

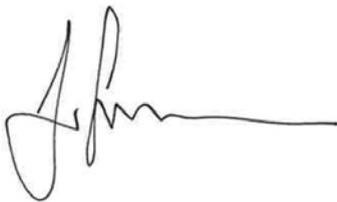
AGENDA

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 JUNE 2023

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 Amon MP Representative &
 Member for Davidson Mr M Cross MP Representative
 Member for Wakehurst Mr M Regan MP Representative
 Member for Manly Mr J Griffin MP Representative
 Transport for NSW
 Northern Beaches Police Command, Dee Why

Mr Jose Menano-Pires
 Mr Phil Corbett

 Ms Sally Clayton
 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 Engineer
 Traffic Officer
 Traffic Officer
 Traffic Officer
 Traffic Engineering Trainee
 Traffic Officer
 Engineering Intern
 Road Safety Officer
 Road Safety Officer
 Transport Project Officer
 Transport Project Officer
 Acting Strategic Transport Coordinator
 Manager - Rangers
 Coordinator - Rangers
 Specialist Administration Officer
 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 Nicholas Murace
 Mr Chinmaya Gupta
 Mr Jackie Ng
 Ms Robynann Dixon
 Ms Pavica Kupcak
 Ms Kajal Todd
 Mr Alex Yuen
 Ms Vicki Hart
 Mr Darren Greenow
 Mr John Hoeben
 Ms Fiona Madden
 Ms Tracey Gwyther

Visitors

Nil

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

to be held on Tuesday 6 June 2023

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 2 May 2023	3
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.....	6
4.1	Pittwater Road, Manly - 15-minute Timed Parking Restrictions	6
4.2	South Steyne, Manly - Parking Arrangements	9
4.3	Paradise Avenue, Avalon Beach - Proposed Shared Zone and Angle Parking Bays	17
4.4	Pozieres Parade & James Street, Allambie Heights - Parking changes	27
4.5	Stella Street, Collaroy Plateau - 10min P Parking Restrictions	33
4.6	Greycliffe Street, Queenscliff - Shared Zone.....	36
4.7	Grandview Drive, Newport - Modifications to Traffic Calming outside No.59 and No.136.....	40
4.8	Willandra Road, Beacon Hill - Bus Zone & No Parking.....	46
4.9	Paxton Street, Frenchs Forest - No Stopping.....	50
4.10	Avon Road, Dee Why - Accessible Parking	54
4.11	Kenneth Road and Quirk Road, Manly Vale - Intersection - Remove The Existing Pedestrian Refuge and Install Raised Pedestrian Crossing	58
4.12	Rathowen Parade, Killarney Heights - Pedestrian Refuge Island	63
4.13	Surf Road, North Curl Curl - Timed Parking Restrictions	67
4.14	Inman & Middleton Road, Cromer - Timed Parking.....	71

4.15	Victor Road, Dee Why - Pedestrian Refuge Island & No Stopping	74
4.16	Edgecliffe Boulevard, Collaroy Plateau - Removal of Accessible Parking	79
4.17	Penrith Avenue & South Creek Road, Wheeler Heights - Timed Parking	82
4.18	Kinsdale Close, Killarney Heights - No Stopping.....	86
4.19	Carawa Road and Alfred Street, Cromer - Roundabout, concrete and painted median islands, redirective kerbs and medians, non-skid pavement, STOP control - Black Spot Project	89
4.20	Parkes Road & Anzac Avenue, Collaroy Plateau - Roundabout, concrete and painted median, redirective kerb, median island, non-skid pavement, STOP Control.....	97
4.21	Malcolm Street, Narrabeen - Proposed Convex Mirror	105
5.0	MATTERS FOR NOTATION.....	113
5.1	Ongoing Actions update	113
5.2	Request For Works Zone	116

NEXT MEETING Tuesday 4 July 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 2 MAY 2023

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee held 2 May 2023, copies of which were previously circulated to all members, be confirmed as a true and correct record of the proceedings of that meeting.

2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

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

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

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

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

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

Nil

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1	PITTWATER ROAD, MANLY - 15-MINUTE TIMED PARKING RESTRICTIONS
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2023/120084
ATTACHMENTS	1 Plan

GEOCODES: -33.788056, 151.284608

REPORT

BACKGROUND

Following the approval of Vehicle Length restrictions on Pacific Lane and Ruby Lane, Council received concerns from local businesses regarding the lack of suitable on-street Loading Zone facilities. Council recently consulted on the option of installing a 15m Loading Zone applying 6:00AM-10:00AM MON-SUN outside No.212 and No.218 Pittwater Road, Manly. This proposal was strongly opposed by businesses, especially café owners and retail stores along this road, due to a loss of on-street parking spaces.

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.
- Currently, the time-restricted car parking spaces on the eastern side of Pittwater Road at the subject location allow vehicles to park for 1/2 hour between 8:30am and 6pm (Monday – Friday) & between 8:30am and 12pm on Saturdays.
- Pacific Lane is located to the South of Pacific Street, and Ruby Lane is located to the East of Pittwater Road. Currently, the parking on Pacific Lane and Ruby Lane is 2P 8am -10pm Ocean Beach Precinct Residents Excepted.
- Pacific Lane and Ruby Lane are local roads approximately 5.5m in width and cater for one-way traffic with a speed limit of 50km/h.
- Adjacent land uses consist of low-medium density housing and some commercial buildings.

ISSUES

- Following the approval of Vehicle Length restrictions on Pacific Lane and Ruby Lane, Council received concerns from local businesses regarding the lack of suitable on-street Loading Zone facilities.
- Parking use on Pittwater Road is shared between businesses, customers, and staff. The variety of businesses on Pittwater 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.

PROPOSAL

Council has undertaken a review of the location and issues. After considering consultation responses, an amended proposal to install a 15m length of 15-minute Timed Parking restrictions applying between 8:30AM – 8PM MON-SUN outside No.212 and No.218 Pittwater Road has now been prepared. This will benefit the café owners and retail stores along this Road. The 15-minute restriction will also increase parking turnover and availability for trucks making deliveries. The existing 1/2P parking, which applies from 8:30AM–6PM (Monday – Friday) & 8:30AM–12PM Saturday, will be retained south of the 15-minute parking zone.

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 walking paths.

