictions.....21

4.4 MacPherson Street, Warriewood - Installation of No Parking, Motor Vehicles  
Excepted Restriction .....26

4.5 Park Street, Collaroy - Extension of No Stopping Restriction .....30

4.6 Darley Street, Forestville - No Stopping & Speed Cushions .....34

4.7 Ada & Ethel Avenue and Miles Street, Brookvale - Timed Parking.....38

4.8 Rowe Street, Freshwater - No Parking & Speed Cushions .....42

4.9 Moore Road, Freshwater - Loading Zone & Timed Parking .....47

4.10 Park Avenue, Avalon Beach - No Parking restrictions.....50

4.11 Cutler Road, Clontarf - 4P timed parking.....55

4.12 Angophora Circuit, Warriewood - One Way Traffic.....59

4.13 Pittwater Road, Manly - Pedestrian Refuge .....64

4.14 Iris Street, Frenchs Forest - Pedestrian Refuge .....72

### **5.0 MATTERS FOR NOTATION .....76**

5.1 Request for Works Zone .....76

**NEXT MEETING Tuesday 5 July 2022**

## 2.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

### 2.1 MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD 3 MAY 2022

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#### RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee held 3 May 2022, copies of which were previously circulated to all members, be confirmed as a true and correct record of the proceedings of that meeting.

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### 2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

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

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

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

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

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

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## 4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

<b>ITEM 4.1</b>	<b>BOLINGBROKE PARADE, FAIRLIGHT - CUL-DE-SAC MODIFICATION</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2021/378355</b>
<b>ATTACHMENTS</b>	<b>1 Bolingbroke Parade, Fairlight - Plan 2 Table of Consultation</b>

**GEOCODES: -33.79897, 151.27137**

### REPORT

#### BACKGROUND

Council has received concerns from local residents regarding difficulties for people with mobility issues accessing the footpath or obtaining parking at the western end of Bolingbroke Parade.

#### LOCATION

- The western section of Bolingbroke Parade is a No Through Road, serving local residents and visitors accessing North Harbour Walk/Fairlight Walk and Manly Boatshed.
- The west end of Bolingbroke Parade has four parking spaces with a 2-hour timed parking restriction, permit holders excepted.

#### ISSUES

- No disabled parking spaces are present within the immediate vicinity of Bolingbroke Parade or this part of the Spit to Manly Walk.
- Disabled persons have raised concerns that they are unable to find parking in this vicinity to enjoy the Spit to Manly Walk
- Residents reported that these parking spaces are often occupied for extended periods of time by the same vehicles.

#### PROPOSAL

Council has undertaken a review of the location and issues, and proposes to upgrade the western end of Bolingbroke Parade and accommodate an accessible parking space, which will enhance the ability for people with mobility issues to access facilities.

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

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Installation of parking bays, painted islands and a disabled parking space at the western end of Bolingbroke Parade, Fairlight.

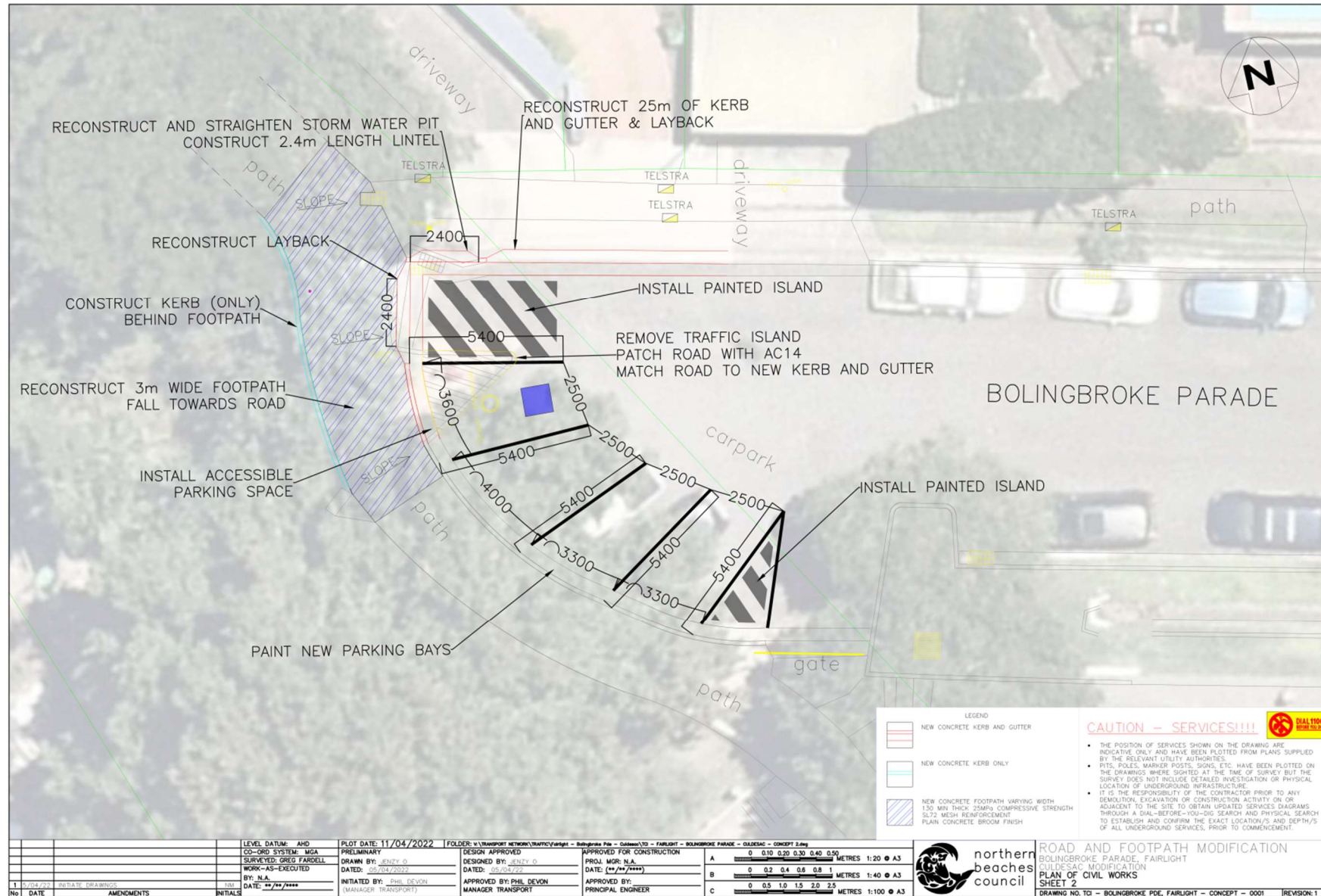
# CULDESAC MODIFICATION - BOLINGBROKE PARADE, FAIRLIGHT



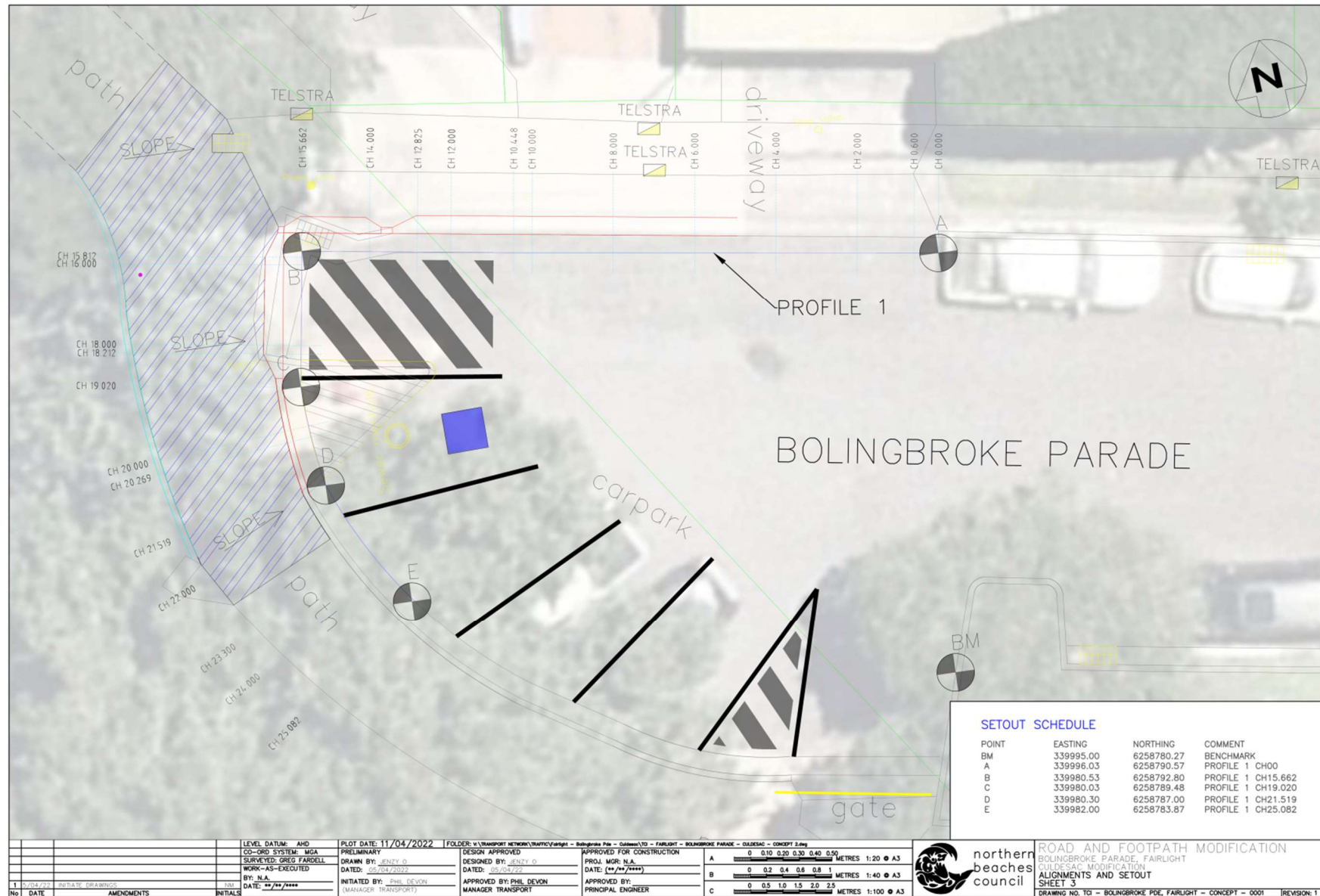
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WORK-AS-EKUTED			DATED: 06/04/2022			DATED: 06/04/22			DATE: (**/**/****)		
BY: N.A.			INITIATED BY: PHIL DEVON			APPROVED BY: PHIL DEVON			APPROVED BY:		
DATE: **/**/****			(MANAGER - TRANSPORT)			MANAGER TRANSPORT			PRINCIPAL ENGINEER		
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DATE			AMENDMENTS			INITIALS					

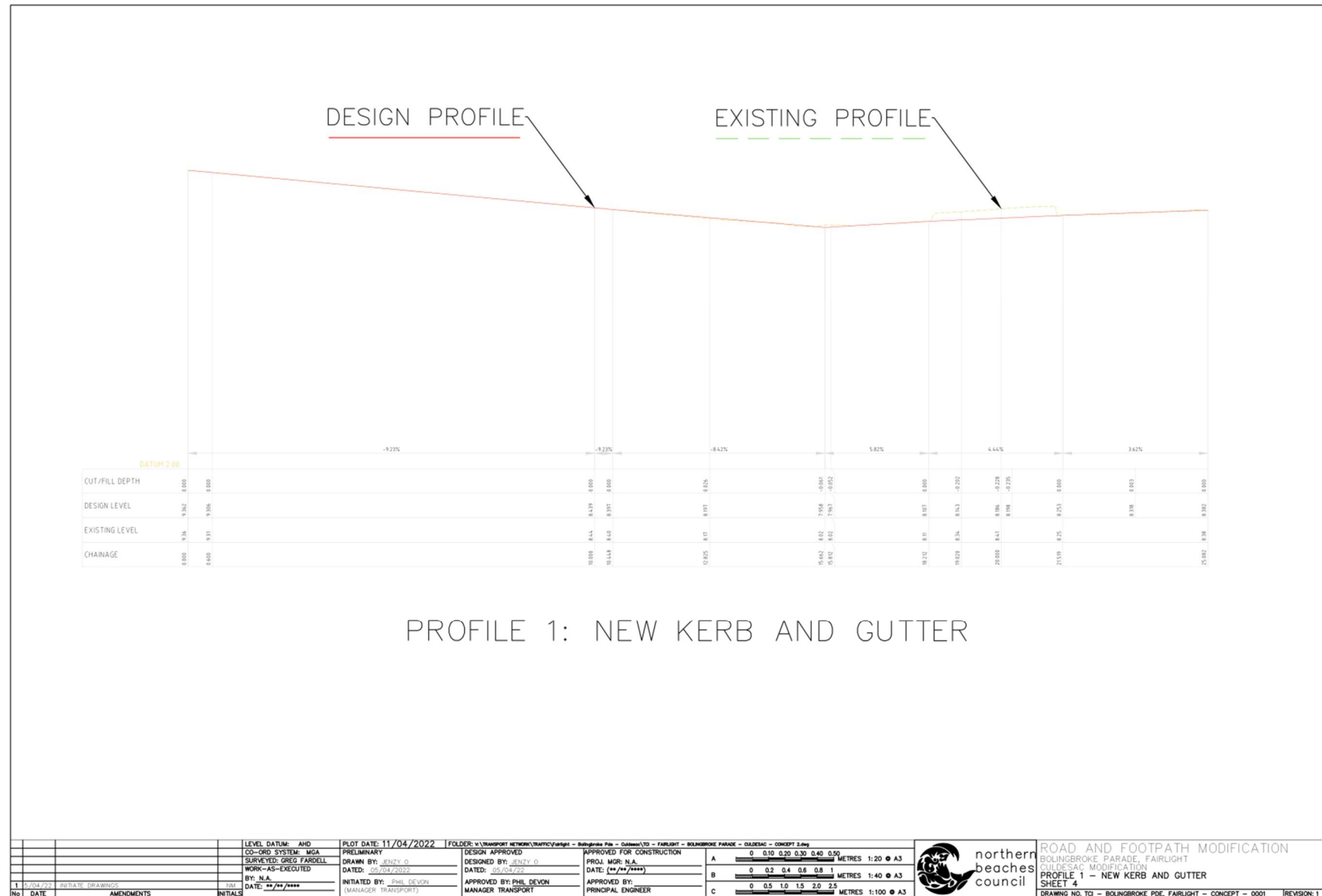


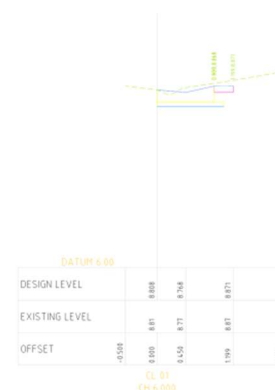
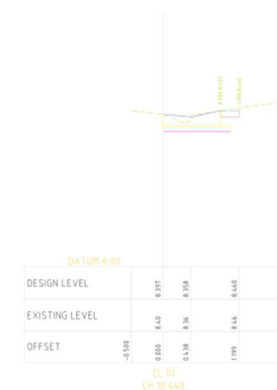
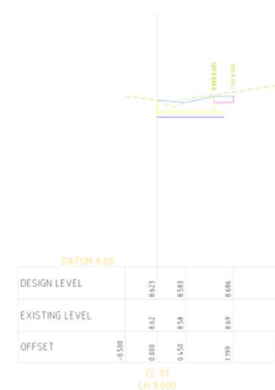
ROAD AND FOOTPATH MODIFICATION  
BOLINGBROKE PARADE, FAIRLIGHT  
CULDESAC MODIFICATION  
LOCATION  
SHEET 1  
DRAWING NO. TO - BOLINGBROKE PDE, FAIRLIGHT - CONCEPT - 0001  
REVISION: 1