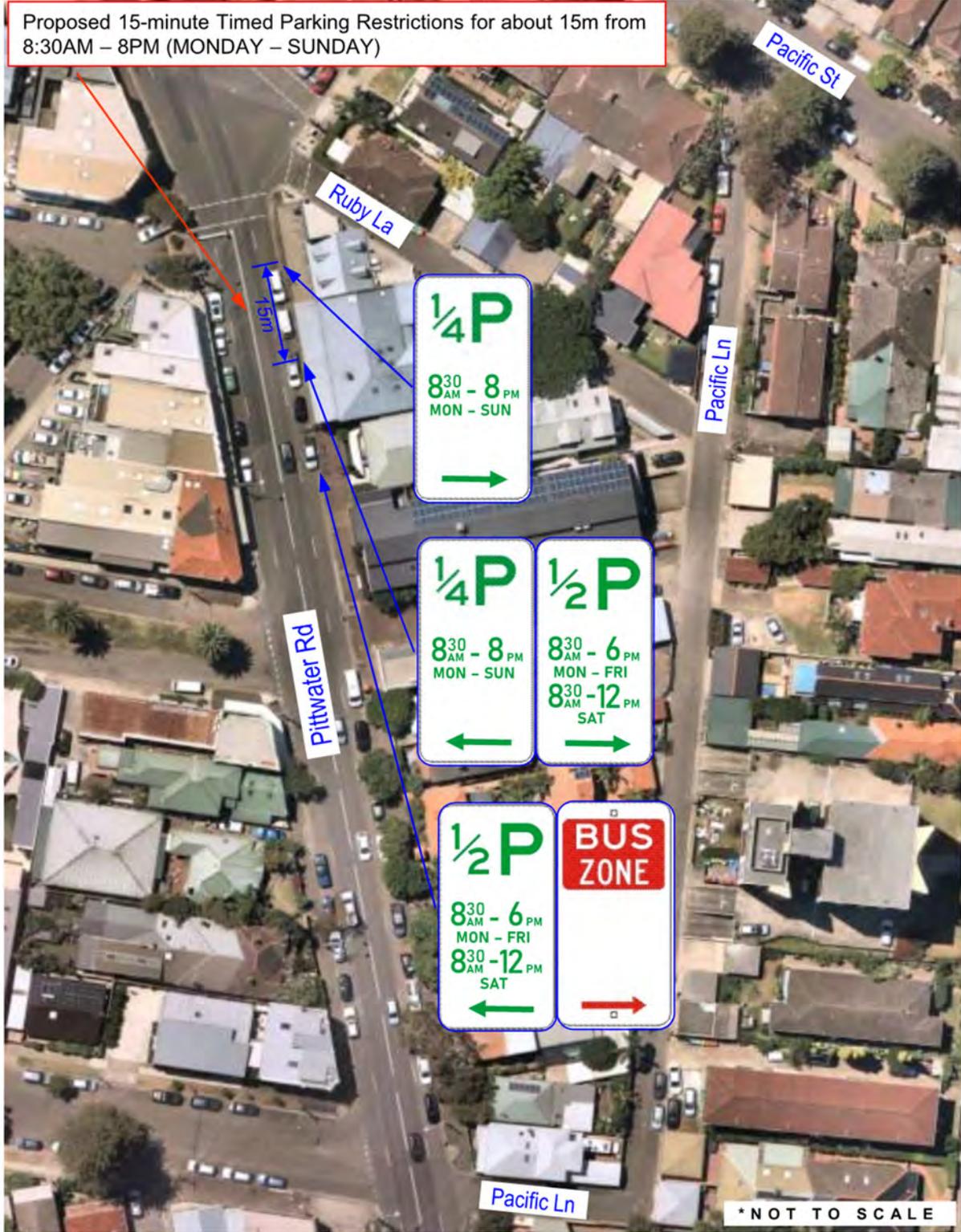
CONSULTATION

One (1) round of consultation has been undertaken regarding this matter. After considering consultation responses, a notification letter has been distributed to 96 properties within the immediate vicinity of the location providing notification of the proposed changes.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. Staff requesting the installation of a 15m length of 15-minute Timed Parking restrictions applying between 8:30AM – 8PM MON-SUN outside No.212 and No.218 Pittwater Road.



	PROPOSAL			
	Pittwater Road, Manly Timed Parking Restrictions			
	DRAWN	LK		APPROVED <i>P. Devo</i>
	LAYOUT	1 OF 1		REVISION NO. B DATE 09/03/2023

ITEM 4.2	SOUTH STEYNE, MANLY - PARKING ARRANGEMENTS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/084521
ATTACHMENTS	1 South Steyne, Manly - Plan 2 South Steyne, Manly - Table of Consultation

GEOCODES: -33.79902534891054, 151.28927295008074

REPORT

BACKGROUND

As part of the installation of parking sensors in South Steyne (adopted at the Council Meeting held on 27 September 2022 relating to the Smart Parking Infrastructure Project), it is a requirement that all parking spaces are formalised to meet current design standards, to ensure accuracy of data when vehicles are parked. Following a review of parking along South Steyne, between Wentworth Street and Ashburner Street, we are required to undertake works to ensure all parking spaces meet the Australian Standards, as well as guidelines set by Transport for NSW (TfNSW) for all parking spaces, including accessible parking spaces and parking spaces located at pedestrian crossings.

LOCATION

- South Steyne, Manly currently has a 30km/h speed limit.
- South Steyne accommodates for school and public bus services.
- South Steyne has varying traffic lane widths from 3.1m to 3.7m in both north and south-bound directions
- On South Steyne, there is high density housing, with high pedestrian and vehicle activity.

ISSUES

As a result of the review, the following issues were identified:

- Inefficient use of unmarked parking spaces.
- Parking spaces located on the eastern side of South Steyne at the pedestrian crossing, near Victoria Parade, do not meet the current standards and guidelines to provide line of sight for drivers and pedestrians.
- Parking spaces located on the western side of South Steyne at the pedestrian crossing near Victoria Parade, do not meet the current standards and guidelines to provide access for vehicles and line of sight for drivers and pedestrians.
- The accessible parking space in South Steyne outside No.16 South Steyne, does not meet current standards to allow safe access for users.
- Insufficient motorcycle parking spaces to meet demand.

PROPOSAL

Council has undertaken a review of the location and proposes to install 34 painted kerbside parking bays, 1 painted accessibility parking space and 7 painted motorcycle parking spaces, to accommodate increased demand, as well as a garden bed and a kerb blister at the existing pedestrian crossing on South Steyne at Victoria Parade.

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.

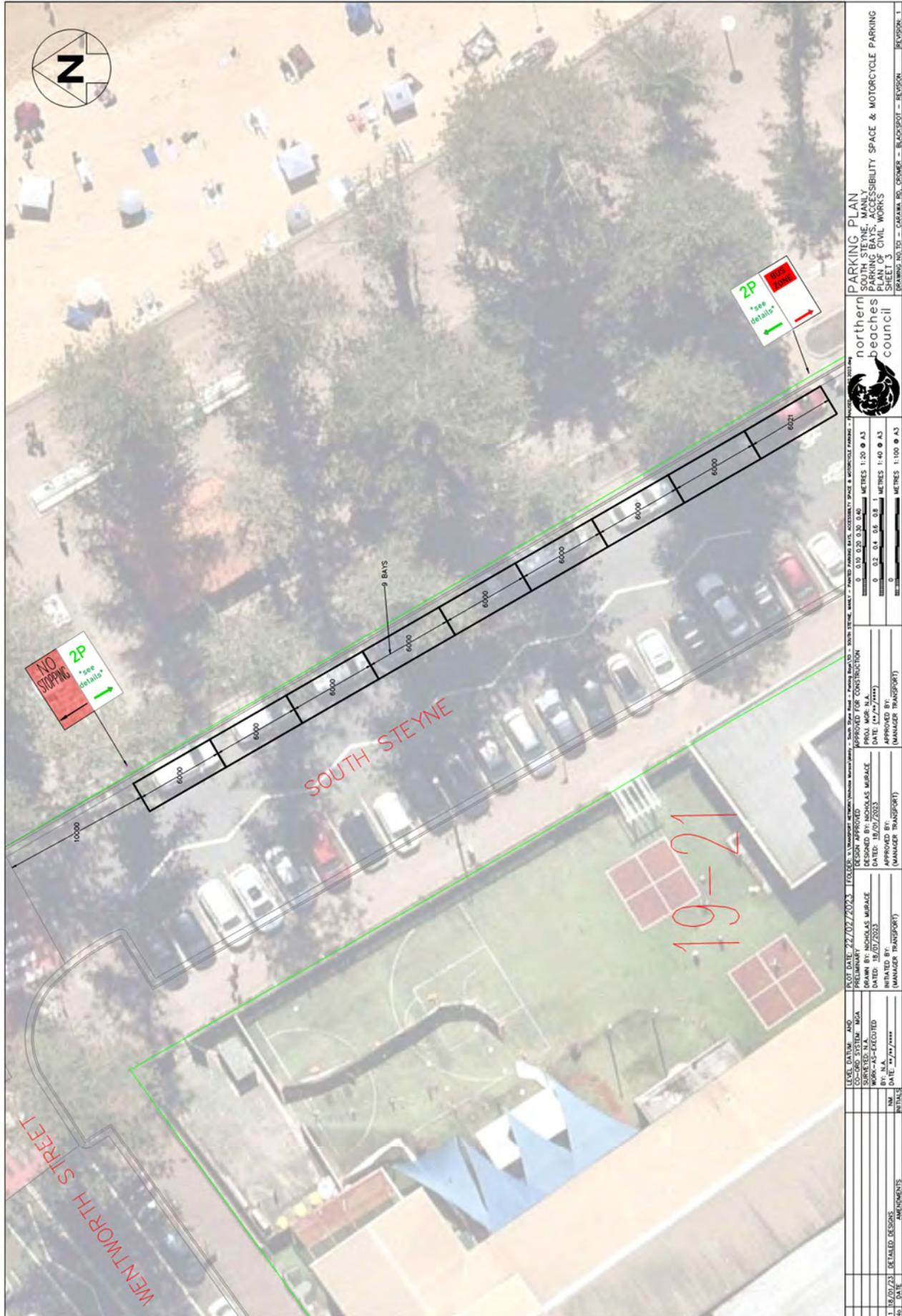
CONSULTATION

Consultation letters have been distributed to 522 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation – South Steyne.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 34 painted kerbside parking bays.
- B. The installation of 1 painted accessibility parking space.
- C. The installation of 7 painted motorcycle parking spaces.
- D. The installation of a garden bed and a kerb blister at the existing pedestrian crossing on South Steyne at Victoria Parade.