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BY: N/A			INITIATED BY: PHIL DEVON			APPROVED BY: PHIL DEVON		
DATE: **/**/****			(MANAGER TRANSPORT)			MANAGER TRANSPORT		
INITIALS			INITIALS			INITIALS		
1 05/04/22 INITIATE DRAWINGS			100			100		
DATE			AMENDMENTS			AMENDMENTS		

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B	0	0.3	0.4	0.6	0.8	1	METRES	1:40 @ A3
C	0	0.5	1.0	1.5	2.0	2.5	METRES	1:100 @ A3



ROAD AND FOOTPATH MODIFICATION  
BOLINGBROKE PARADE, FAIRLIGHT  
CONCEPT 2.0g  
X-SECTIONS 1  
SHEET 5  
DRAWING NO. TCI - BOLINGBROKE PDE, FAIRLIGHT - CONCEPT - 0001  
REVISION: 1



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		SURVEYED: GREG FARDELL		DRAWN BY: JENNY D		DESIGNED BY: JENNY D			
		WORK-AS-EXECUTED		DATED: 05/04/2022		DATE: 05/04/2022			
		BY: N/A		INITIATED BY: PHIL DEVON		APPROVED BY: PHIL DEVON			
		DATE: **/**/****		(MANAGER - TRANSPORT)		MANAGER TRANSPORT			
		INITIALS							

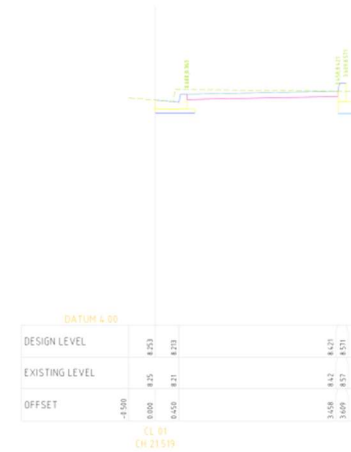
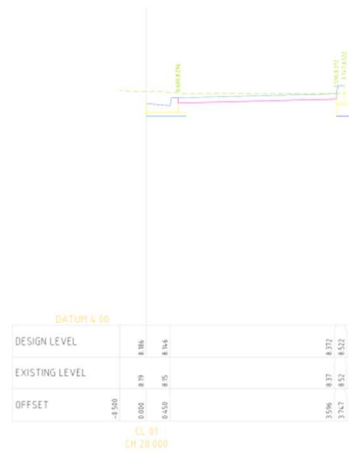


ROAD AND FOOTPATH MODIFICATION  
BOLINGBROKE PARADE, FAIRLIGHT  
CULDESAC MODIFICATION  
X-SECTIONS 2  
SHEET 6

DRAWING NO. TC - BOLINGBROKE PDE, FAIRLIGHT - CONCEPT - 0001

REVISION: 1



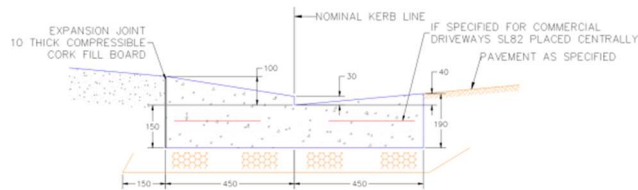


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BY: N/A			INITIATED BY: PHIL DEVON			DATE: (**/**/****)		
DATE: **/**/****			MANAGER: TRANSPORT			APPROVED BY: PHIL DEVON		
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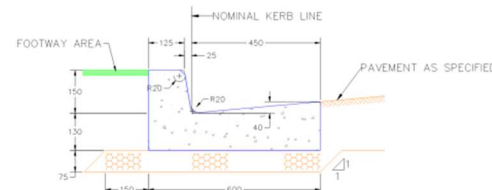


ROAD AND FOOTPATH MODIFICATION  
BOLINGBROKE PARADE, FAIRLIGHT  
CULDESAC MODIFICATION  
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REVISION: 1

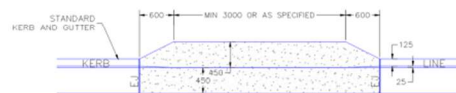




**STANDARD CONCRETE LAYBACK DETAIL**  
SCALE A (0.173cum/m)



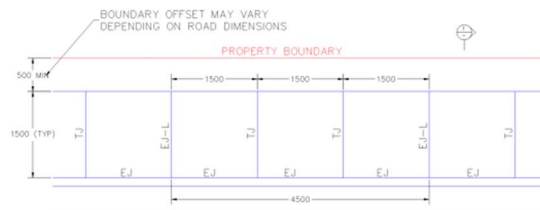
**CONCRETE KERB & GUTTER DETAIL**  
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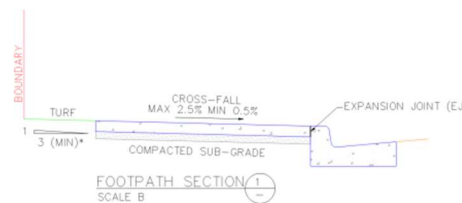
**CONCRETE LAYBACK - PLAN**  
SCALE C



**CONCRETE LAYBACK - FRONT ELEVATION**  
SCALE C



**FOOTPATH PLAN - KERB SIDE**  
SCALE C



**FOOTPATH SECTION**  
SCALE B

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

#### STANDARD KERB AND GUTTER NOTES

1. KERB AND GUTTER, CONCRETE EDGING, DISH DRAINS AND THE LIKE SHALL BE POURED IN PLAIN CONCRETE AND FINISHED WITH A STEEL TROWEL.
2. THE MINIMUM COMPRESSIVE STRENGTH SHALL BE 25MPa AT 28 DAYS.
3. FOR ELEMENTS CONSTRUCTED USING SLIPFORM, REINFORCEMENT WILL NOT BE REQUIRED PROVIDED THAT THE CONCRETE COMPRESSIVE STRENGTH IS NOT LESS THAN 32MPa AT 28 DAYS.
4. WHERE COUNCIL OR ITS REPRESENTATIVE DIRECTS THAT THE GUTTER IS TO BE RETAINED, THE CONTRACTOR SHALL PLACE A 75mm DEEP SAW CUT IN THE GUTTER INVERT AND REMOVE THE KERB AND OR LAYBACK.
5. WHERE EXISTING KERB AND ASSOCIATED ELEMENT IS TO BE REPLACED SAW CUT IN THE ASPHALT MINIMUM 500mm FROM LIP OF GUTTER, COMPACT SUBGRADE AND INSTALL ASPHALT STRIP TO MAKE SMOOTH TRANSITION.
6. THE CONSTRUCTION OF ALL VEHICLE CROSSINGS AND ASSOCIATED WORKS WITHIN THE ROAD RESERVE MUST BE UNDERTAKEN BY A COUNCIL APPROVED CONTRACTOR.

#### STANDARD CONCRETE FOOTPATH NOTES

1. FOOTPATHS TO HAVE A MAX. 2.5% CROSSFALL TOWARDS THE KERB (APPROXIMATELY 37.5mm FALL OVER A 1.5m WIDE FOOTPATH), AND BROOM FINISHED U.N.O.
2. CONCRETE EDGES SHALL BE FINISHED WITH AN EDGING TOOL.
3. CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 25MPa MINIMUM UNLESS OTHERWISE SPECIFIED.
4. CONCRETE SHALL BE PLACED WITH A MAXIMUM SLUMP OF 80mm.
5. MINIMUM CONCRETE COVER (TO REINFORCEMENT) TO BE 30mm UNLESS NOTED OTHERWISE.
6. CONCRETE FOOTPATHS SHALL BE LAID ON A MINIMUM 75mm THICK ROAD BASE DGB20 (COMPACTED TO MINIMUM 98% MAXIMUM DRY DENSITY) OR 50mm THICK SAND (WELL COMPACTED TO DENSITY INDEX OF NOT LESS THAN 65%).
7. COUNCIL REQUIRES 24 HOURS NOTICE PRIOR TO POURING OF CONCRETE TO INSPECT THE FORMWORK. NO CONCRETE SHALL BE POURED UNTIL THE EXCAVATION AND FORMWORK HAVE BEEN INSPECTED.
8. EXCAVATE TO MINIMUM UNIFORM CONCRETE SLAB THICKNESS AND BEDDING COURSE AS SPECIFIED. REFER TO DETAILS.
9. PLAIN CONCRETE IS TO BE USED EXCEPT FOR PEDESTRIAN RAMPS (PRAM RAMPS) WHICH WILL BE COLOURED "DARK TERRACOTTA" OXIDE TINT OR EQUIVALENT.
10. WHERE THE SLAB IS TO BE POURED ONTO EXISTING ROCK OR ONTO A CONCRETE SUBGRADE, PROVIDE A COAT OF RIGID BOND BREAKER BETWEEN THE INTERFACE TO ENSURE THAT THE CONCRETE WILL SET EVENLY THROUGHOUT THE WHOLE SECTION OF THE SLAB (EVEN SHRINKAGE CONTROL).
11. PLACE REINFORCEMENT FABRIC CENTRALLY USING SEATS AS PROPS AND ENSURING THAT THERE WILL BE AT LEAST 30mm MINIMUM COVER (FOR FOOTWAY SLABS) BETWEEN THE REINFORCEMENT AND EXTERNAL SURFACE OF THE SLAB.
12. CONCRETE IS TO BE FULLY CURED TO ENSURE THAT IT DOES NOT RESULT IN SHRINKAGE CRACKS. HIGHER STRENGTH CONCRETES TEND TO SET QUICKER AND REQUIRES PROPER CURING BY KEEPING IT CONTINUOUSLY WET FOR A MINIMUM OF 7 DAYS IMMEDIATELY AFTER THE POUR OR BY COVERING WITH CLEAR PLASTIC SHEETS.
13. ALL CONCRETE WORKS SHALL BE IN ACCORDANCE WITH AS 3600.
14. COMPRESSIBLE FILLER BOARD USED AS CONSTRUCTION JOINTS SHALL BE BITUMEN IMPREGNATED FIBREBOARD.
15. SAWN JOINTS WHERE REQUIRED ARE TO BE CUT AFTER THE CONCRETE HAS SUFFICIENTLY HARDENED THAT IT WILL NOT BE DAMAGED BY THE SAWING BUT BEFORE SHRINKAGE CRACKS CAN OCCUR.
16. PROVIDE "SMART URBAN" OR "LOCK SOCKETS" AS SPECIFIED FOR ALL SIGN POSTS U.N.O.
17. ALL DIMENSIONS SHOWN ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALING.

#### FOOTPATH SCHEDULE

FOOTPATH WIDTH (mm)	SLAB THICKNESS (mm)	DISTANCE BETWEEN TOOLED JOINTS (mm)	DISTANCE BETWEEN EXPANSION JOINTS (mm)	REINFORCEMENT (SHRINKAGE CONTROL ONLY)
>2500	130* 150	WIDTH OF SLAB WIDTH OF SLAB	3 x SLAB WIDTH	SL72 SL72

LEVEL DATUM: AND		PLOT DATE: 11/04/2022	FOLDER: Y:\TRANSPORT NETWORK\FAIRLIGHT\Bolingbroke - Concept 2.dwg		ROAD AND FOOTPATH MODIFICATION	
CO-ORD SYSTEM: MGA		DESIGNED BY: JENZY D	APPROVED FOR CONSTRUCTION		BOLINGBROKE PARADE, FAIRLIGHT	
SURVEYED: GREG FARRELL		DRAWN BY: JENZY D	PROJ. MGR: N.A.		CULDESAC MODIFICATION	
WORK-AS-EXECUTED		DATED: 05/04/2022	DATE: (**/**/****)		DETAILS	
BY: N.A.		INITIATED BY: PHIL DEVON	APPROVED BY: PHIL DEVON		SHEET 9	
DATE: **/**/****		(MANAGER TRANSPORT)	PRINCIPAL ENGINEER		DRAWING NO. TO - BOLINGBROKE PDE, FAIRLIGHT - CONCEPT - 0001	
1	05/04/22	INITIATE DRAWINGS	100		REVISION: 1	
No	DATE	AMENDMENTS	INITIALS			



**ROAD AND FOOTPATH MODIFICATION**  
BOLINGBROKE PARADE, FAIRLIGHT  
CULDESAC MODIFICATION  
DETAILS  
SHEET 9  
DRAWING NO. TO - BOLINGBROKE PDE, FAIRLIGHT - CONCEPT - 0001  
REVISION: 1

## **Table of Consultation**

<b>Address</b>	<b>Bolingbroke Parade, Fairlight</b>
<b>Proposal</b>	<b>Disabled Parking Space</b>

<b>Properties Consulted</b>	82
<b>Responses Received</b>	6
<b>Support</b>	3
<b>Do Not Support</b>	3

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Concerns for Manly Boat Shed	Manly Boat Shed needs more parking spaces.	A business cannot reserve parking spaces on road for its customers.
Lack of parking	Parking spaces are limited for families and friends.	Families and friends can park on street adjacent to this area with no parking limits and stay longer.
Parking for nearby properties	Apartment residents with Lauderdale addresses with no parking spaces require parking at this location.	The on-street parking spaces shall be shared with visitors and cannot be allocated to residents.
Concerns for enforcement	Lack of parking inspectors will let the spaces abused by other not entitled.	Rangers will be advised to patrol this area more often.

<b>ITEM 4.2</b>	<b>LANTANA AVENUE, NARRABEEN - REPLACEMENT OF BUS ZONE SIGNS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2022/238345</b>
<b>ATTACHMENTS</b>	<b>1 Plan</b> <b>2 Table of Consultation</b>

**GEOCODES: -33.725151, 151.285004**

## **REPORT**

### **BACKGROUND**

Council has received concerns from Keolis Downer regarding the replacement of the existing part-time Bus Zone signs in Lantana Avenue with full time Bus Zone signs, due to the consistency with other nearby Bus Stops in Lantana Avenue.

### **LOCATION**

- Lantana Avenue is a local road of 6m in width, carrying medium volumes of two-way traffic.
- Lantana Avenue intersects Veterans Parade on its eastern side and it ends in a cul-de-sac on its western side.
- There is a Bus Zone and No Parking Zone on opposite side of the proposed location on Lantana Avenue.
- There is no Bus route that services Lantana Avenue.

### **ISSUES**

- The existing part time Bus Zone signs on Lantana Avenue are not consistent with other nearby full-time Bus Zone signs in Lantana Avenue.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes the replacement of the existing "Bus Zone, 7:30am-8:30am, 3:30pm- 4:30pm" signs with full-time Bus Zone signs between No's .29 - 33 Lantana Avenue.

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

- A total of 2 submissions were received with 2 objections and none supporting the proposal.

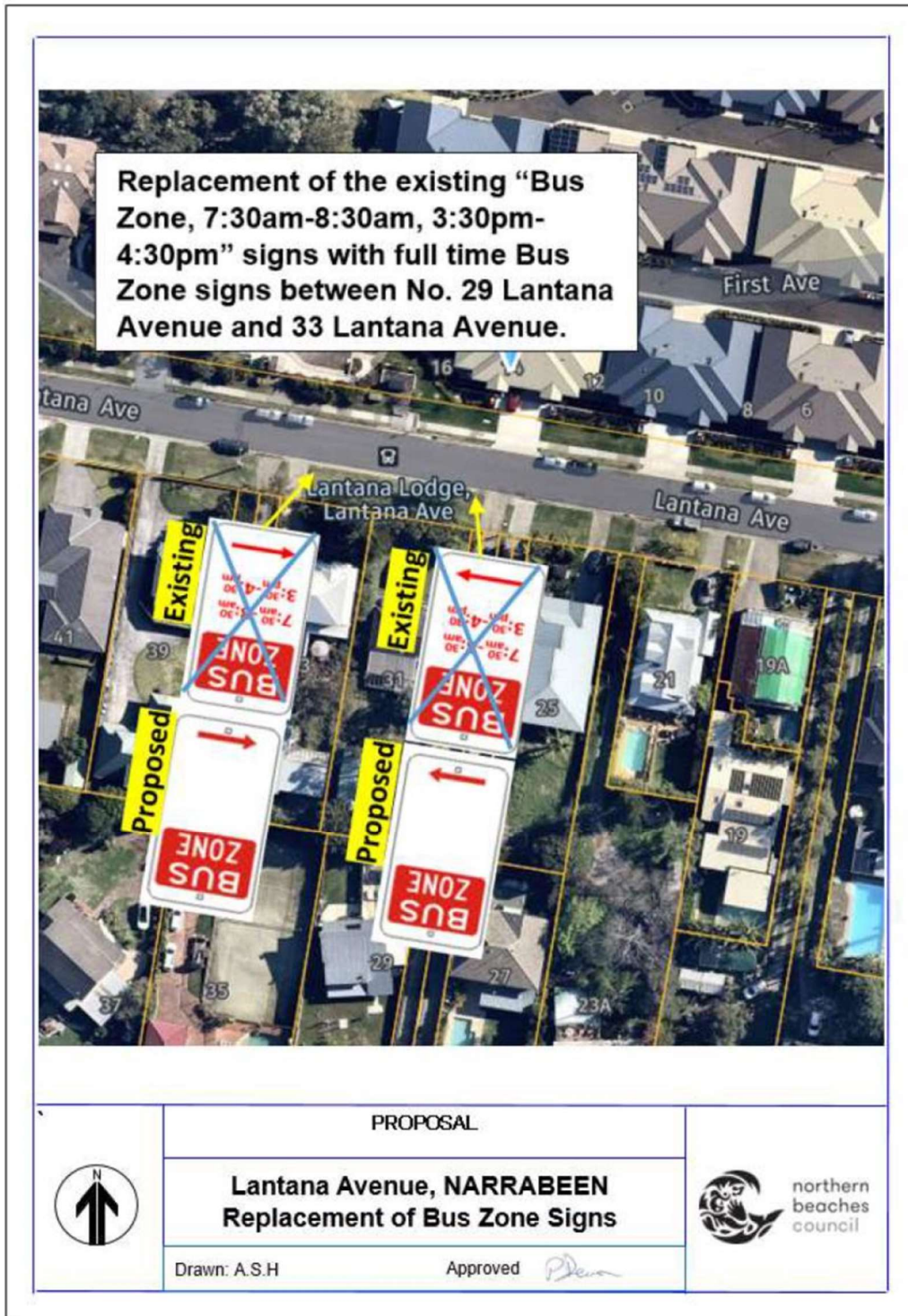
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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The replacement of the existing “Bus Zone, 7:30am-8:30am, 3:30pm- 4:30pm” signs with full-time Bus Zone signs between No’s 29 – 33 Lantana Avenue.





<u><b>Table of Consultation</b></u>		
<b>Address</b>	<u><b>Lantana Avenue, Narrabeen</b></u>	
<b>Proposal</b>	<u><b>Installation of No Stopping Yellow Line</b></u>	
<b>Properties Consulted</b>	<b>62</b>	
<b>Responses Received</b>	<b>2</b>	
<b>Support</b>	<b>0</b>	
<b>Do Not Support</b>	<b>2</b>	
<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
<b>Lack of Parking</b>	Visitors unable to find parking. If this is changed Buses roar down our street using loud compression brakes.	Council's proposal affects only the exiting Bus zone on Lantana Avenue that has no consistency with the nearby full time Bus zone signs on Lantana Avenue. The proposal does not affect the remaining parking area and they will be remaining unchanged.



<b>ITEM 4.3</b>	<b>OLIVER STREET, QUEENSCLIFF - PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2022/195749</b>
<b>ATTACHMENTS</b>	<b>1 Oliver Street, Queenscliff - Plan (Original)</b> <b>2 Oliver Street, Queenscliff - Plan (Amended)</b> <b>3 Table of Consultation</b>

**GEOCODES: -33.77984, 151.28212 to -33.78145, 151.27852**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding a proliferation of boats, trailers and other large vehicles parked between Cavill Street and Pittwater Road on Oliver Street.

### **LOCATION**

- Oliver Street is a regional road connecting North Manly and Curl Curl, carrying large volumes of traffic, with a default speed limit of 50km/h.
- The intersections of Oliver Street at Cavill Street and Oliver Street at Pittwater Road are controlled by traffic lights.
- No Give Way or Stop signs are installed at the intersection of Oliver Street at Dalley Street, while vehicles travelling on Dalley Street approaching this intersection are supposed to give way.
- The section under consideration of Oliver Street is on a gentle slope, while sight distances are influenced at the road bends.
- The width of Oliver Street in this area is approximately 13 metres, and slightly increased in locations adjacent to intersections.
- The road serves four trafficable lanes, two for each direction, divided by double unbroken centrelines.
- Parking on the north side of Oliver Street is generally unrestricted, with the exceptions of No Stopping restriction from Pittwater Road and two bus stops (Stop ID: 209684 and 209611).
- Parking restrictions on the south side of Oliver Street are similar, except a part-time No Parking (7 am – 9 am, Monday to Friday) introduced in 2021 for the sections before the Bus Stop approaching Pittwater Road (Stop ID: 210056).
- Adjacent land use consists industrial, commercial and medium density housings.
- 165X and multiple school bus routes serve this area.
- Footpath is available on both sides of the road.

## ISSUES

- Trailers and other vehicles (e.g. buses) parked in this location for extended periods of time limit access to parking spaces for local residents.

## PROPOSAL

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

1. 8P Timed Parking restrictions on this interval of Oliver Street
2. Two lengths of full-time No Parking restrictions on both sides of the street
3. A Bus Zone at the existing bus stop on the north side of the street
4. A No Stopping zone at the north side of the intersection of Oliver Street and Dally Street.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

## CONSULTATION

Consultation letters were initially distributed to 129 properties within the immediate vicinity of the location providing notification of the proposed changes. Council received responses from a number of residents opposing the 8P timed parking restriction due to the impact on the residents' on-street parking opportunities. Some of the residents requested the consultation letters to be more widely circulated.

In response to these comments, the consultation letter was amended with the proposed 8P timed parking restriction with No Parking Motor Vehicles Excepted restriction, along with other minor updates. The letters were distributed to 274 properties. The responses are noted in Attachment 3 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:


- Installation of No Parking Motor Vehicles Excepted parking restrictions and a No Parking restriction on approach to the existing Bus Zone adjacent to 378 Pittwater Road, on the south side of Oliver Street between Cavill Street and Pittwater Road.
- Installation of 8P Timed Parking restrictions, a No Stopping restriction opposite Dalley Street, a Bus Zone at the existing bus stop east of Pittwater Road, and a No Parking restriction on approach to the proposed Bus Zone, on the north side of Oliver Street between Cavill Street and Pittwater Road.



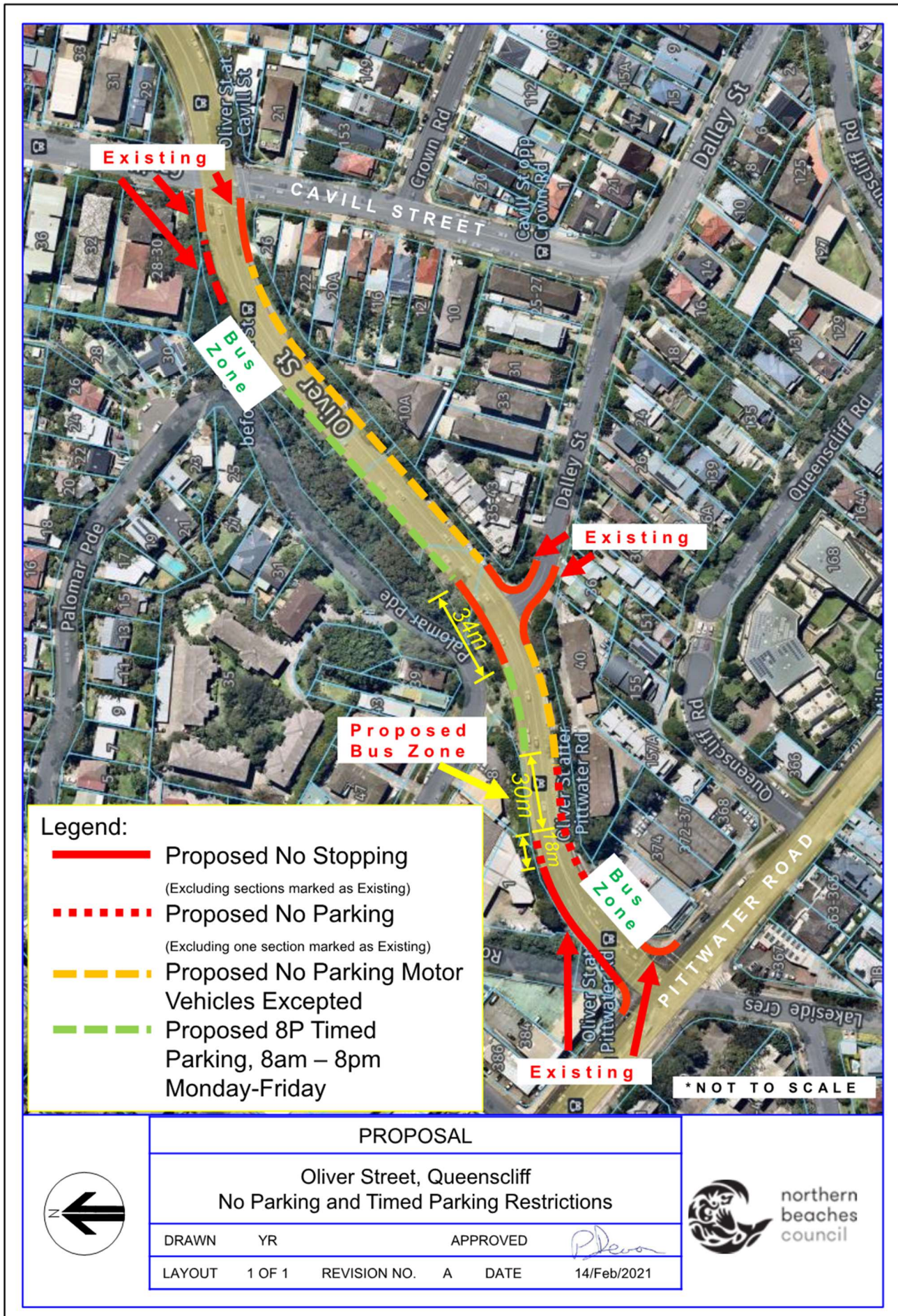


## PROPOSAL

Oliver Street, Queenscliff  
8P Timed Parking and Associated Parking Restrictions

DRAWN	YR	APPROVED	
LAYOUT	1 OF 1	REVISION NO.	A
DATE		27/Jan/2021	







### Table of Consultation

<b>Address</b>	<b>Oliver Street, Queenscliff</b>
<b>Proposal</b>	<b>No Parking, Timed Parking and Other Restrictions</b>

<b>Properties Consulted</b>	274
<b>Responses Received</b>	17
<b>Support</b>	7
<b>Do Not Support</b>	8
<b>Neither</b>	2

\* Unable to determine 4 resident locations

Issue	Resident Comment	Council Response
Lack of Parking	Parking spaces are not enough on Oliver Street. Spaces on Oliver Street are required for overnight visitors.	Occasional long-staying visitors can access parking opportunities on nearby streets. 8P does not apply on weekends.
Inconvenience	Residents will need to move their vehicles everyday.	The proposal intends to improve on-street parking availability and turnover. 8 hours parking restriction is suitable in this location for on-street parking spaces for the public.
Resident Parking Scheme	Exemptions for residents' trailers.	There is no provision for a resident exemption to a No Parking restriction and as most residents have off-street parking, a permit parking scheme would not be appropriate in this location.
Trailer Parking	Spaces are required to store trailers. It is the best location for Queenscliff residents to park boat trailers.	Public roads are available for all motorists. Council endeavours to provide parking for all road users. Long term parking of vehicles should be the responsibility of the property owners on private properties.
Trailer Parking Restriction on Other Streets	Trailers may be relocated to other nearby streets.	Council will continue to monitor the parking conditions and may take action accordingly when necessary.
Heavy Vehicle Parking	Buses and trucks are taking up spaces. Trucks are left over on weekends.	Rangers will also patrol this area and will infringe any vehicles exceeding 7.5m in length and vehicles exceeding 4.5 tonne GVM, which stays at this location for longer than 1 hour.

<b>ITEM 4.4</b>	<b>MACPHERSON STREET, WARRIEWOOD - INSTALLATION OF NO PARKING, MOTOR VEHICLES EXCEPTED RESTRICTION</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2022/214787</b>
<b>ATTACHMENTS</b>	<b>1 Plan</b> <b>2 Table of Consultation</b>

**GEOCODES: -33.686569, 151.292755**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding parked caravans, trailers and boats on MacPherson Street that cause a shortage of parking for residents and visitors to the area.

### **LOCATION**

Macpherson Street is a local road with a 7m width, carrying medium volumes of two-way traffic. Macpherson Street intersects Laurina Street on its western side and it intersects Boondah Road on its south eastern side. There are existing No Stopping and Bus Zones on Macpherson Street. There is a Bus route that services Macpherson Street.

### **ISSUES**

- Parked caravans, trailers and boats on MacPherson Street that cause a shortage of parking for residents and visitors to the area.

### **PROPOSAL**

Council has undertaken a review of the above location and proposes the installation of "No Parking, Motor Vehicles Excepted" restrictions on both sides of MacPherson Street between the pedestrian refuge east of Lakeview Avenue and Laurina Street.

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

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

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

## CONSULTATION

Consultation letters have been distributed to 63 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

- A total of 42 submissions were received with 2 objections and 40 supporting the proposal.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The installation of “No Parking, Motor Vehicles Excepted” restrictions on both sides of MacPherson Street between the pedestrian refuge east of Lakeview Avenue and Laurina Street.



	PROPOSAL		 northern beaches council
	MacPherson Street, Warriewood Installation of "No Parking, Motor Vehicles Excepted" Signs		
	Drawn: A.S.H	Approved 	



<u><b>Table of Consultation</b></u>		
<b>Address</b>	<u><b>MacPherson Street, WARRIEWOOD</b></u>	
<b>Proposal</b>	<u><b>Installation of No Parking, Motor Vehicles Excepted Restriction</b></u>	
<b>Properties Consulted</b>	<b>63</b>	
<b>Responses Received</b>	<b>42</b>	
<b>Support</b>	<b>40</b>	
<b>Do Not Support</b>	<b>2</b>	
<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
<b>Lack of Parking</b>	As residents in the area, we find it difficult to find sufficient vehicle parking due to boats, trailers and caravans taking up spaces and obstructing vision in Macpherson Street.	Council proposes the installation of No Parking, Motor Vehicles Excepted restrictions in order to increase vehicle parking and to improve site views for the exiting vehicles from driveways into MacPherson Street. The proposal will also improve vision for the oncoming vehicles on this street.
<b>Road Safety</b>	As it is, there are caravans, boats and trailers parked permanently along this strip of Macpherson Street, meaning a loss of parking for residents and their visitors and a visual hindrance for pedestrians wishing to cross the busy road, not to mention how untidy it makes the area look.	Council's proposal will resolve the issue by removing the permanent caravans, boats and trailers and will increase side views for pedestrian who wish to cross the road safely.

<b>ITEM 4.5</b>	<b>PARK STREET, COLLAROY - EXTENSION OF NO STOPPING RESTRICTION</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2022/160775</b>
<b>ATTACHMENTS</b>	<b>1 Plan</b> <b>2 Table of Consultation</b>

**GEOCODES: -33.726120, 151.295868**

## **REPORT**

### **BACKGROUND**

Council has received concerns regarding parked vehicles on Park Street causing difficulties for garbage trucks that are unable to turn around easily in the cul-de-sac. This results in the drivers having to reverse dangerously creating the potential for the trucks to cause damage to parked vehicles. Similar issues are experienced by other large vehicles accessing the street.

### **LOCATION**

Park Street is a local road with an 8m width, carrying medium volumes of two-way traffic. Park Street intersects Stuart Street on its north-eastern side and it ends to a cul-de-sac on its southern side. There is a No Stopping sign on northern side of driveway No.5 Park Street. There is no bus route that services Park Street.