LEVEL	DATE	BY	INITIALS	DESCRIPTIONS
1	18/07/23	DETAILED DESIGN		
<p>PROJECT NAME: SOUTH STEYNE, MANLY - PARKING PLAN</p> <p>PROJECT NO: 19-21</p> <p>SCALE: 1:100</p> <p>DATE: 18/07/2023</p> <p>DESIGNED BY: NICHOLAS MURRAY</p> <p>DRAWN BY: NICHOLAS MURRAY</p> <p>INITIATED BY: (MANAGER TRANSPORT)</p> <p>APPROVED BY: (MANAGER TRANSPORT)</p> <p>DATE: 18/07/2023</p> <p>DESIGNED BY: NICHOLAS MURRAY</p> <p>DRAWN BY: NICHOLAS MURRAY</p> <p>INITIATED BY: (MANAGER TRANSPORT)</p> <p>APPROVED BY: (MANAGER TRANSPORT)</p> <p>DATE: 18/07/2023</p> <p>DESIGNED BY: NICHOLAS MURRAY</p> <p>DRAWN BY: NICHOLAS MURRAY</p> <p>INITIATED BY: (MANAGER TRANSPORT)</p> <p>APPROVED BY: (MANAGER TRANSPORT)</p> <p>DATE: 18/07/2023</p>				

Table of Consultation

Address	SOUTH STEYNE, MANLY
Proposal	PARKING ARRANGEMENTS

Properties Consulted	522
Responses Received	4
Support	1
Do Not Support	3

Issue	Resident Comment	Council Response
Removal of Parking	<ul style="list-style-type: none"> - The resident's building does not have parking, so they rely on street parking in the Isthmus area. - The area is heavily impacted by casual parkers visiting the beach area, and the Isthmus parking area becomes an overflow when it's already crowded with permit holders. - It's difficult to find parking in the Isthmus area at any time of the day, and the wait can be up to 30 minutes. - The situation has worsened over the years due to the Council removing parking spaces for additional pedestrian crossings and other purposes. 	<p>Resident's comments are noted.</p> <p>Ashburner Street is included in the Isthmus Parking Permit Scheme and residents within this area are eligible to apply for Manly Parking Permit Scheme Residents eligible for the permits are exempted from the existing timed parking restrictions on Ashburner Street. 2P Timed Parking Restrictions between the hours of 8am-10pm apply along Ashburner Street will assist with turnover of parking in the area.</p>
Parking Sensor Roll-Out Residents Only Parking	<ul style="list-style-type: none"> - The resident wants more information about the parking sensor rollout. - They express doubt about marked parking bays being more efficient and request supporting information. - The resident suggests that motorcycle parking can be implemented creatively without removing car spaces. - They also seek clarification on why Ashburner Street does not have resident only parking. 	<p>The parking sensors are being installed to assist drivers in locating available parking spaces and allow staff to provide information to the community in real time using mobile message boards when the system is operational. The existing parking bays in South Steyne need to be delineated and to comply with Transport for NSW Technical Directions and ensure the sensors are registering efficiently.</p> <p>The motorcycle parking has been included to accommodate increased demand and provide designated parking for motorcyclist.</p> <p>Ashburner Street is included in the Isthmus Parking Permit Scheme and residents within this area are eligible to apply for Manly Parking Permit Scheme. Residents eligible for the permits are exempted from the existing timed parking restrictions on Ashburner Street.</p>

- Due to the narrow road width and the existing parking restrictions, parking is only permissible on one side of Paradise Avenue.
- Due to the limited width between property boundaries and the road edge, future footpaths are impractical and limited on Paradise Avenue. Pedestrians must therefore walk on the road.
- Currently, there is little protection for pedestrians from motor vehicle traffic and walking on the road is poorly defined.
- It can be observed that pedestrians walk on the road, given the proximity to Paradise Beach Reserve and Wharf.
- Council understands that there is a high demand for on-street parking and that parking for residents, visitors and those seeking parking for uses associated with the reserve is limited.

PROPOSAL

Council has undertaken a review of the above location and Council proposes to change and formalise a section of the cul-de-sac and permit two additional bays for residents, visitors and those seeking parking for uses associated with the reserve. The proposal also includes marking the existing indented parking along the Paradise Beach Reserve. The marking of parking bays enables legal parking.

To balance competing demands for parking and road safety, Council also proposes to introduce a 10km/h Shared Traffic Zone from the intersection with Riverview Road to the cul-de-sac. This will lower the speed of vehicles to a walking pace, so that it has minimal risk to pedestrians sharing the carriageway. The proposal will include the markings of all valid parking bays on Paradise Avenue (as required in a 10km/h Shared Zone).

A 'Shared Zone' is a road where the space is shared safely by vehicles and pedestrians and where pedestrian priority takes precedence. The Australian Road Rules require motorists in a 'Shared Zone' to give way to pedestrians at all times and to not stop unless in accordance with a parking control sign or when in a parking bay. The maximum speed limit in Shared Zones is 10km/h.

A Shared Zone will only be considered where adequate footpaths cannot be retained within the road reserve and where there are very low numbers of slow-moving vehicles.

Shared Zones must be approved by TfNSW, which requires the installation of specific signage and marked bays for parking in accordance with the Transport for NSW Technical Direction No. 2016/001 and Australian Standards 2890.5 Parking Facilities - On-street Parking.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will have impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impact walking paths.

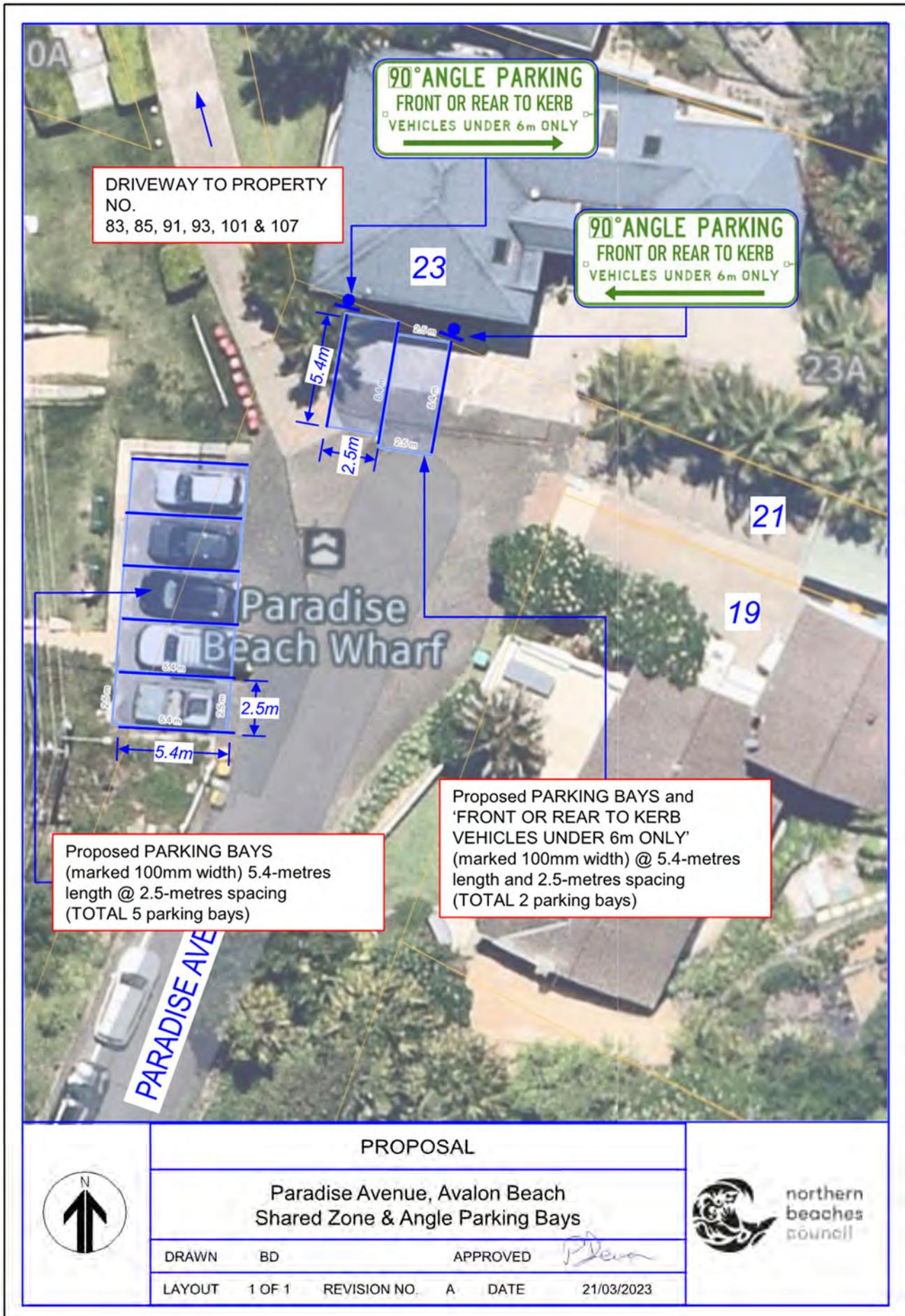
CONSULTATION

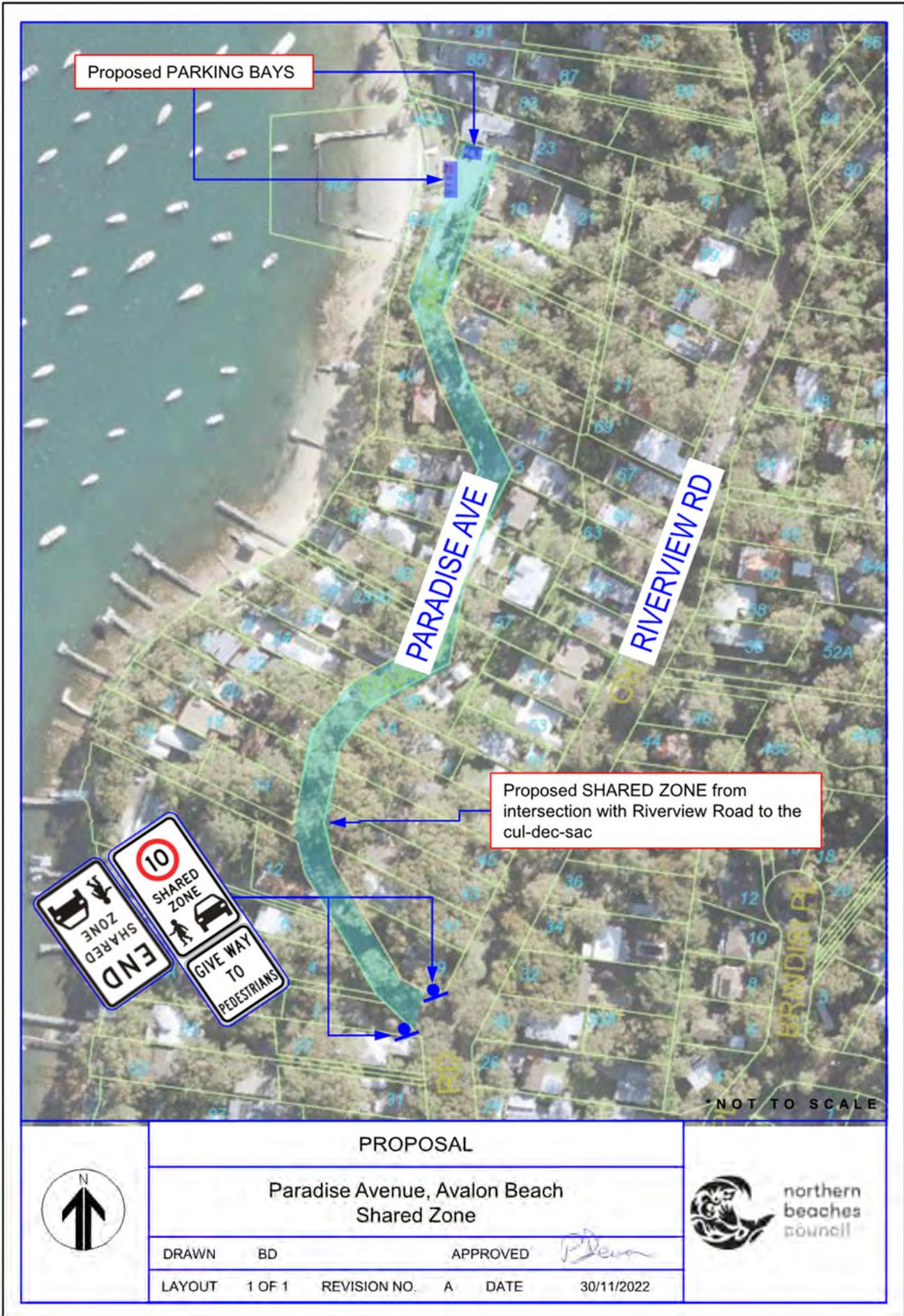
- Consultation letters have been distributed to 35 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 13 submissions were received with 7 letters of support/partial support and 6 objections to the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of additional two parking bays at the cul-de-sac of Paradise Avenue, Avalon Beach.
- B. Proposal for a 10km/h Shared Zone application to be submitted to TfNSW for their review and consideration.





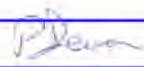
	PROPOSAL						 northern beaches council
	Paradise Avenue, Avalon Beach Shared Zone						
	DRAWN	BD	APPROVED				
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	30/11/2022	







Table of Consultation

Address	PARADISE AVENUE, AVALON BEACH
Proposal	PROPOSED SHARED ZONE AND ANGLE PARKING BAYS

Properties Consulted	35
Responses Received	13
Support	2
Partial Support	5
Do Not Support	6

Issue	Resident Comment	Council Response
Residents Only Parking	The resident supports the reinstatement of two parking spaces but emphasises that they should be reserved for residents and their guests, considering the limited on-street parking availability.	Parking allocation is typically determined based on parking demand assessments. While it's important to consider the parking needs of residents, it is also necessary to balance the parking availability for visitors and the general public. 'Resident Only' is not supported.
10km/h Shared Zone	The resident expresses concerns about the proposed speed limit, stating that maintaining a lower speed can be challenging and distracting for drivers.	Speed limits are determined based on various factors, including road design, pedestrian safety, and traffic flow. The proposed 10km/h is set by Transport for NSW. It is important for drivers to adhere to the posted speed limits as per the Australian Road rules and maintain focus on the road while driving
Small Vehicles Only	The resident supports the reinstatement of two parking spaces but emphasises that they should be reserved for residents and their guests, considering the limited on-street parking availability. They also emphasise the need for clear signage indicating that the parking spaces are public. Also suggests resurfacing the entire Paradise Avenue due to safety concerns and damage.	Council agrees with resident's comment and that parking allocation is typically determined based on parking demand assessments. While it's important to consider the parking needs of residents, it is also necessary to balance the parking availability for visitors and the general public. Council will raise a request with the relevant department in regards to the resurfacing of Paradise Avenue.
Timed Parking	The resident proposes a time limit on parking spots at Paradise Beach to prevent people from leaving their cars unattended for extended periods. Also suggests allocating funds for street cleanup, proper gutters, and control of water overflow to address street damage.	The suggestion of implementing a time limit on parking spots can be considered to encourage turnover and prevent long-term occupancy. However, noting that residents may not support timed parking in the area as the restrictions also affect residents Resident's concerns raised in regards to cleanup, proper gutters, and control of water overflow will be forwarded with the relevant departments.

<p>Unsafe and illegal Parking</p>	<p>The resident does not support the proposal, citing previous rulings that deemed the proposed parking spots unsafe and illegal, as well as concerns about signage and road conditions.</p> <p>The resident raises that on a number of occasions that those parking spots were unsafe and dangerous, in particular when vehicles were reversing out from the carport at 21 Paradise Avenue.</p>	<p>Resident's concerns about previous rulings are noted. Currently, vehicles are park illegally in the 'No Parking' restrictions along the frontage of Property No. 23. The proposal wukk to formalise this section to allow additional parking.</p> <p>Council has noted resident's concerns and has included swept paths in regard to resident's access into and out of the property.</p>
-----------------------------------	--	---

ITEM 4.4	POZIERES PARADE & JAMES STREET, ALLAMBIE HEIGHTS - PARKING CHANGES
REPORTING OFFICER	TRAFFIC ENGINEERING COORDINATOR
TRIM FILE REF	2023/274980
ATTACHMENTS	1 Plan

GEOCODES: -33.775049, 151.265336

REPORT

BACKGROUND

Approval has been granted through the Land and Environment Court for DA2022/0492 for alterations and additions to the former Warringah Golf Club building at No.397 Condamine Street, Allambie Heights, to convert it to a Childcare Centre. One of the Conditions of Consent requires the applicant to lodge plans for on-street parking restrictions to ease the potential for congestion associated with drop off and pick up activity. Condition of Consent No.27 requires:

“A plan demonstrating the following changes to signage and line marking within the local roads that will primarily be used to access the development shall be prepared by a suitably qualified person and submitted for consideration by the Local Traffic Committee prior to the issue of a Construction Certificate.”

Plans shall incorporate, as a minimum, the following:

- i) No Parking and No Stopping restrictions on the west side of Pozieres Parade on approach to Fishbourne Road throughout the length of the narrowed section of Pozieres Parade.
- ii) No Stopping restrictions for a length of no less than 26m on the inside radius of the junction of James Street and Pozieres Parade.
- iii) No Stopping restrictions on the north side of James Street for a length of 20m west of Condamine Street...”