### **ISSUES**

- Parked vehicles on Park Street causing difficulties for garbage trucks that are unable to turn around easily in the cul-de-sac.
- This results in the drivers having to reverse dangerously and creates a potential for the trucks to cause damage to parked vehicles.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes the relocation of the existing No Stopping (R) sign located on northern side of the driveway to No.5 Park Street by a distance of 5m in a northerly direction.

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

- A total of 4 submissions were received with 4 objections and none supporting the proposal.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The relocation of the existing No Stopping (R) sign located on northern side of the driveway to No.5 Park Street by a distance of 5m in a northerly direction.



<u><b>Table of Consultation</b></u>		
<b>Address</b>	<u><b>Park Street, COLLAROY</b></u>	
<b>Proposal</b>	<u><b>Extension of No Stopping Restriction</b></u>	
<b>Properties Consulted</b>	<b>21</b>	
<b>Responses Received</b>	<b>4</b>	
<b>Support</b>	<b>0</b>	
<b>Do Not Support</b>	<b>4</b>	
<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
<b>Lack of Parking</b>	Because of the units and houses on Stuart Street not having enough parking there is always a shortage of parking at peak periods on Park Street now.	Long term parking of private vehicles must be on private properties as the residents are responsible to utilise garages and existing driveways for off-street parking in case of increased parking demands.
<b>Problem Solving</b>	I have noticed garbage trucks having difficulties negotiating the streets, however, with sufficient spotting it is manageable. I myself have a truck license and work in extremely narrow streets undertaking work for Council such as city of Sydney, inner west Council and Fairfield Council, although a difficult task, streets similar to ours are manageable with sufficient supervision and spotting.	Council proposes a permanent solution rather than providing a temporary solution that it may be neglected at any time. The proposal of the extension of No Stopping restriction will improve the safety issues in the cul-de-sac that will reduce a potential for the trucks to cause damage to parked vehicles.

<b>ITEM 4.6</b>	<b>DARLEY STREET, FORESTVILLE - NO STOPPING &amp; SPEED CUSHIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2022/293508</b>
<b>ATTACHMENTS</b>	<b>1 Darley Street, Forestville - Plan</b> <b>2 Darley Street, Forestville - Table Of Consultation</b>

**GEOCODES: -33.767442, 151.212948**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding inappropriate speed of vehicles in the proposed section of Darley Street, Forestville.

### **LOCATION**

- Darley Street is a collector road running north-south between Warringah Road and Melwood Avenue with a posted speed limit of 50 km/h.
- Darley Street has traffic signals located at its intersection with Warringah Road and the Forestville Public School and Forestville shopping centre located to the north of the traffic.
- There is a roundabout located at the intersection with Cannons Parade and double barrier lines marked in Darley Street from the roundabout to just north of the intersection with Neale Avenue.
- The width of the proposed section of Darley Street is approximately 9.7 metres, has an existing dividing line into, is located adjacent to a streetlight and is between the intersections of Tabora Street and Tora Place, Forestville.
- Horizontal and vertical alignment changes rapidly.
- Adjacent land use consists of low to medium density housing

### **ISSUES**

- Local residents have raised multiple concerns in relation to excessive speed and dangerous driving.
- A review indicates there has been one accident, involving a right turn from Tabora Street into Darley Street in 2013.

### **PROPOSAL**

Council has undertaken a review of the location and proposes to introduce speed cushions outside No.57 Darley Street and No.1 Tabora Street on Darley Street, between Tabora Street and Tora Place, Forestville. To enhance visibility of the speed cushions, No Stopping areas and warning signs are included in the proposal.



## 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

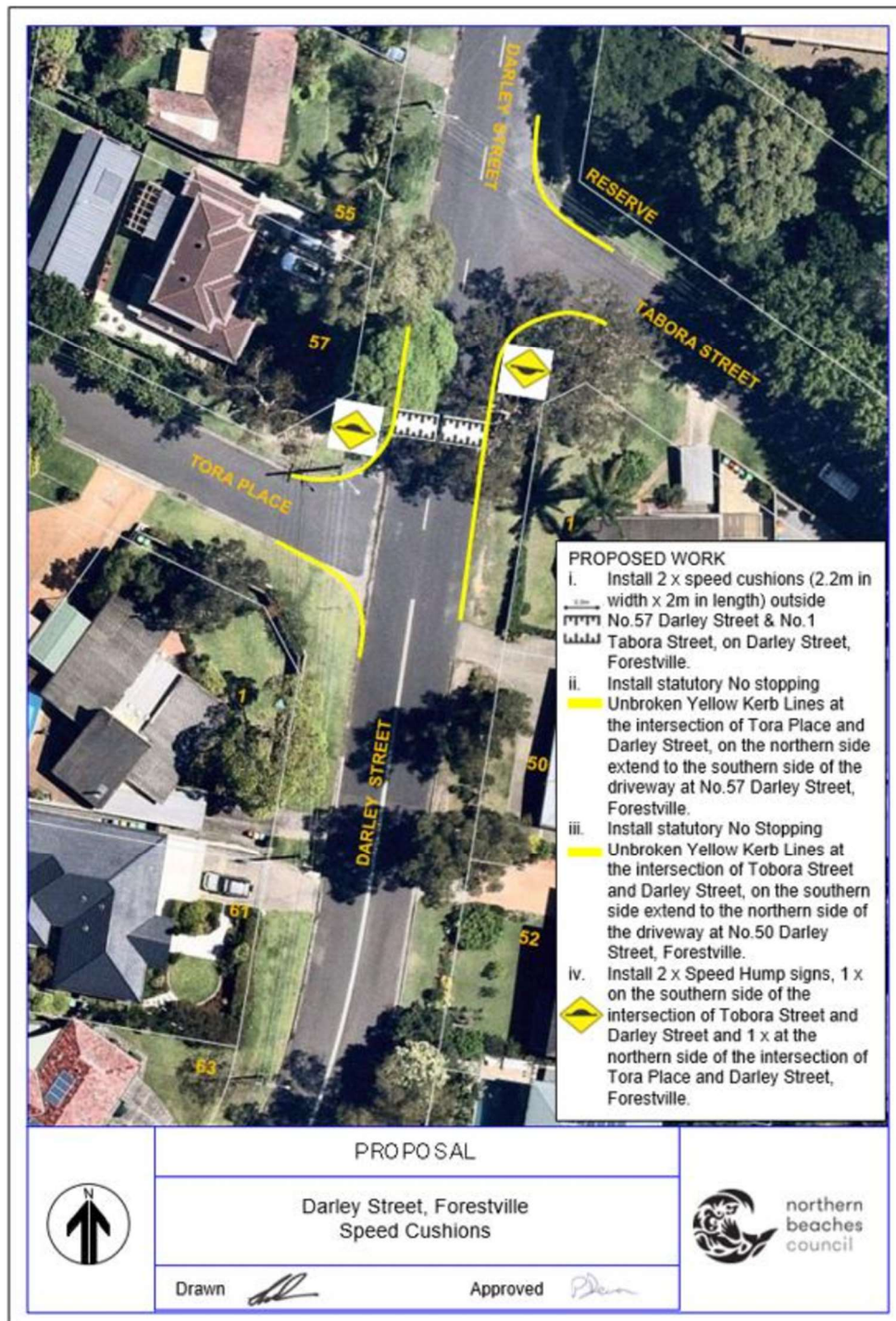
Consultation letters have been distributed to 21 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 2 x Speed Cushions (2.2m in width x 2m in length) outside No.57 Darley Street and No.1 Tabora Street. on Darley Street, Forestville.
- B. Installation of statutory No Stopping Unbroken Yellow kerb Lines at the intersection of Tora Place and Darley Street, on the northern side extend the line to the southern side of the driveway at No.57 Darley Street, Forestville.
- C. Installation statutory No Stopping Unbroken Yellow Kerb Lines at the intersection of Tabora Street and Darley Street, on the southern side extend the line to the northern side of the driveway at No.50 Darley Street, Forestville.
- D. Installation 2 x Speed Hump signs, 1 x on the southern side of the intersection of Tabora Street and Darley Street and 1 x at the northern side of the intersection of Tora Place and Darley Street, Forestville.





### **Table of Consultation**

<b>Address</b>	<b><u>Darley Street, Forestville</u></b>
<b>Proposal</b>	<b><u>No Stopping &amp; Speed Cushions</u></b>

<b>Properties Consulted</b>	21
<b>Responses Received</b>	5
<b>Support</b>	5
<b>Do Not Support</b>	

1 x

Requesting amendment

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Location	I support, but, can it be placed where Darley Road runs over Bates Creek? Between Tingira Place and Tabora Street?	The proposed location is in the middle of the road, adjacent to street lighting to provide visibility at night, in particular, on the flat part of the road adjacent to the entrance/exit of the inclines where vehicles appear to increase speed up and downhill.

<b>ITEM 4.7</b>	<b>ADA &amp; ETHEL AVENUE AND MILES STREET, BROOKVALE - TIMED PARKING</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2022/295719</b>
<b>ATTACHMENTS</b>	<b>1 Ada &amp; Ethel Avenue &amp; Miles Street, Brookvale - Plan 2 Ada &amp; Ethel Avenue &amp; Miles Street, Brookvale - Table Of Consultation</b>

**GEOCODES: -33.767340, 151.276735, -33.766183, 151.278037 & -33.766773, 151.277508**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local business regarding ongoing illegal parking and the parking of abandoned vehicles, caravans, box & boat trailers and heavy vehicles in Ada & Ethel Avenue & Miles Street, Brookvale. The concerns raised affect traffic flow and visibility and due to the existing unrestricted parking, it is difficult to provide parking opportunities for customers and visitors.

### **LOCATION**

- Ada & Ethel Avenue and Miles Street are all local roads with speed limits of 50km/h and parallel parking on both sides of the road.
- Ada & Ethel Avenue and Miles Street are located within the industrial area and there is high demand for on-street parking spaces. There are generally unrestricted parking areas in Ada & Ethel Avenue and Miles Street, and these are mostly taken up by employees and visitors to the industrial area.
- Parking near the intersections of Ada & Ethel Avenue and Miles Street are controlled by No Stopping restrictions.
- Adjacent land use consists of cafes, mechanics, gym facilities, hardware and retail.
- The surrounding area includes Warringah Mall, Freshwater Senior Campus and John Fisher Park.

### **ISSUES**

- Parking use in Ada & Ethel Avenue and Miles Street is shared between the businesses, customers and staff. The variety of businesses in Ada & Ethel Avenue and Miles Street have different parking needs and some businesses have requested additional on-street timed parking for their employees.
- Limited access to and turnover of on-street parking caused by the long term parking of boat and box trailers and trucks.
- Vehicles often need to drive into oncoming traffic to manoeuvre around the double-parked vehicles.
- Existing State Government legislation.
- Abandoned vehicles and dumped waste.
- Illegal parking across driveways and double parking.
- Poor visibility entering and exiting properties.

## PROPOSAL

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

- Install Eight Hour Timed Parking Area (8P 8am-6pm Everyday) and END (8P) Eight Hour Timed Parking Area at the entrance/exit to Ada and Ethel Avenue from Wattle Road, Brookvale.
- Install Eight Hour Timed Parking Area (8P 8am-6pm Everyday) and END (8P) Eight Hour Timed Parking Area at the entrance/exit to Miles Street from Harbord Road, Brookvale.
- Install Eight Hour Timed Parking Area (8P 8am-6pm Everyday) and END (8P) Eight Hour Timed Parking Area at the entrance/exit to Ada Avenue from Orchard Road, Brookvale.

## 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

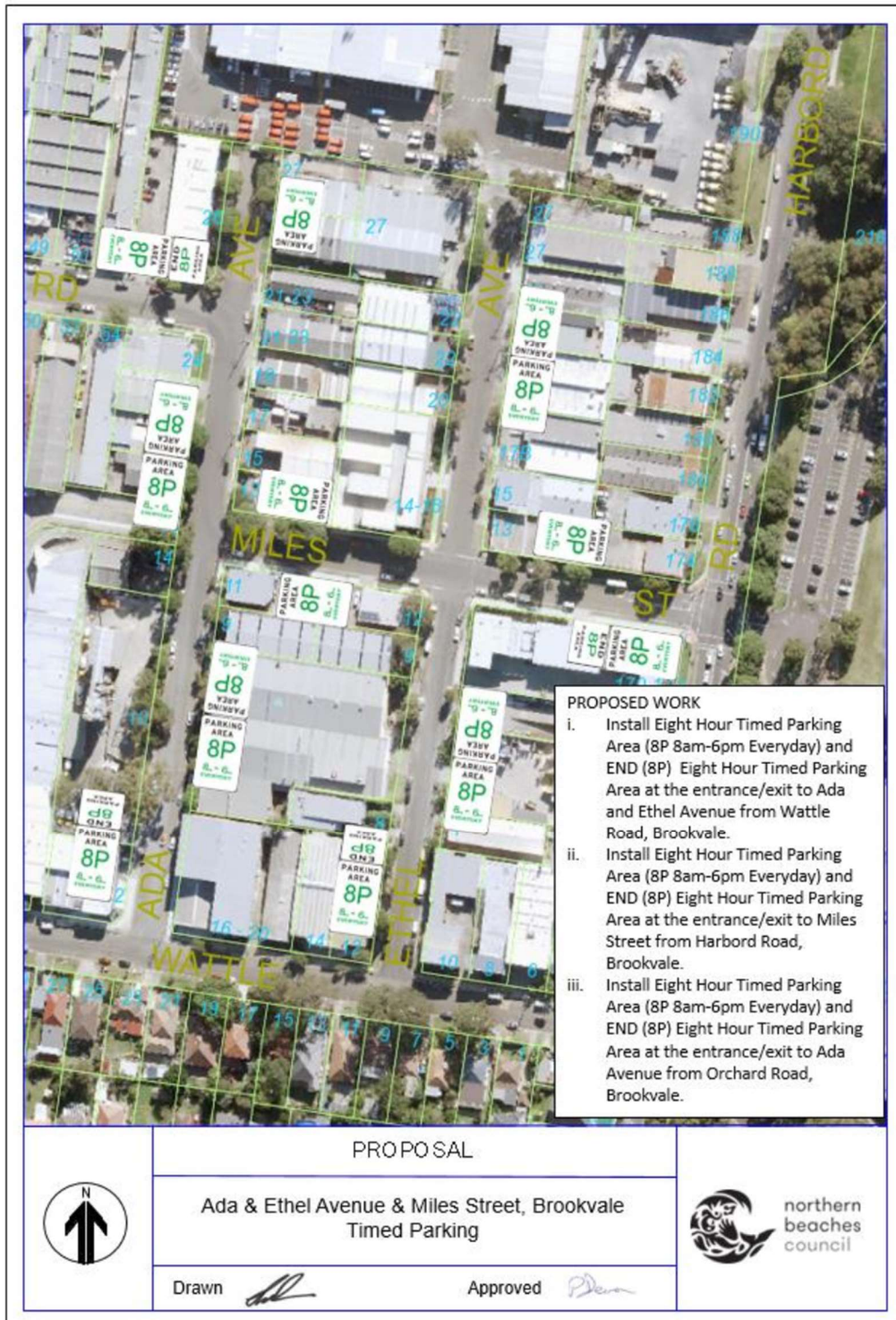
Consultation letters have been distributed to 331 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of an Eight Hour Timed Parking Area (8P 8am-6pm Everyday) and END (8P) Eight Hour Timed Parking Area at the entrance/exit to Ada and Ethel Avenue from Wattle Road, Brookvale.
- B. Installation of Eight Hour Timed Parking Area (8P 8am-6pm Everyday) and END (8P) Eight Hour Timed Parking Area at the entrance/exit to Miles Street from Harbord Road, Brookvale.
- C. Installation of Eight Hour Timed Parking Area (8P 8am-6pm Everyday) and END (8P) Eight Hour Timed Parking Area at the entrance/exit to Ada Avenue from Orchard Road, Brookvale.