LOCATION

No.397 Condamine Street is located on the west side of Condamine Street approximately 100m north of its intersection with Kentwell Road. The site has no vehicular access to Condamine Street with vehicular access to the developments off-street carpark obtained via James Street along an access handle.

James Street is 11m in width with parking permitted on both sides. Traffic is not permitted to turn right into James Street from Condamine Street. Pozieres Parade meets James Street at a 90 degree bend sited just to the west of the access handle to the development. Pozieres Parade is approximately 8.5m in width at its southern end but narrows to 6.5m at its northern end, with parking currently unrestricted over its full length. Both James Street and Pozieres Parade are residential in nature and carry two-way traffic.

ISSUES

- Although the traffic generation associated with the Childcare Centre development will not result in significantly increased daily traffic when compared to the previous Golf Club use, its operations will tend to concentrate such traffic to periods around the morning and afternoon drop-off and pick-up periods. This would tend to occur when traffic volumes on Condamine Street were at their highest.
- As noted above, traffic is not permitted to turn right into James Street from Condamine Street, resulting in traffic approaching the Childcare Centre from the north will turn right from Condamine Street into Fishbourne Road (via the existing right turn bay) and will then approach the centre via Pozieres Parade. Many vehicles will also choose to use Pozieres Parade when they depart from the centre. As Pozieres Parade at its northern end is only 6.5m in width, parking activity on both sides will tend to choke the street, so it has been recommended that parking be banned on its western side. The western side has been preferred as the eastern side has no driveways, and therefore, parking loss is minimised.
- There are currently no signposted parking restrictions on the inside radius of the 90-degree bend where James Street meets Pozieres Parade. With the increased level of in and out traffic activity at the Childcare Centre driveway there is potential for vehicles to meet head-on at the bend. To provide greater room for opposing traffic to pass and to improve sight lines, a length of No Stopping is proposed for the inside radius of this bend.
- James Street currently has no parking restrictions signposted on approach to Condamine Street. A single vehicle waiting to turn right out of James Street can wait several minutes for a suitable gap in the flow of traffic (normally occurring when the traffic lights change at Kentwell Road). Owing to current parking activity on both sides of the road close to the intersection, the right turn vehicle can block left turning traffic and lead to queuing in James Street and/or the potential for risky turning manoeuvres. To provide greater queuing space and space for left turners to exit past a vehicle waiting to turn right, a 20m length of No Stopping has been recommended for the eastbound approach to Condamine Street.

PROPOSAL

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

- (i) A 10m length of No Stopping and a 54m length of No Parking on the west side of Pozieres Parade on approach to Fishbourne Road throughout the length of the narrowed section of Pozieres Parade.
- (ii) A 32m length of No Stopping on the inside radius of the junction of James Street and Pozieres Parade. The restrictions to commence at the western edge of the driveway serving No 4 James Street.
- (iii) A 20m length of No Stopping on the north side of James Street west of Condamine 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 has been undertaken regarding the Childcare Centre, in conjunction with the Development Application assessment process and the parking restrictions are proposed to address issues identified in submissions relating to the development.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the introduction of:

- A. A 10m length of No Stopping and a 54m length of No Parking on the west side of Pozieres Parade on approach to Fishbourne Road throughout the length of the narrowed section of Pozieres Parade.
- B. A 32m length of No Stopping on the inside radius of the junction of James Street and Pozieres Parade. The restrictions to commence at the western edge of the driveway serving No 4 James Street.
- C. A 20m length of No Stopping on the north side of James Street west of Condamine Street.



© 2023 NEARMAP INC. ALL RIGHTS RESERVED. PROJECT: 301401450 (397 CONDOMINE STREET, NORTH MANLY). SHEET: 01 OF 03. DATE: 01/03/2023.



CONCEPT PLAN
FOR CONSULTATION PURPOSES ONLY
This draft plan has been prepared to allow
a concept for discussion purposes only and
has no formal or official status.

WARNING
Use of this plan is limited to the
purpose for which it was prepared.
It is not to be used for any other
purpose without the written consent
of the author.

DESIGNED
M.RIMAC
APPROVED BY
R.HAZELL

DESIGN CHECK
A.MODESSA
DATE ISSUED
1 MARCH 2023

SCALE
AS SHOWN
300364507_02_P1.DWG

397 CONDOMINE STREET, NORTH MANLY

SIGNAGE PLAN
DRAWING NO: 301401450_02_01 SHEET 01 OF 03 ISSUE P1





© copyright 2023 nearmap. PROJECT: 30034587/TECHNICAL/DRAWINGS/30034587_02_P1.DWG. PLOTTED BY: MIMAC. PAGES: 06 OF 03/2023 AT 09:58



CONCEPT PLAN
FOR CONSULTATION PURPOSES ONLY
This draft plan has been prepared to allow a concept for discussion purposes only and has no formal or official status.

WARNING
Use of this plan is restricted to the purposes for which it was prepared and is not to be used for any other purpose without the prior written consent of the Council.

ITEM 4.5	STELLA STREET, COLLAROY PLATEAU - 10MIN P PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEERING COORDINATOR
TRIM FILE REF	2023/274989
ATTACHMENTS	1 Plan

GEOCODES: -33.729183, 151.290744

REPORT

BACKGROUND

Council has granted approval to DA/2017/1181 and Mod2022/0588 for use of part of an existing church building as a Childcare Centre.

To ensure that there are adequate parking facilities for drop-off and pick-up of children attending the centre a Condition of Consent has been added requiring the developer to seek approval for a small 10min P Parking Zone for drop-off and pick-up purposes on the sites frontage.

LOCATION

Stella Street is local road carrying low volumes of traffic (average daily traffic volume of 1,127 vehicles/day and average peak hour volumes of 110-120 vehicles per hour). It is 9.8m in width with parking permitted on both sides of the road and carries two-way traffic.

A small Childcare Centre catering for 16 children has recently been approved at 38A Stella Street with a larger Childcare Centre catering for 56 children also operating at No.47 Stella Street. Plateau Park, which caters for weekend sport and training, is located within 100m (as the crow flies) of the subject location

ISSUES

- The Childcare Centre was approved for a capacity of 16 children. The centre was also approved with 2 off-street parking spaces for drop-off and pick-up purposes. This may provide inadequate parking to cater for drop-off and pick-up at peak times.
- As there is another Childcare Centre across the road and noting, the close proximity of Plateau Park, demand for on-street parking can get high at peak times.
- The RMS Guide to traffic generating development has assessed the average length of stay for parents dropping off and picking up children at 6.8 minutes. Some parents may however, take longer if they need to settle a child or speak with a teacher. However, a 10 minute timeframe is considered appropriate to cater for most drop-off and pick-up purposes.
- There is space on the development's frontage for a single parking space to be signposted as a 10min Parking Zone and a Condition of Development Consent was imposed requiring the developer to lodge an application for a 10min P Parking Zone applying 7am-10am and 3pm-6pm Monday to Friday on the development's frontage, between the site's driveway and the boundary to No.40 Stella Street.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to require the developer to install an on-street 10min P Parking Zone (applying 7am-10am & 3pm-6pm Monday to Friday) on part of the development's Stella Street frontage. The restriction to extend between the site's driveway and the common boundary of No's 38A & 40 Stella 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.

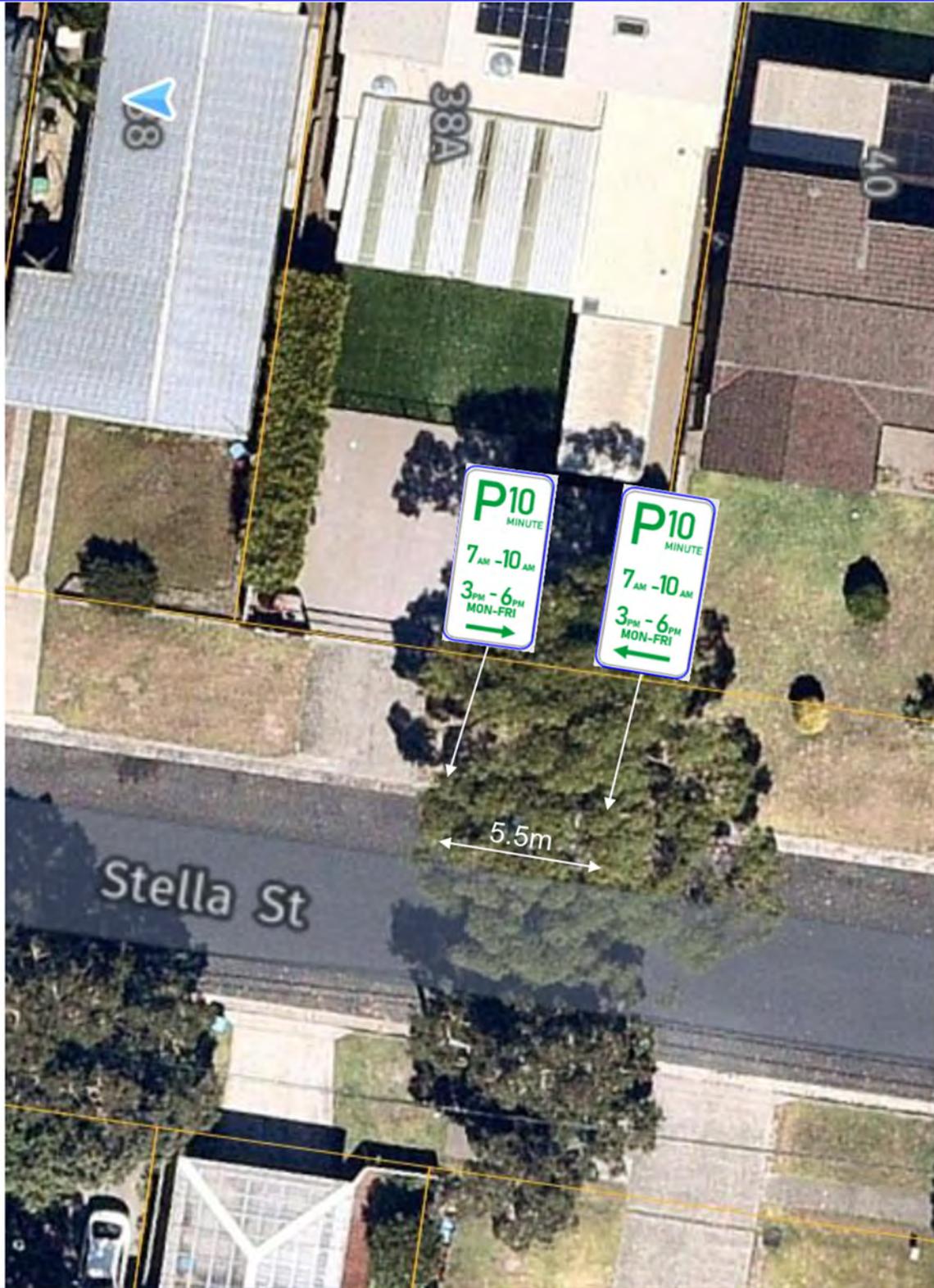
CONSULTATION

Consultation has been undertaken regarding the Childcare Centre in conjunction with the Development Application assessment process and the parking restrictions are proposed to address issues identified in submissions relating to the development.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of an on-street 10min P Parking zone (applying 7am-10am & 3pm-6pm Monday to Friday) on the frontage of 38A Stella Street. The restriction to extend between the driveway of No.38A and the common boundary of No's 38A & 40 Stella Street.



	PROPOSAL					 northern beaches council
	38A Stella Street, Collaroy Plateau 10min P					
	DRAWN	JB	APPROVED	<i>P. Devo</i>		
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	

ITEM 4.6	GREYCLIFFE STREET, QUEENSCLIFF - SHARED ZONE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/282346
ATTACHMENTS	1 Greycliffe Street, Queenscliff - Plan 2 Greycliffe Street, Queenscliff - Table Of Consultation

GEOCODES: -33.784390, 151.285926

REPORT

BACKGROUND

Council has received concerns from residents regarding obstructed access to residential driveways and emergency services access to the cul-de-sac when vehicle(s) are illegally parked on the footpath in Greycliffe Street, Queenscliff. Due to the existing road width and footpath, the carriageway cannot currently accommodate all the parking, vehicular and pedestrian traffic that is currently using the street in a manner that is consistent with NSW Road Rules.

LOCATION

- Greycliffe Street is local road with a 50km/h speed limit, the proposed section is a 'slip' road and has a cul-de-sac at the eastern end.
- The cul-de-sac deviates off Greycliffe Street and lies at the lowest elevation off Greycliffe Street, Queenscliff
- There is a 1.5m footpath fronting the properties in the cul-de-sac and 2.8m of shared pedestrian and cycle path.
- The width at the entrance of the cul-de-sac is 4.5m and tapers to 4m at the end.
- The cul-de-sac forms part of a bike route with a shared pedestrian and cyclist path at either end.
- A similar proposal was installed on the Greycliffe Street (fronting No's 24 to 40) in December 2019.

ISSUES

- Vehicles are illegally parking on the footpath fronting the properties in the cul-de-sac.
- Vehicles are illegally parking and partially obstructing driveways.
- Pedestrians and cyclists are required to travel on the carriageway due to the obstructed footpath.
- The existing narrow conditions of the cul-de-sac and vehicles parked on the southern side does not allow the ease of egress of vehicles and does not allow vehicles to turn around within the cul-de-sac.
- Vehicles travel in reverse to exit the cul-de-sac.
- Exiting the cul-de-sac is hazardous for vehicles due to the short sight distances from the tight and elevating bend on Greycliffe Street.

PROPOSAL

Council has undertaken a review of the location and proposes to convert Greycliffe Street (fronting No's 42 to 50) into a 10km/h Shared Traffic Zone with Marked Parking Bays. The parking bays will be located to maximise the amount of legal parking while safely accommodating cyclists and pedestrians.

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 8 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. Conversion of Greycliffe Street. Queenscliff (fronting No's 42 to 50) into a 10km/h Shared Traffic Zone with Marked Parking Bays.
- B. Apply to TfNSW for the change in speed zone.



Table of Consultation

Address	Greycliffe Street, Queenscliff
Proposal	Shared Zone

Properties Consulted	8
Responses Received	6
Support	5
Do Not Support	1

Issue	Resident Comment	Council Response
Affects Residents & Visitors	<p>Access to numbers No.42-50 is already very difficult. There is no place to turn and requires driving over a steep ledge with line of sight impairment.</p> <p>The street is a very popular walkway as the only safe way to navigate on foot to the beach. Adding more traffic, those in hunt for a park would be extremely dangerous to pedestrians, namely many families with young children and prams.</p> <p>The stretch of road has a very old safety barrier, and the curb is not set properly, dropping away over a steep retaining wall. Imaginably the bend is quite an eyesore from the road.</p> <p>Proper funds should be spent to fix the entry, retaining and asphalt, before moving on to parking spaces.</p>	<p>The proposal aims to improve road safety concerns which include reduced road width and poor visibility, therefore, enhancing sightlines and improving resident, visitor and emergency vehicle access.</p>
Loss Of Parking	<p>Marked parking bays in front of houses numbered 42-50 should be allocated as belonging to those properties.</p> <p>Not metered bays for general public parking. Parking in the area is extremely busy and difficult, especially so over summer and with the SLSC at the end of the street.</p> <p>Each property needs these spots for visitor and deliveries.</p>	<p>Greycliffe 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.</p>

ITEM 4.7	GRANDVIEW DRIVE, NEWPORT - MODIFICATIONS TO TRAFFIC CALMING OUTSIDE NO.59 AND NO.136
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2023/170455
ATTACHMENTS	1 Grandview Drive, Newport - Plans 2 Table of Consultation

GEOCODES: -33.651110, 151.316445; -33.647310, 151.314962

REPORT

BACKGROUND

Council has received concerns from local residents regarding the new traffic calming devices located outside No.59 and No.136 Grandview Drive Newport.

LOCATION

- Grandview Drive is a collector road that links Newport with Bilgola Plateau.
- The road has a 40km/h speed limit approved under a previous Local Area Traffic Scheme.
- 'No Trucks Vehicles over 3t GVM' signs were previously installed to restrict truck access between Seaview Road and Daly Street.
- The section of road under consideration is between 7.2-7.4m wide, with a constructed footpath on one side of the road.
- Dividing barrier lines have been installed along most of Grandview Drive, where parking is not permitted within 3m of the continuous dividing line.
- Access to properties No's 44 to 66 is via a shared driveway off Grandview Drive.