## Table of Consultation

<b>Address</b>	<b><u>Ada &amp; Ethel Avenue &amp; Miles Street, Brookvale</u></b>
<b>Proposal</b>	<b><u>Timed Parking</u></b>

<b>Properties Consulted</b>	331
<b>Responses Received</b>	18
<b>Support</b>	17
<b>Do Not Support</b>	1

1 x

Requesting amendment

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Affects Business	We have four car mechanics, three coffee shops, one car wrecker and two child care centres, all within 200 metres and they all need carparks.	Businesses in industrial areas generally have DA conditions that include parking, off-street parking is intended for all public road users.
Compliance Issues	<p>Orchard Road; Car Wrecker, all his factory car spaces are taken with cars to dismantle, constantly parked cars on the road, some registered and some not registered up to half a dozen. Others are parked bumper to bumper so you cannot notice the missing registration plate. At times moving these cars around to Ada Avenue and Miles Street. Unregistered cars are not to be driven around and should not be dumped on a public road. Some cars stand up to 2-3 weeks.</p> <p>Orchard Road; Car mechanic, about a 270 m2 factory, up to 3 people working there. Cars standing on the street double parked, bonnet open and the repair is completed on the road. Cars waiting to be repaired are also parked on the street. His private car projects standing around for weeks.</p> <p>Ada Avenue; Sandblaster: No customer car park, a Bus, his car in the driveway and two of the vehicles on the street. So when a customer arrives, they will double park on the street (usually a truck) while the owner moves his car onto the Council strip.</p> <p>Miles Street. Here we have several box trailers, and a boat trailer or two, and a caravan with a 4 wheel drive for many weeks now. We also find an unregistered car from the wrecker in Miles Street and maybe another other one in Ada Avenue.</p>	The proposal intends to improve on-street parking availability and turnover, removing the limited parking caused by abandoned vehicles, boat and box trailers. All compliance issues raised were forwarded to Council's Building and Ranger teams for investigation. NSW Police can investigate any road safety issues and unroadworthy vehicles.
Additional Comments	We fully support the installation of timed parking, but we would prefer timed parking of 12 or 24 hours, which would still get rid of the boats and trailers that are left on the road for months at a time.	Eight (8) Hours is the maximum timed parking period enforceable by Council Rangers and provides sufficient time for employee parking throughout the day.

<b>ITEM 4.8</b>	<b>ROWE STREET, FRESHWATER - NO PARKING &amp; SPEED CUSHIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2022/299205</b>
<b>ATTACHMENTS</b>	<b>1 Rowe Street, Freshwater - Plan 2 Rowe Street, Freshwater - Table Of Consultation</b>

**GEOCODES: -33.779227, 151.278839 & -33.779816, 151.278752**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding the inappropriate speed of vehicles and reduced visibility in the proposed section of Rowe Street, Freshwater.

### **LOCATION**

- Rowe Street varies in width from 9.6-9.8 metres, with double barrier lines located from the northern intersection with Palomar Parade and around the bend to near Harbord Road. Vehicles parked in the section between Palomar Parade and the bend to Lawrence Street, would effectively be parked within three metres of the double barrier lines.
- Rowe Street provides a link between Harbord Road and Pittwater Road and one of the only streets that provide access to the residential area, as well as the commercial/industrial area, which is located at the southern end of the area near Pittwater Road. This includes Girard Street, Rowe Street and Palomar Parade. The northern end of Rowe Street becomes Lawrence Street near the intersection with Harbord Road.
- A 40km/h traffic calming scheme has been in place on Rowe Street for many years. This consists of entry thresholds as well as an intermediate raised threshold located near No.24 Rowe Street. A 40km/h local traffic speed limit applies to Girard Street, Rowe Street and Palomar Parade.
- Rowe Street is also subject to a 3 tonne load limit and the signposting affecting this restriction has recently been renewed and upgraded.
- The grades on Rowe Street are steep with a low speed corner signposted with a 35km/h advisory speed sign, a raised threshold between the Palomar Parade intersection and the bend and a median island at the intersection with Waine Street and Palomar Parade.
- Girard Street has commercial/industrial uses on both sides, with 'No Stopping' restrictions on the western side of the street, due to the narrowness of the street. It provides the connection for Waine Street, Rowe Street and Palomar Parade to Pittwater Road.
- 'No Stopping' is signposted in Rowe Street near the intersection with Waine Street/Palomar Parade from the start of the double barrier lines, approximately 40 metres north of the intersection, to the statutory distance in Waine Street and Palomar Parade on the northern side.
- Rowe Street has a cul-de-sac at the southern end which provides access to commercial /industrial properties located along the southern side of the street.

## ISSUES

- Local residents have raised multiple concerns in relation to excessive speed and dangerous driving.
- Morning and afternoon traffic increases due to the 'rat run' to improve travel time to an alternative access to Pittwater Road or Lawrence Street, rather than queue on Oliver Street, Freshwater.
- Traffic and speed counts were undertaken on Rowe Street and the results indicate inappropriate speeds.
- A review indicates there has been one accident, at the intersection of Girard Street and Rowe Street, Freshwater in 2011.
- Poor visibility entering and exiting properties.

## PROPOSAL

Council has undertaken a review of the location and proposes speed cushions be installed outside the boundary of No.18 & No.20 Rowe Street, south of the intersection of Palomar Parade, Freshwater. Additionally, outside No.12 Rowe Street, Freshwater. To enhance the visibility of the speed cushions, warning signs are included in the proposal.

Further, to improve visibility concerns, install approximately 18 metres of No Parking beginning on the existing power pole FF46612 outside No.16 to the north side of the driveway at No.18 Rowe Street, Freshwater.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

## CONSULTATION

Consultation letters have been distributed to 219 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of speed cushions outside the boundary of No.18 & No.20 Rowe Street, south of the intersection of Palomar Parade, Freshwater. Additionally, outside No.12 Rowe Street, Freshwater. To enhance the visibility of the speed cushions, warning signs are included in the proposal.
- B. Install approximately 18 metres of No Parking beginning on the existing power pole FF46612 outside No.16 to the north side of the driveway at No.18 Rowe Street, Freshwater.





## Table of Consultation

<b>Address</b>	<b>Rowe Street, Freshwater</b>
<b>Proposal</b>	<b>No Parking &amp; Speed Cushions</b>

<b>Properties Consulted</b>	219
<b>Responses Received</b>	18
<b>Support</b>	17
<b>Do Not Support</b>	1

4 x

Object to No Parking

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Loss of Parking	I am fully in support of the speed cushions being placed in Rowe Street as the traffic travels very fast along there. The cushions certainly will slow the cars down and make it a lot safer for everyone in the area, but, as far as the proposal to erect additional No Parking signs, I strongly object. This will take parking spots out of an already congested street which has very limited street parking already due to the many unit blocks. I do not believe there is a visibility problem in the street at all.	The No Parking restriction is included to improve access and sightlines following concerns received by residents. Rowe Street is a public road and the long term parking of vehicles is the responsibility of the property owner on private property with any additional vehicles sharing the available on-street parking.
Alternative	It would be a far better solution to the traffic issue if chicanes were built at the top of Rowe Street, from Harbord Road & Lawrence Street and at the exit to Girard Street, to deter the entering of Rowe Street.	Council investigated full time turn bans which were not fully supported by residents, however, the ban at the morning peak time from Lawrence Street to Rowe Street has been successful. Chicanes will not deter motorists from entering Rowe Street and would not be as effective at reducing speed as speed cushions.

Additional Comments	<p>Clearly mark (e.g. with paint) No Parking zones on the actual street (example: the more recent No Parking zone next to the driveway between 11 Rowe Street and 1 Palomar Pde (in front of the white car on your image) is often ignored despite a No Parking signpost.</p> <p>As parking in the area will be further reduced, solutions have to be implemented to ensure that there is still enough parking for residents. Parking is often already difficult at the lower end of Rowe Street and Palomar Parade.</p> <p>In addition, there are increasing numbers of permanently parked vehicles e.g. trailers, boats (not linked to the boat repair), vans on Rowe Street and Palomar Parade.</p> <p>The problem is partially linked to the semi-commercial use of the area, but also linked to unlimited free parking zone. Consider installing some areas for "only motor vehicle" parking or "resident parking only" to ensure sufficient parking options for residents.</p>	<p>The signs are clear and visible, no road markings are required or can be implemented. Any breaches of restrictions are a compliance issue which can be investigated by Council Rangers.</p> <p>Council has recently installed timed parking in the southern end of Rowe Street and have forwarded multiple illegal parking concerns to the Rangers section.</p> <p>Boat trailers can be parked on the road if registered and under 7.5 metres in length per NSW Road Rules and if a number of boat trailers are congested in one area and appear to create a visibility issue then Council may investigate the use of No Parking Motor Vehicles Excepted.</p> <p>Rowe Street has sufficient off-street parking, therefore, would not meet the guidelines for Transport for NSW Resident Parking Scheme.</p>
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<b>ITEM 4.9</b>	<b>MOORE ROAD, FRESHWATER - LOADING ZONE &amp; TIMED PARKING</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2022/300093</b>
<b>ATTACHMENTS</b>	<b>1 Moore Road, Freshwater - Plan</b>

**GEOCODES: -33.778716, 151.285832**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local business in regard to the parking of vehicles in the existing timed parking area, at times breaching the restriction and inconveniencing delivery vehicles seeking access to local businesses and the Freshwater Shopping Precinct. Observations reveal that the on-street parking options for delivery vehicles are limited.

### **LOCATION**

- Moore Road is a local road with speed limits of 50km/h with parallel parking on both sides of the road, which 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 these are mostly taken up by employees, residents and visitors to the area.
- Parking near the intersection of Albert Street and Moore Road is controlled by No Stopping restrictions and One Hour timed parking (8:30am- 6:00pm MON-FRI & 8:30am-12:30pm SAT) restrictions on Moore Road, Freshwater.
- 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**

- Parking use in Moore Road is shared between the businesses, customers and staff. The variety of businesses in Moore Road have different parking needs and businesses have requested parking options for deliveries.
- Limited on-street parking turnover caused by the long term parking in the existing time restriction and lack of regular enforcement.
- Illegal parking across driveways and double parking.
- Poor visibility entering and exiting properties.

### **PROPOSAL**

Council has undertaken a review of the location and proposes the removal of the existing 1P 8:30am-6:00pm MON-FRI 8:30am-12:00pm SAT and installation of a Loading Zone 6:00am - 2:00pm MON-FRI & 1/2P AT OTHER TIMES outside No.1-3 Moore Road, Freshwater.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

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

**CONSULTATION**

Consultation letters have been distributed to 87 properties within the immediate vicinity of the location providing notification of the proposed changes. All responses received have been in support of the proposal.

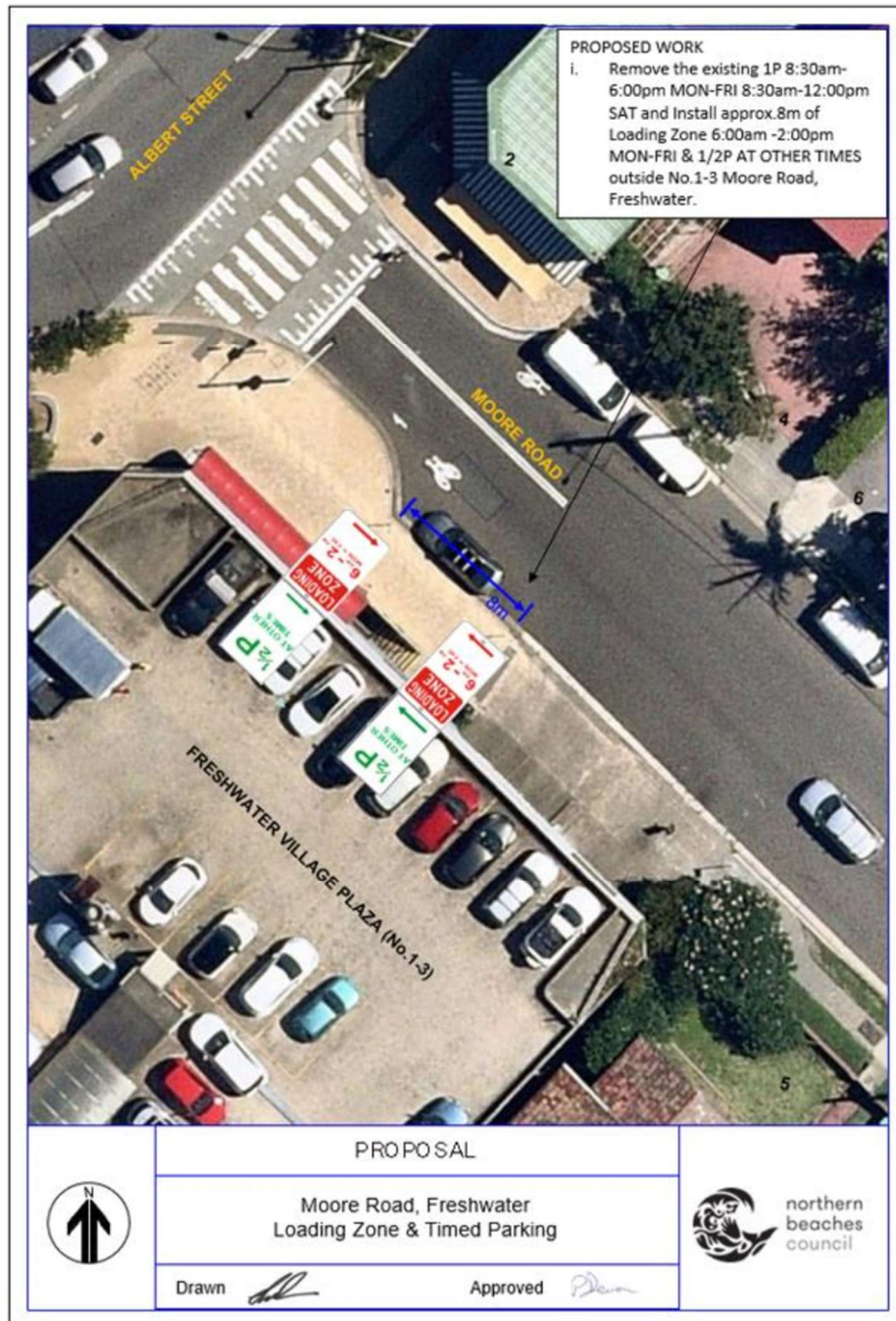
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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Removal of the existing 1P 8:30am-6:00pm MON-FRI 8:30am-12:00pm SAT and installation of a Loading Zone 6:00am -2:00pm MON-FRI & 1/2P AT OTHER TIMES outside No.1-3 Moore Road, Freshwater.





<b>ITEM 4.10</b>	<b>PARK AVENUE, AVALON BEACH - NO PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>ENGINEER - TRAFFIC</b>
<b>TRIM FILE REF</b>	<b>2022/300380</b>
<b>ATTACHMENTS</b>	<b>1 Park Avenue, Avalon Beach - Plan 2 Table of Consultation</b>

**GEOCODES: -33.632360, 151.327938**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding the narrow road width when vehicles park on both sides of Park Avenue affecting through traffic.

### **LOCATION**

- Park Avenue is a local road with a 50km/h speed limit, and a road pavement width of approximately 7m between kerbs.
- The section of Park Avenue under consideration is approximately 70m in length with unrestricted parking.
- Kerb and gutter exists on both sides of the road, however the footpath has been constructed only on the northern side.

### **ISSUES**

- Vehicles parked on both sides of the road narrow the overall road width for through traffic.
- Sight distances are further reduced when vehicles park on the inside of the curve, creating a potential traffic hazard to road users and increasing the risk of head-on collisions.
- Park Avenue is predominantly used by local residents, and parking issues occur when residents park on the street, and there is additional demand from visitors or services to the street.
- The parking concerns especially affect access for larger vehicles; which include waste collection vehicles, construction trucks, delivery vehicles and emergency services.