ISSUES

- Grandview Drive is a narrow road that winds down from Bilgola Plateau to Newport. The road contains a series of curves includes two hairpin bends with an advisory 15km/h speed limit. The steep gradient and geometry of the road is unsuitable for trucks and heavy vehicles, and 'No Trucks Vehicles over 3t GVM' signs were previously installed to restrict truck access between Seaview Road and Daly Street.
- Local residents have expressed concerns with traffic speeds and instances of vehicles losing control on the downhill approach to the curve between No's 45 and No.59 Grandview Drive.
- Speed cushions were installed in each direction, under the streetlight outside No.59 Grandview Drive, to complement other traffic calming devices located along Grandview Drive.
- Council has since received a number of reports from motorists, particularly drivers of larger vehicles, indicating difficulties in traversing over the new speed cushion situated on the uphill slope towards Bilgola Plateau. A number of residents have expressed difficulties travelling during periods of wet weather.
- Council has also received some comments regarding the traffic device located outside No.136 Grandview Drive, where parking is permitted on the western side of the road. Concerns were raised that the individual speed cushions are not located within the actual travel paths when a vehicle is parked at the location, affecting comfort and drivability.

PROPOSAL

- Council has undertaken a further review of the locations and proposes modifications to the existing traffic calming device located outside No.59 and No.136 Grandview Drive. A plan of the proposals is shown in Attachment 1 - Grandview Drive, Newport - Plans.
- The modifications to the traffic calming outside No.59 Grandview Drive involves the removal of one speed cushion in the uphill direction and the installation of a traffic island. The works include the installation of an edge line outlining the traffic island as well Raised Reflective Pavement Markers (RRPMs) to improve visibility at night and wet weather.
- The new design will provide some traffic calming effects due to narrowing of the traffic lane, instead of applying vertical deflection to reduce traffic speeds. The traffic island will also help separate the opposing traffic flows.
- The current issues with loss of traction and/or vehicles stalling on the existing speed cushion are associated with heavy braking and accelerating on the uphill slope. The proposed changes will improve traffic flow and encourage a gradual reduction of speed travelling through the curve.
- The modifications to the traffic calming outside No.136 Grandview Drive involves the removal of the existing two speed cushions and replacement with one 4.4m wide speed cushion. The single wider speed cushion provides greater control and a smoother ride when traversing over the device, especially when a vehicle is parked adjacent to the kerb.
- The installation of an edge line on the western side of Grandview Drive, between the driveways of No.145 and 147, will delineate the parking lane and provides further traffic calming effects by narrowing the trafficable road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Grandview Drive is part of the existing Road Cycling Network. The proposal will improve safety for people cycling by reducing vehicle speeds along the road. Sufficient gaps have been provided on the kerbside of the speed cushion to ensure that people cycling downhill do not need to travel over the device.

A safer environment will be provided for pedestrians walking along paths and crossing the road, as the traffic calming device will reduce traffic speeds in the area.

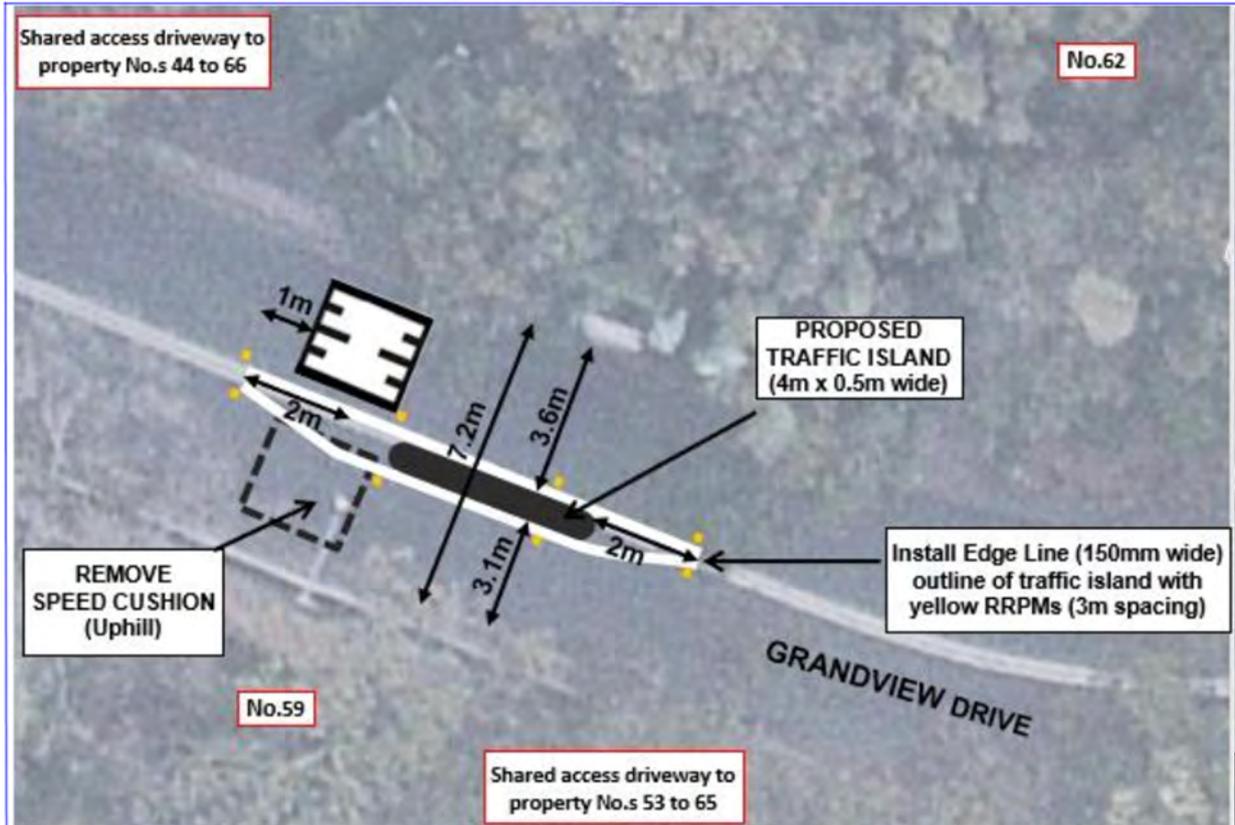
CONSULTATION

- Separate plans were produced for each proposal, and consultation letters distributed to properties within the immediate area for comment. This allows those residents directly affected by the proposed treatments the opportunity to provide feedback on their specific areas. A summary of comments relating to the proposals are noted in Attachment 2 - Table of Consultation.
- Three submissions were received for the modifications outside No.136, with one support and two objections to the proposal.
- Four submissions were received for the modifications outside No.59, with four objections to the proposal. All objections to the proposal raised concerns regarding the proposed traffic island affecting access to properties No's 44 to 66 using the shared driveway (eastern end).
- The proposal was designed with access considerations, and the removal of one speed cushion and the placement of the traffic island east of the existing device is an improvement to the current situation.
- Council has noted some of the comments regarding driveway access and has further reduced the length of the traffic island to improve clearances for vehicles turning right into the shared driveway. A swept path analysis for a B99 vehicle was undertaken to check the turning movements.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Removal of the existing speed cushion located in the uphill direction outside No.59 Grandview Drive
- B. Provision of a traffic island (4m x 0.5m wide) with installation of edge line and Raised Reflective Pavement Markers (RRPMs) outside No.59 Grandview Drive.
- C. Removal of the existing speed cushions (2 x 1.8m wide) located outside No.136 Grandview Drive and replace with a single speed cushion (4.4m wide).
- D. Installation of edge line on the western side of Grandview Drive, between the driveways of No.145 and 147 (offset 2m from the face of kerb).



	PROPOSAL	 northern beaches council	
	GRANDVIEW DRIVE, NEWPORT MODIFICATIONS TO TRAFFIC CALMING OUTSIDE NO.59		
	Drawn RK		Approved 