### **PROPOSAL**

Council has undertaken a review of the above location and proposes to install 'No Parking' restrictions along the inside of the curve between the driveways of No.14 and 22 Park Avenue, to improve traffic flow and safety. A plan of the proposal is shown in Attachment 1 - Park Avenue, Avalon Beach - Plan.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

- Improves safety for all road users including people cycling along Park Avenue by providing a wider road and improved sightlines along the bend for through traffic.
- The proposal does not affect any pedestrian facilities or impacts on walking paths.

**CONSULTATION**

Consultation letters have been distributed to 27 properties within the immediate vicinity of the location providing notification of the proposal. A summary of the responses is noted in Attachment 2 - Table of Consultation

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Installation of 'No Parking' restrictions along the inside of the curve between the driveways of No.14 and 22 Park Avenue, Avalon Beach.





	PROPOSAL		 northern beaches council
	PARK AVENUE, AVALON BEACH 'NO PARKING' RESTRICTIONS		
	Drawn    RK	Approved 	



## Table of Consultation

<b>Address</b>	Park Avenue, Avalon Beach
<b>Proposal</b>	No Parking restrictions

<b>Properties Consulted</b>	27
<b>Responses Received</b>	12
<b>Support</b>	8
<b>Do Not Support</b>	4

Issue	Resident Comment	Council Response
No Parking restrictions	<p>- My response to this proposal is 'A Good Idea indeed', as traffic accidents have occurred in this section of the road and if this proposed 'No Parking' was increased along a greater length of Park Ave, would make it even better, a safer roadway.</p> <p>- I SUPPORT your proposal to create the 'No Parking' zone. Your solution may cause inconvenience to some, including me at times. But it also may cause folk to consider ways to better utilise their own properties for parking. Number 18 keep all of their vehicles on the street, and number 20 has a boat permanently parked, which I think could quite easily fit in their front yard. As things stand I appreciate that these folk are acting perfectly within their rights. I know you haven't mentioned this but since I'm having my say, - I DON'T favour the use of speed bumps as they create noise when cars bump over them, and speed isn't the issue here anyway. Park Avenue has a lot of parked cars and that tends to slow traffic down.</p> <p>- I am writing this email in strong NON SUPPORT of proposed parking restrictions from 14 to 22 park Avenue, Avalon. If parking is not allowed along the inside strip us residents who have very little parking as it is will have to end up parking, leaving our boats and vehicles outside other peoples houses up and down the already overcrowded street. Which will then in turn create a snowball effect and create increased traffic hazards elsewhere.</p> <p>- No support for this ridiculous suggestion. As a small residential street the main concern is those going too fast! Our both side of street parking is the only thing that slows down drivers, allowing others to stop and pass with a friendly neighbourly wave. To allow no parking permits a large area of the road where cars will then speed or not slow down for others with this space, which is a massive concern for those exiting driveways and children playing on the road.</p> <p>-</p>	<p>- The majority of respondents supported the proposal however some residents raised concerns regarding the impact to on-street parking, and there are no plans to install restrictions for the entire length of Park Avenue on one side.</p> <p>- Parking for private vehicles remains the responsibility of the property owners. Residents with multiple vehicles could better utilise existing driveways and garages and prioritise off-street parking according to their needs.</p> <p>Council has no plans to install speed humps in the street.</p> <p>- The primary function of roads is to facilitate a safe traffic flow, with public on street parking provided only where appropriate. The proposal improves visibility through the main curved section of road and provides additional road width for oncoming traffic. The relocation of parking further away from this area is safer than permitting the current parking at this location.</p> <p>- The parking restrictions are only proposed in the most critical areas along the inside of the curve where traffic sight distances are most restricted. The proposal also provides a passing area for vehicles in Park Avenue, between Barrenjoey Road and Elvina Avenue. Parking on both sides is retained on the remaining section of road and approach to this area which still provides overall traffic calming in conjunction with the existing device located outside No.43.</p>

Issue	Resident Comment	Council Response
Suggestions	<p>- My suggestion is a speed hump on the curve... while you're at it a pedestrian crossing linking the two sides of the new path (the path starts on the south side near Kevin then crosses over the north side of park Ave). This would be very helpful and make the street safer for children crossing on the way to school.</p> <p>- I would like to know if deep thought has been put into other solutions, like parking bays, speed limit to 20k's in these narrow streets , widening the street. Also to create one way streets to enable traffic to flow.</p> <p>- If possible for consideration some form of line marking on the road to keep parked vehicles a reasonable distance from driveways.</p>	<p>- Traffic calming devices are not located on curves due to restricted sight distances, and any installation would require the removal of parking on both sides of the road. Residents generally do not support speed humps located outside their property due to noise and environmental complaints. Marked pedestrian crossings (zebra) can only be installed in accordance with the TfNSW guidelines. They are generally located where there are very high pedestrian numbers and would also require restrictions on the approaches to the crossing impacting parking.</p> <p>- Park Avenue is over 700m in length, and the introduction of one way flow will restrict access and travel times for residents and essential services. Parking bays will be of no benefit since a footpath has already been constructed on the northern side of the road, and it would be extremely costly to widen the road which makes it unfeasible. Reduced speed limits can only be approved by TfNSW, and require a self-enforcing requirement including traffic calming devices.</p> <p>- It is illegal for a vehicle to be partially or completely obstructing a driveway. Driveway delineation lines are not a recognised traffic facility, however may assist with parking in high demand areas, and may be considered following the submission of an Application.</p>

<b>ITEM 4.11</b>	<b>CUTLER ROAD, CLONTARF - 4P TIMED PARKING</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2022/300487</b>
<b>ATTACHMENTS</b>	<b>1 Cutler Road - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES: -33.809996, 151.259842**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding the long term parking of vehicles on Cutler Road. This causes a shortage of parking spaces for residents, visitors and tradespeople

This matter was considered and approved at the March Local Traffic Committee meeting. A resident had expressed an interest in addressing the Committee regarding the matter, however, was not provided with an opportunity to do so. The matter is therefore re-submitted to allow that resident to address the Committee and to allow for it to be reconsidered.

### **LOCATION**

Cutler Road is a local road. Between Beatrice Street and No.2. It has a width ranging between 7.5m-9.5m. Lengths of unbroken yellow No Stopping lines are used on both sides of Cutler Road between Alder Street and No.79 to reinforce the road rules and to highlight where parking is safe and permissible. Parking is permitted on both sides of the carriageway elsewhere.

Unbroken dividing barrier line between Alder Street and Castle Rock Crescent and between Castle Rock Crescent and No.79 is installed to prevent parking on both sides of the road.

Recent traffic counts have revealed that the section between Alder Street and No.77 carries an average daily traffic volume of 786 vehicles per day with a morning peak volume of 84 vehicles per hour. The 85<sup>th</sup> percentile speed was found to be 45km/h.

### **ISSUES**

- There is a high demand for resident and visitor parking.
- Most homes having off-street parking for multiple vehicles. Some residents have multiple vehicles, some of which are parked on the street.
- There is a lack of parking opportunities for short term visitors and tradespeople.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to introduce a 4P timed parking restriction applying 7am to 7pm EVERYDAY on the southern side of the road between Castle Rock Crescent and No.77 Cutler Road. These changes would apply to three (3) short lengths of currently unrestricted parking between lengths of Unbroken Yellow No Stopping Lines (approximately 30m in total, approximately 5 parking spaces). This will increase the turnover of the available parking spaces and benefit the visitors and workers using this section of the road.

**PEDESTRIAN AND CYCLING IMPACT STATEMENT**

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

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

**CONSULTATION**

Consultation letters have been distributed to 50 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Introduction of a 4P timed parking restriction applying 7am to 7pm Everyday, on the southern side of the road between Castle Rock Crescent and No.77 Cutler Road.





### Table of Consultation

<b>Address</b>	Cutler Road, Clontarf
<b>Proposal</b>	Timed Parking Restrictions

<b>Properties Consulted</b>	50
<b>Responses Received</b>	13
<b>Support</b>	6
<b>Do Not Support</b>	5
<b>Partial Support</b>	2

Issue	Resident Comment	Council Response
Traffic and Parking Issues	<p>_ Residents have been under stay at home orders and are working from home and have not been able to go anywhere. Residents should have priority to park their vehicles on the street in the legally marked spots and obviously should have preference over visitors, beachgoers and tradespeople. This 4P suggestion will not increase turnover of parking and is of no benefit to anyone.</p> <p>_ Residents are in a pandemic and have been restricted in their movements for months. Residents are working from home and, in compliance with stay at home orders, significantly limiting their movements. As a result, less movement of cars from the parking spots are found. The Proposed Restrictions have the effect of taking rights away from long term rate paying residents and favouring persons who do not reside in the area and who should have no problem parking provided they are willing to pay for it (and contribute to the amenities provided to them in the area which we, rate payers pay for.</p> <p>_ The proposal will lead to a severe worsening of already shortage of parking spaces in front of houses between No. 77 and Beatrice Street. This is because all tradespersons/visitors working along Cutler Road will be forced to park in the few parking spots in front of these houses.</p> <p>_ extend the restrictions a further of 50m along Culter Road to include from No. 77 to Beatrice Street.</p>	<p>The long term parking of vehicles should be on the private property, with additional vehicles sharing the available on-street parking. Cutler Road is a public road and parking should be available for residents and visitors alike. The proposal provides parking availability for residents, visitors, tradespeople to the area for public use. The proposal will increase the turnover of the available parking spaces and benefit the visitors and workers using this section of the road.</p>

<b>ITEM 4.12</b>	<b>ANGOPHORA CIRCUIT, WARRIEWOOD - ONE WAY TRAFFIC</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2022/300492</b>
<b>ATTACHMENTS</b>	<b>1 Angophora Circuit - Plan</b> <b>2 Table of Consultation</b>

**GEOCODES: -33.683806, 151.286824**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding access and sightline issues in Angophora Circuit. The presence of parked vehicles on both sides of the road and the current two-way circulation, creates access and safety issues, particularly for larger vehicles such as garbage trucks, delivery trucks and removalist trucks.

### **LOCATION**

Angophora Circuit is a narrow road of approximately 7.3m in width in the Warriewood Valley. It carries low volumes of traffic of a predominantly residential nature. Mater Maria High School is sited immediately to the west of Angophora Circuit and students park in the street.

Traffic can currently proceed in both directions with parking permitted on both sides of the road.

### **ISSUES**

- Parking occurs on both sides of the road which restricts the carriageway width to a little over 3m. This is insufficient for two-way traffic.
- Most residents in Angophora Circuit have off-street parking for two vehicles, however, rely upon on-street parking for visitors and for third vehicle parking.
- School students occupy a lot of parking on the street, with residents reporting that parking congestion is most pronounced during school hours. Students are often seen parking too close to corners or too close to driveways.
- Parking activity too close to intersections or too far from the kerb impacts upon the ability of garbage trucks and other large vehicles to proceed through the street.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes One Way clockwise circulation around Angophora Circuit, together with some additional localised No Parking and No Stopping restrictions to improve access to and from driveways and at intersections.

Residents were originally asked for their views on a proposal for One Way circulation plus a No Parking restriction on the inside radius of the circuit. Residents were unsupportive of the No Parking over that extent, but many did express support for more localised restrictions at intersections or around driveways to improve access.



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

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports:

- A. The introduction of One Way clockwise circulation in Angophora Circuit.
- B. Introduction of additional No Stopping restrictions at the south-east and north-east corners of Angophora Circuit.
- C. The introduction of a No Parking restriction on 12m in length across the driveways serving No.16-18 and No's 21-25 Angophora Circuit.
- D. The introduction of a No Parking restriction of 15m in length to prevent parking between the driveways to No.8 & No.33 Angophora Circuit





\*NOT TO SCALE



### PROPOSAL

Angophora Circuit, Warriewood  
One Way & No Parking restrictions

DRAWN JB

APPROVED

*P. Deva*

LAYOUT 1 OF 1

REVISION NO.

A

DATE

08/Apr/2022



northern  
beaches  
council

## Table of Consultation

<b>Address</b>	<b>Angophora Circuit, Warriewood</b>
<b>Proposal</b>	<b>One Way &amp; No Parking</b>

<b>Properties Consulted</b>	90	
<b>Responses Received</b>	40	
<b>Support One Way</b>	25	63%
<b>Support No Parking</b>	13	33%
<b>Conditional Support One Way</b>	2	
<b>Conditional Support No Parking</b>	5	
<b>Do Not Support One Way</b>	13	33%
<b>Do Not Support No Parking</b>	22	55%

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Loss of parking	Banning parking on all of one side of the street as proposed will result in too much competition for the remaining parking.	Competition for parking will increase. In response to resident's concerns the extent of parking restrictions has now been reduced to areas at intersections and around driveways only
School related parking activity	Given the close proximity to Mater Maria High School the parking issues are most pronounced in school hours during term times i.e No Parking (8am to 4pm on School Days)	Noted. Given that a majority of respondents are opposed to No Parking on all of one side the extent of parking restrictions has been reduced.
Boat and trailer parking	No Parking Motor Vehicles Accepted should be considered for the side of the street no subject to full time No Parking	The amount of boat and trailer parking currently occurring does not justify these restrictions
Permit Parking	Rather than banning parking it should be signposted as 2P Permit Parking to control student parking	All residences have off street parking so permit parking restrictions are not appropriate
Parking adjacent to and opposite driveways	Rather than banning all parking on one side of the street parking should just be banned for a metre or two adjacent to driveways and/or opposite driveways as has already been done at some driveways	The extent of No Parking restrictions has now been reduced to include only restrictions at No. 16-18 (opposite & adjacent driveway), and No. 21 (adjacent to driveway)
Parking at corners	Parking only needs to be banned at street corners to provide enough room for garbage trucks to turn	Additional signage is proposed to prevent parking on some intersections which are currently unsignposted
Only One Way is needed	The street is wide enough without banning parking if One Way traffic flow is introduced	One Way is proposed with the extent of No Parking now reduced

change direction of One Way on part of the street	Reversing the direction of One Way on the eastern leg of the street would be sensible as most residents enter at its southern end	It is not a significant imposition to have to travel around what is a small block. Changing the direction of flow on the southern leg will create issues elsewhere in the circuit.
change side for No Parking	Having No Parking on the outside radius would result in less parking loss as there are more driveways on the outside radius	We are now proposing only localised sections of No Parking given resident opposition to widescale loss of parking.
Parking opposite driveway to No.16-18	Cars park in the small gap between driveways to No.s 33 & 8 Angophora Cct, impeding access for waste services vehicles and others exiting the driveways	Several responses mentioned this issue. The gap between the driveways is only around 4m and too small to park other than the smallest vehicles. A No Parking restriction will be added across these driveways



<b>ITEM 4.13</b>	<b>PITTWATER ROAD, MANLY - PEDESTRIAN REFUGE</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2022/300508</b>
<b>ATTACHMENTS</b>	<b>1 Pittwater Road - Plan</b>

**GEOCODES: -33.786966, 151.282811**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents over many years regarding pedestrian safety when crossing Pittwater Road in the vicinity of the Harris Farm Markets at No.243 Pittwater Road. Two recent pedestrian casualty crashes have resulted in renewed calls for measures to improve pedestrian safety and Council has recently received advice from TfNSW that they will provide funding to Council to install a pedestrian refuge at the location.

### **LOCATION**

Pittwater Road is a State Road carrying around 14,000 vehicles per day and peak hour volumes of up to 1,200 vehicles per hour. It is the main access road to and from the Manly Town Centre. There is a relatively strong pedestrian desire line across Pittwater Road to and from Manly and Queenscliff Beaches, as well as between Bus Stops situated along its length.

### **ISSUES**

- Harris Farm Markets & the Little Lane Early Learning Centre both generate pedestrian movements across Pittwater Road.
- There are currently no pedestrian crossing facilities on Pittwater Road between the signalised pedestrian crossings at Eurobin Avenue and Collingwood Street - a length of almost 500m.
- There have been recent pedestrian casualty crashes on this part of Pittwater Road.
- A Development Application is currently under consideration for improvements to the Harris Farm Markets which will increase the retail floor area, potentially attracting additional pedestrian and cyclist movements across Pittwater Road.
- Pittwater Road west of the proposed refuge carries two traffic lanes in either direction, with traffic travelling in an east-bound direction merging into a single lane.
- To ensure that there is sufficient approach sight distance to the refuge, it is being sited to the east of the Harris Farm driveways. This will necessitate some loss of 2P Permit Parking on Pittwater Road, which will be offset by a corresponding increase in the number of 2P Permit Parking spaces in place of existing 4P parking on the west side of Balgowlah Road.

## PROPOSAL

Transport for NSW has undertaken a review of the location and issues and with the support of Council and with TfNSW providing funding assistance, proposes to install a pedestrian refuge on Pittwater Road immediately to the east of Harris Farm Markets' easternmost driveway. In this location, the refuge will be located where it will assist pedestrians and cyclists wishing to access both the Harris Farm Markets and the Little Lane Early Learning Centre.

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

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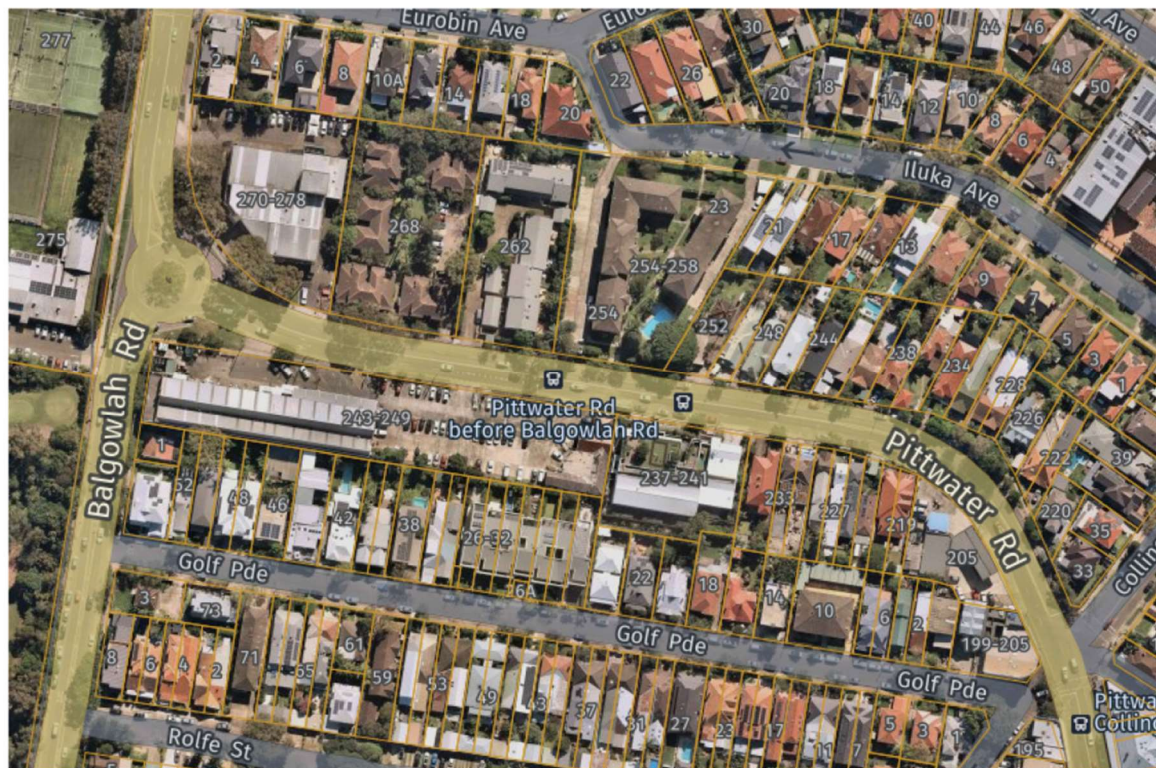
## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee:

- A. Supports the installation of a pedestrian refuge on Pittwater Road immediately east of the Harris Farm Markets at No.243 Pittwater Road.
- B. Approves the replacement of the 2P Permit Parking spaces that are lost as a result of the introduction of the pedestrian refuge being reinstated in place of existing 4P Parking on the west side of Balgowlah Road to the south of Pittwater Road.



# REFUGE ISLAND - PITTWATER ROAD, MANLY



LOCALITY PLAN  
NOT TO SCALE

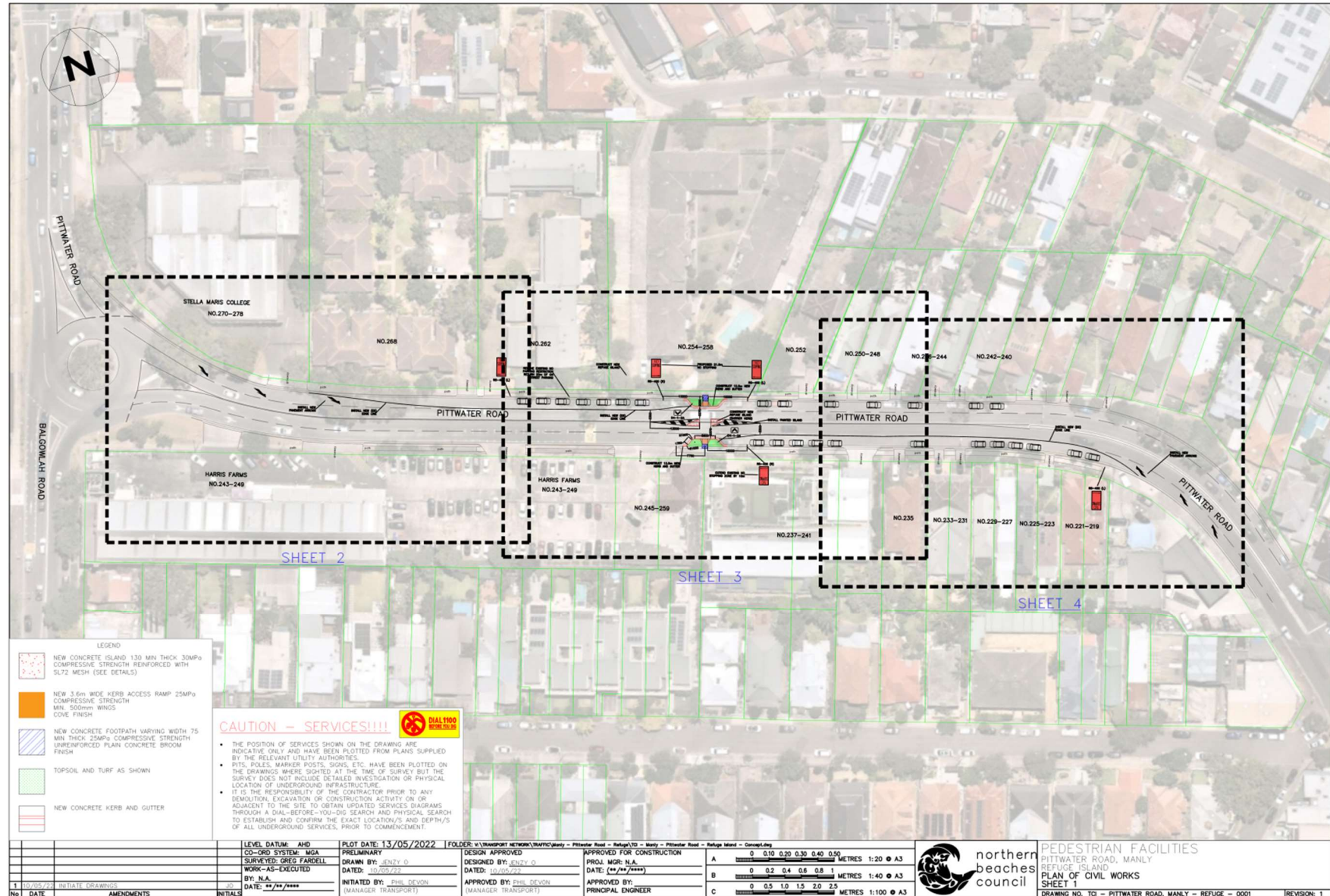
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		CO-ORD SYSTEM: MGA	PRELIMINARY	DESIGN APPROVED		
		SURVEYED: GREG FARDELL	DRAWN BY: JENNY O	DESIGNED BY: JENNY O		
		WORK-AS-EXECUTED	DATED: 10/05/22	DATED: 10/05/22		
		BY: N.A.	INITIATED BY: PHIL DEVON	APPROVED BY: PHIL DEVON		
		DATE: 22/04/2022	(MANAGER TRANSPORT)	(MANAGER TRANSPORT)		
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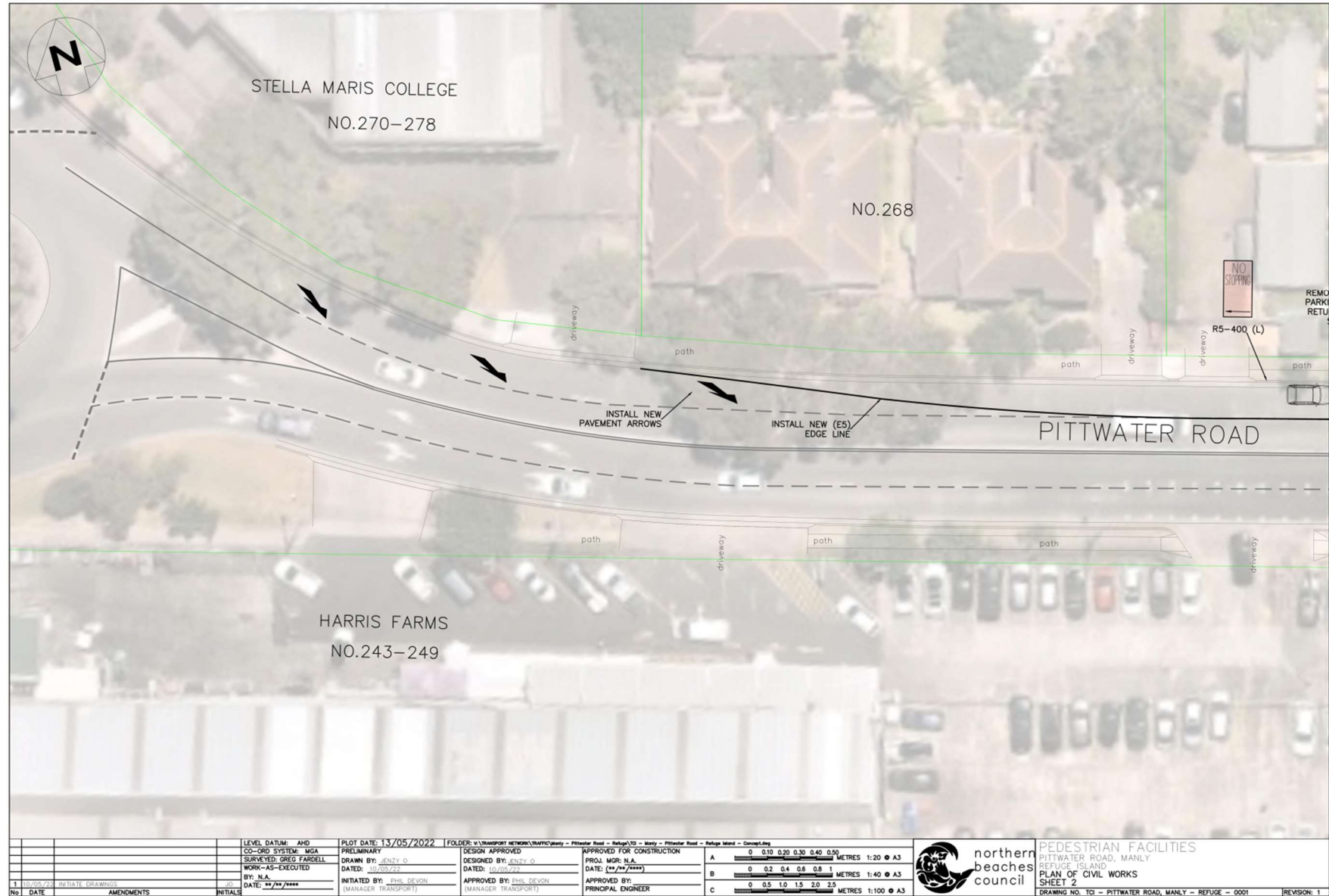
PEDESTRIAN FACILITIES  
PITTWATER ROAD, MANLY  
REFUGE ISLAND  
LOCATION  
SHEET 0

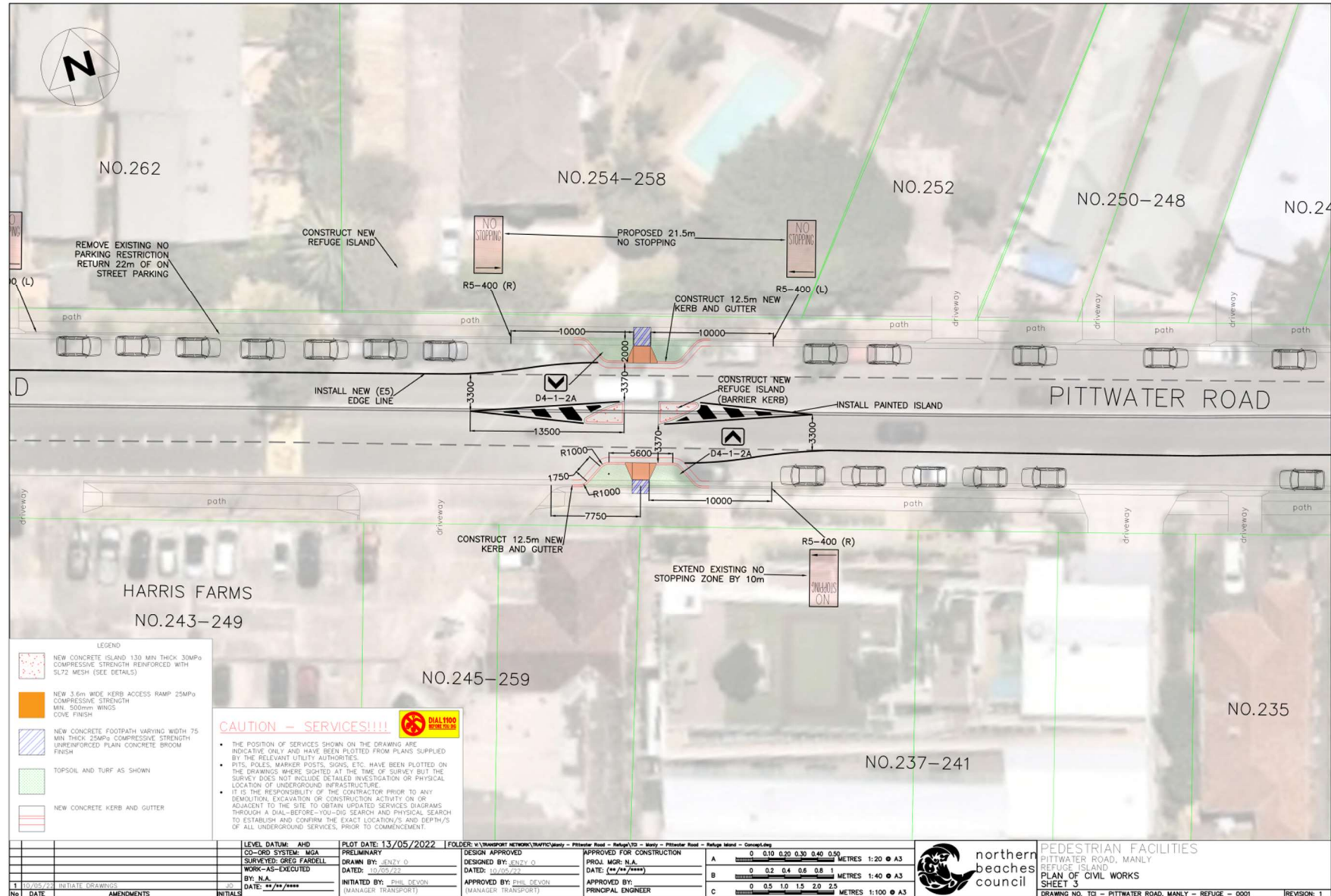
DRAWING NO. TO: PITTWATER ROAD, MANLY - REFUGE - 0001

REVISION: 1



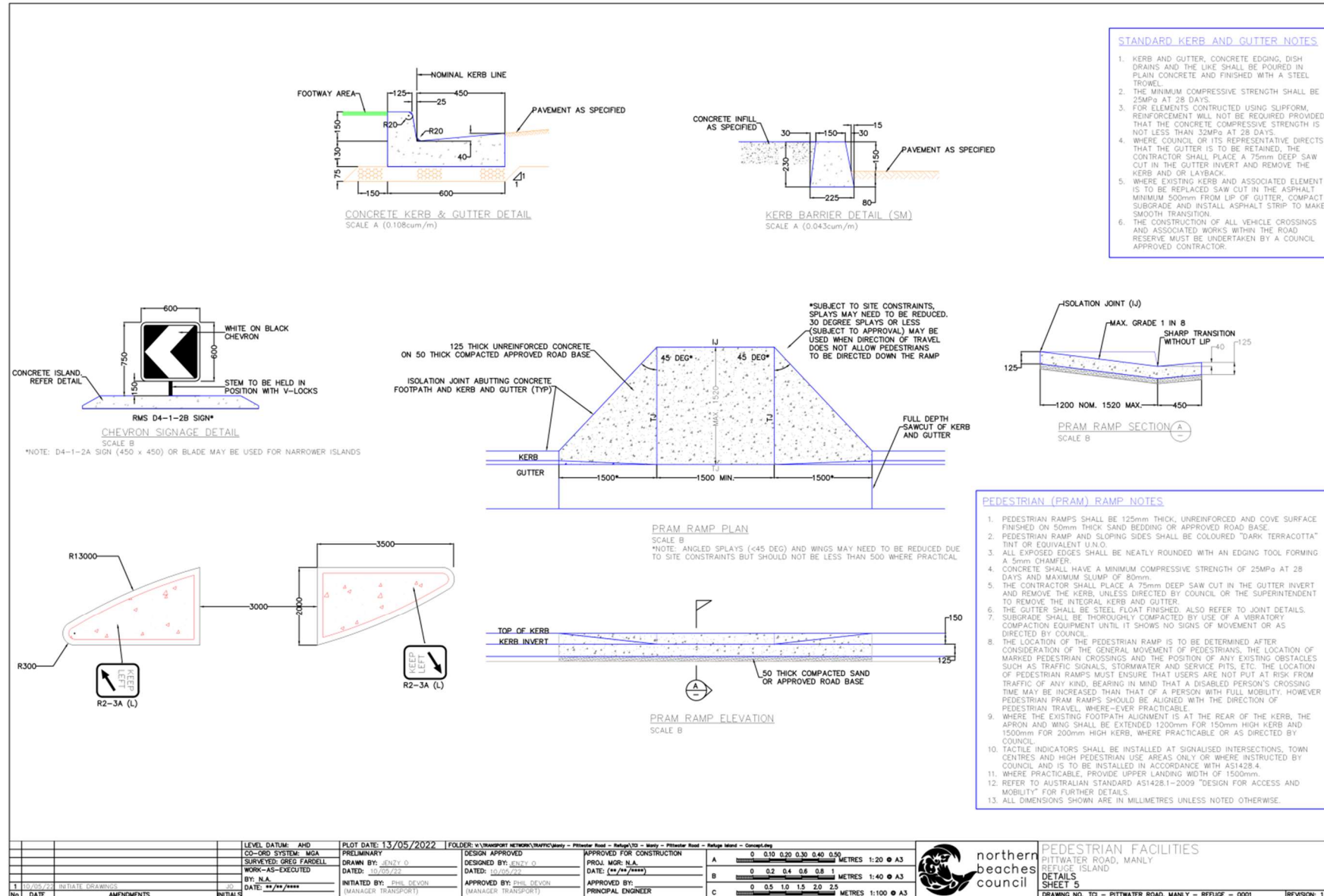












LEVEL DATUM: AHD		PLOT DATE: 13/05/2022	FOLDER: V:\TRANSPORT NETWORK\Traffic\Manly - Pittwater Road - Refuge\103 - Manly - Pittwater Road - Refuge Island - Concepting
CO-ORD SYSTEM: MGA		DESIGN APPROVED	APPROVED FOR CONSTRUCTION
SURVEYED: GREG FARRELL		DESIGNED BY: JENNY O	PROJ MGR: N.A.
WORK-AS-EXECUTED		DATED: 10/05/22	DATE: (*/*/****)
BY: N.A.		APPROVED BY: PHIL DEVON	APPROVED BY: PHIL DEVON
INITIATED BY: PHIL DEVON		(MANAGER TRANSPORT)	(MANAGER TRANSPORT)
DATE: */*/****		INITIALS	PRINCIPAL ENGINEER
1 10/05/22 INITIATE DRAWINGS			
2 10/05/22 AMENDMENTS			
3 10/05/22 AMENDMENTS			

<b>ITEM 4.14</b>	<b>IRIS STREET, FRENCHS FOREST - PEDESTRIAN REFUGE</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2022/312309</b>
<b>ATTACHMENTS</b>	<b>1 Iris Street - plan</b> <b>2 Iris Street - Swept Path plot</b>

**GEOCODES:** -33.748896, 151.244486

## **REPORT**

### **BACKGROUND**

Council has approved DA2019/0409 for a Seniors Living Development at Lot 1113 Oxford Falls Road. One of the conditions of consent requires the developer to prepare plans and construct a Pedestrian Refuge across Iris Street near the corner of Iris Street and Patanga Road.

### **LOCATION**

Iris Street is a Local Road carrying peak hour volumes of around 200 vehicles per hour. Buses travel in both directions along Iris Street and pedestrians cross Iris Street to and from the bus.

### **ISSUES**

- Seniors Living Developments are required to make provision for access to and from public transport services.
- To facilitate such access (particularly by those with mobility issues) footpath links, bus shelters, pram ramps and a Pedestrian Refuge on Iris Street have been required in conjunction with the Development approval.
- The introduction of the Pedestrian Refuge which will be sited adjacent to a bus stop on the south side of Iris Street. This will mean that when a bus is stopped at the bus stop, westbound traffic flow will be blocked. The peak westbound traffic volume is 96 vehicles per hour. If the bus is stopped for 60 seconds, at most two vehicles would be blocked which is considered acceptable and unlikely to create significant traffic delays.
- Swept path plots have been provided which demonstrates that the proposed Pedestrian Refuge will not impede a B85 vehicle from turning right into or left out of the nearest driveway at No.28 Iris Street.

### **PROPOSAL**

Council has undertaken a review of the location and issues and supports the introduction of the pedestrian refuge.

**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 pedestrian facilities and enhances links to adjacent footpaths and bus stops.

**CONSULTATION**

Consultation with properties in the immediate vicinity regarding the matter has been undertaken in conjunction with the development approval process

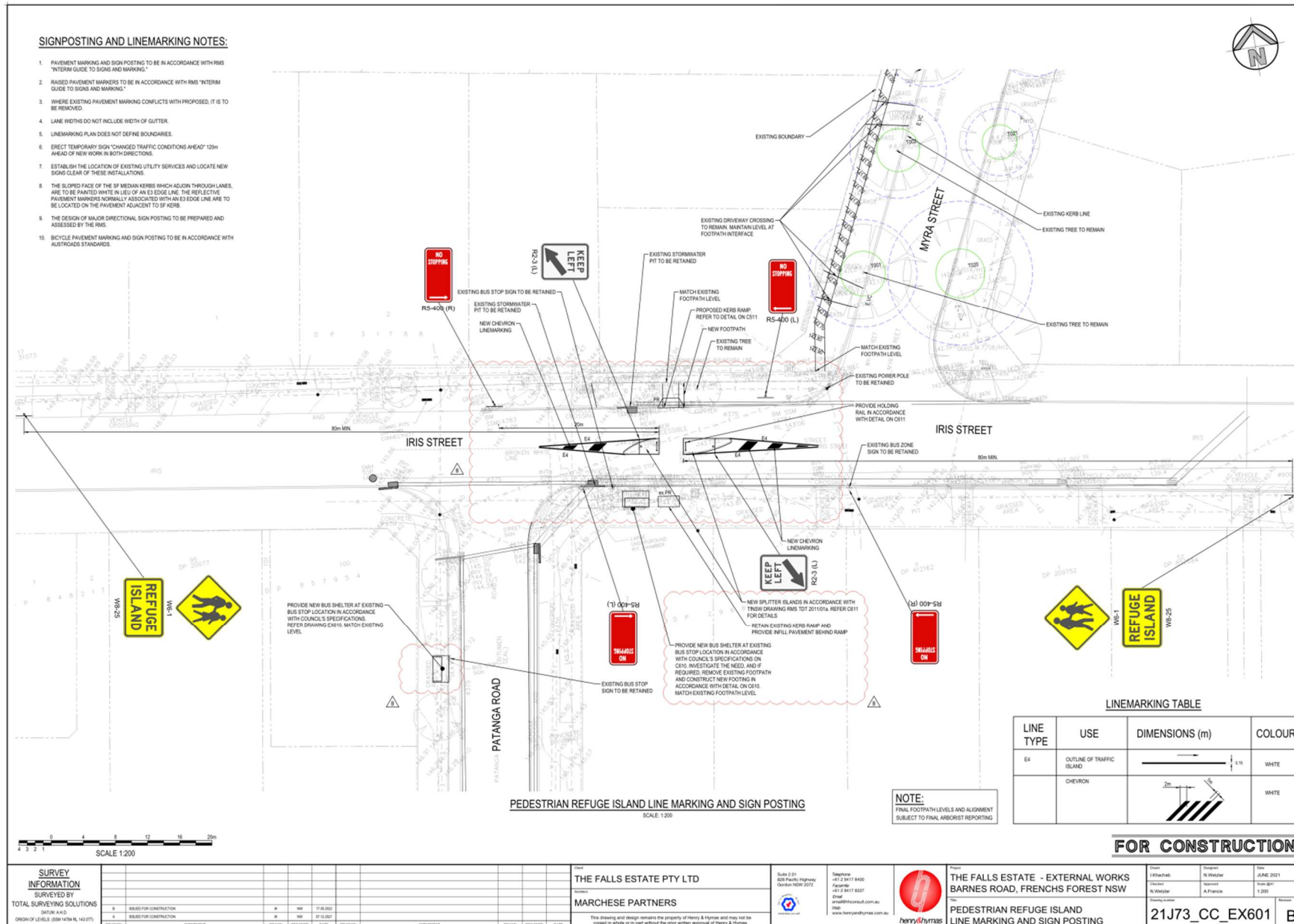
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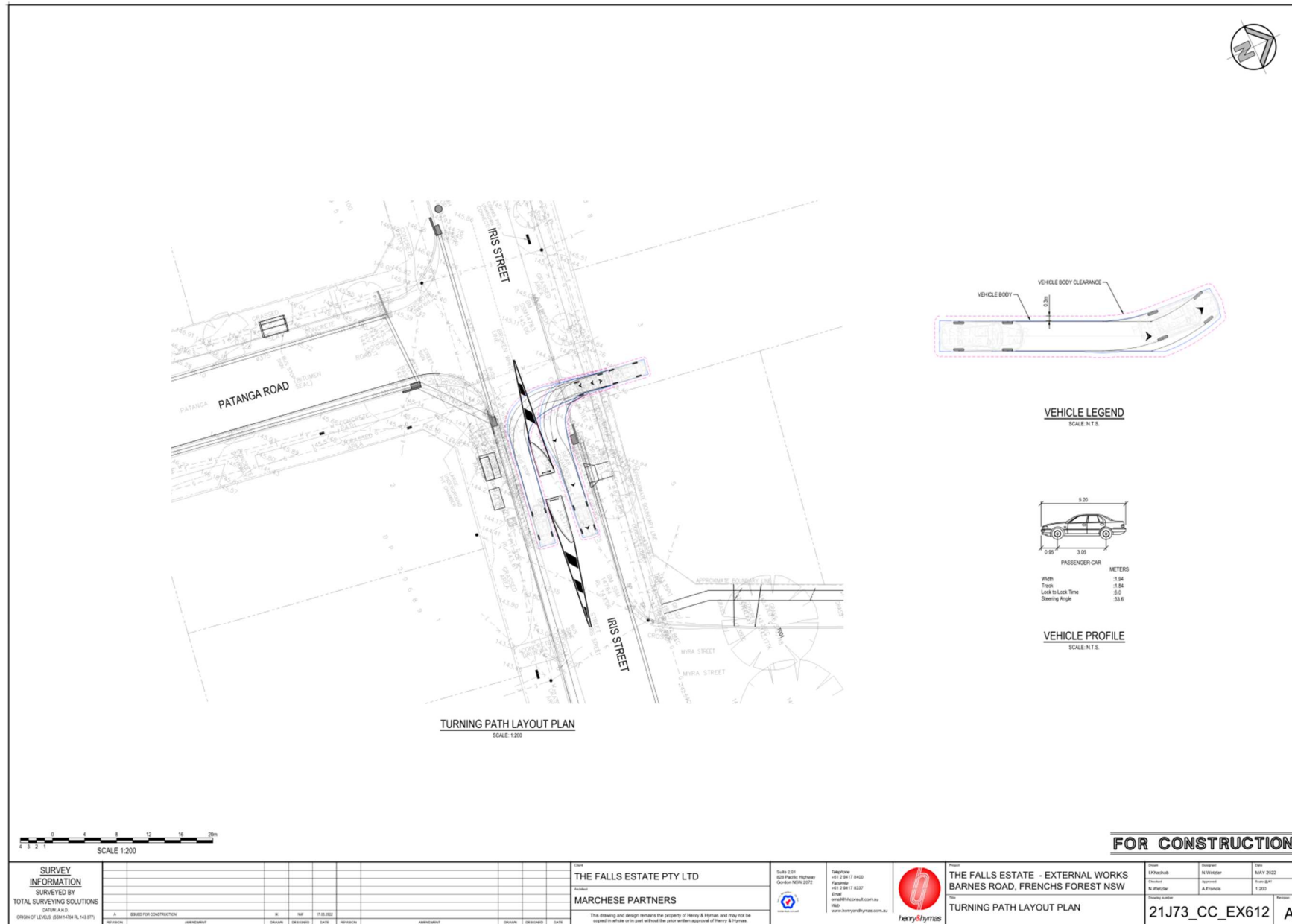
**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee:

- A. Supports the introduction of the Pedestrian Refuge on Iris Street near Patanga Road in accordance with the submitted plans
- B. Notes that construction of the Pedestrian Refuge will be completed at the Developer's cost







## 5.0 MATTERS FOR NOTATION

<b>ITEM 5.1</b>	<b>REQUEST FOR WORKS ZONE</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2022/311363</b>
<b>ATTACHMENTS</b>	<b>NIL</b>

**GEOCODES:** Various

### REPORT

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

<b>Applicant</b>	<b>Location</b>	<b>Works Zone Length and Time</b>	<b>Requested Period</b>
Metricon Homes Pty Ltd PO Box 7510 NORWEST NSW 2153	12-14 Soldiers Avenue FRESHWATER NSW 2096	Length: 20 metres Time: 7:00am – 5:00pm Mon-Fri 8:00am – 1:00pm Saturday	4 April 2022 to 3 October 2022
Metricon Homes Pty Ltd Level 4 32 Lexington Drive BELLA VISTA NSW 2153	189 Balgowlah Road BALGOWLAH NSW 2093	Length: 20 metres Time: 7:00am – 5:00pm Mon-Fri 8:00am – 1:00pm Saturday	31 May 2022 to 12 November 2022
PBC Pty Ltd 49/28 Barcoo Street ROSEVILLE NSW 2069	45 Darley Road MANLY NSW 2095	Length: 7 metres Time: 7:00am – 5:00pm Mon-Fri 8:00am – 1:00pm Saturday	30 May 2022 to 23 December 2022

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### RECOMMENDATION TO TRAFFIC COMMITTEE

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