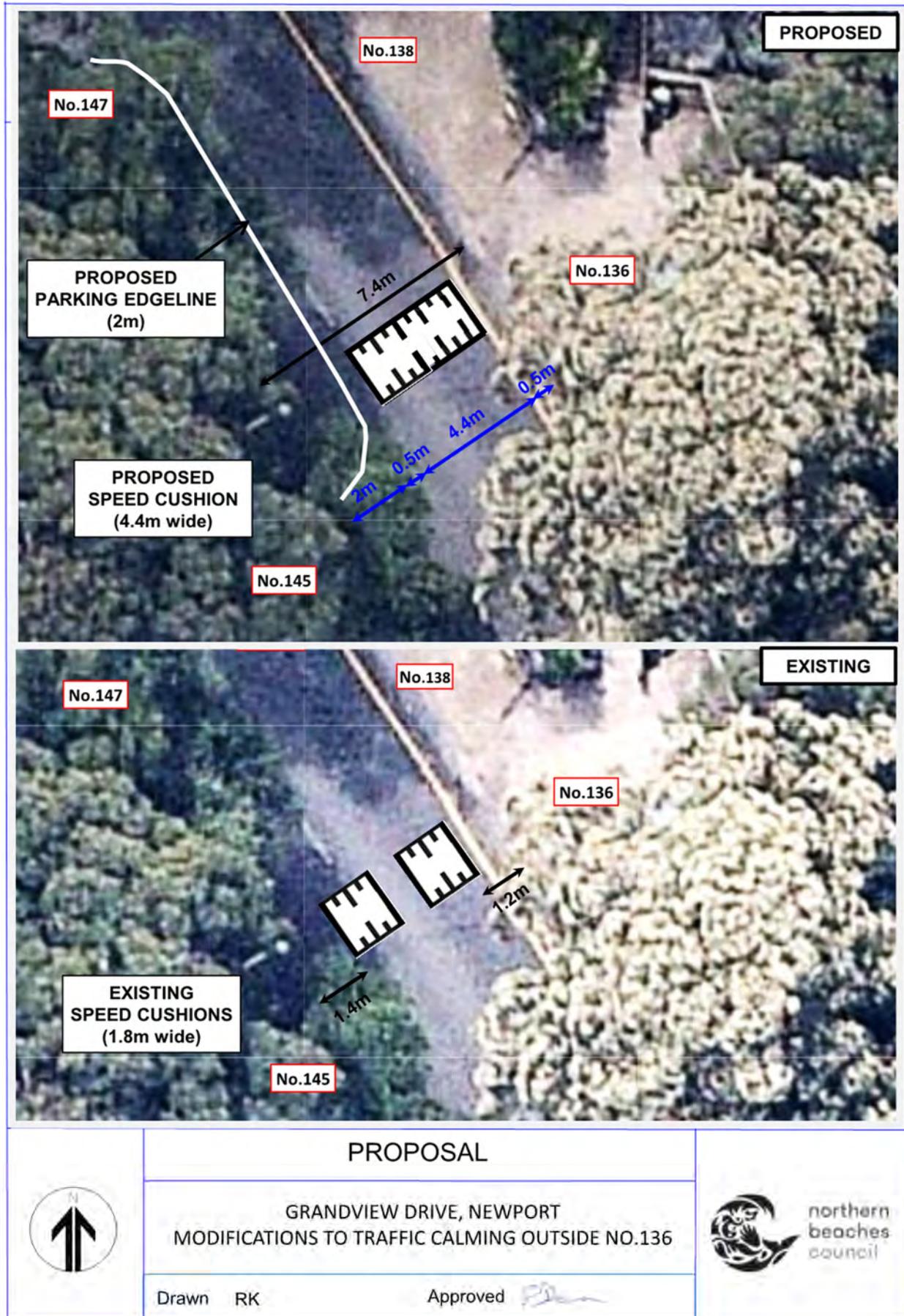


Table of Consultation

Address	Grandview Drive, Newport
Proposal	Modifications to Traffic Calming outside No.59 and 136

	Modifications to Traffic Calming	
	Outside No.59	Outside No.136
Properties Consulted	28	16
Responses Received	4	3
Support	0	1
Do Not Support	4*	2

*Note that all 4 objections for the proposal outside No.59 raised concerns regarding access to properties via the shared driveway. The proposed traffic island is designed to maintain driveway access.

Issue	Resident Comment	Council Response
Modifications to Traffic Calming outside No.59	<ul style="list-style-type: none"> - We have to make a wide turn to enter and exit our driveway. If you put a traffic island in front of it, you will make it impossible for us to access our driveway. - The proposed traffic island.....is in the WRONG PLACE AND IS WAY TOO BIGit's needs to be closer to the curve. - This shared access driveway 44-66 has not been maintained and mended for more than 10 years!!! and need Urgent attention. 	<ul style="list-style-type: none"> - The design has been further modified to reduce the length of the traffic island to improve driveway access. A swept path analysis was undertaken to check the turning movements. - Maintenance requests within Council's Public Road Reserve can be reported on Council's website or through Customer Service, for the Construction and Maintenance section to investigate.
Modifications to Traffic Calming outside No.136	<ul style="list-style-type: none"> - Move them up the road to 144 where they do not interfere with so many driveways or the parking. Or completely remove them and put a roundabout at the intersection of Daly Street and Grandview Drive. - 1 I do not support the proposal as presented. The one cushion will give a smoother ride which will speed up the traffic and will substantially defeat the purpose of the traffic calming device. 2 the edge line to delineate parking as shown in the diagram is not accurate and probably does not take into account visibility issues I have in reversing out of my driveway when a car is parked right up to the edge my driveway entrance. 3 If there is to be an edge line delineating the parking spaces then it should apply from 139 Grandview Drive up the road to 149 Grandview Drive to be consistent and obvious to drivers. As I write this there is a SUV parked adjacent 137 or 135 Grandview opposite double, no overtaking lines in breach of road traffic laws, causing a hazard and road rage amongst drivers coming up and down the road(who is going to give way etc). 4 The current traffic device has had a beneficial effect in calming the traffic and decreased the beeping of horns when cars increasing speed down Grandview. Very few cars in this section of road, either up or down obey the 40 kph speed limit but the current device has been very helpful in slowing them down, at least near the device. If an edge line is to be painted near my driveway, I really do wish to explain to the appropriate person on site where that line should be placed on the uphill side of my driveway entrance. It should be at least 1 metre up from the actual driveway gutter entrance to allow access, egress and visibility, not as depicted in the proposal. 	<ul style="list-style-type: none"> - The location of the traffic calming device situated between the driveways of No.136 and 138, was situated to address the casualty crash considered under the Black Spot proposal. Consideration for a roundabout at the Grandview Drive/Daly Street intersection would need to be considered by Council separately and subject to future funding and priorities with other projects. - The single wider speed cushion provides traffic calming over the entire trafficable section of the road with greater control and rideability when traversing over the device. The modified device in conjunction with the installation of the edgeline will delineate the parking lane and provides further traffic calming effects by narrowing the roadway. - Parking within 3m of the dividing barrier lines is illegal and should be reported to Rangers for investigation and enforcement of the Road Rules. - The installation of the parking edgeline assists with traffic calming and delineation of the road without changing the existing parking situation. It is always recommended that vehicles enter and exit driveways in a forward direction for visibility and safety reasons, and residents should provide provisions on the private property to facilitate this where possible.

ITEM 4.8	WILLANDRA ROAD, BEACON HILL - BUS ZONE & NO PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/282591
ATTACHMENTS	1 Willandra Road, Beacon Hill - Plan 2 Willandra Road, Beacon Hill - Table Of Consultation

GEOCODES: -33.749973, 151.261804

REPORT

BACKGROUND

Council has received concerns from residents regarding ongoing traffic delays, congestion, and reduced sightlines due to existing unrestricted parking on the eastern side of Willandra Road between Cormack Road and Anthony Close, Beacon Hill at morning peak times daily.

LOCATION

- The section of Willandra Road, Beacon Hill under consideration has a 50km/h speed limit and as a road width of approximately 9.5m allowing parking on one side of the road.
- Willandra Road is a collector road and intersects Warringah Road. Willandra Road is commonly used by traffic coming from Cromer to Beacon Hill, Brookvale, and Frenchs Forest.
- Beacon Hill Rural Fire Service, Willandra Village retirement community, Beacon Hill Public School and Beacon Hill Community Centre are located nearby the proposed section of Willandra Road.
- Willandra Road consists of low to medium density housing.

ISSUES

- The section of Willandra Road, Beacon Hill experiences consistent traffic delays and congestion at peak times.
- Parked vehicles restrict traffic flow and reduce sightlines in sections of existing unrestricted parking on the eastern side of Willandra Road between Cormack Road and Anthony Close, Beacon Hill at morning peak times daily.
- Residents of Egan Place, Beacon Hill have expressed safety concerns when stationary to turn right from Willandra Road, as parked vehicles on the inside lane prevent vehicles passing and at speed may cause an accident into the rear of their vehicles.

PROPOSAL

Council has undertaken a review of the location and proposes to install 40 metres of Bus Zone from the northern side of the driveway of No.65 Willandra Road to the existing power pole outside No.73 Willandra Road, Beacon Hill. Further, it is proposed to install No Parking 6am-10am MON-FRI restrictions north of the Bus Zone to Cormack Road, Beacon Hill.

Please note, the existing No Parking restrictions on Willandra Road, between Anthony Close and Lee Road, Beacon Hill will also be amended to apply 6am-10am MON-FRI.

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 26 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:

- A. The installation of 40 metres of Bus Zone from the northern side of the driveway of No.65 Willandra Road to the existing power pole outside No.73 Willandra Road, Beacon Hill. Further, it is proposed to install No Parking 6am-10am MON-FRI restrictions north of the Bus Zone to Cormack Road, Beacon Hill.
- B. That the existing No Parking restrictions on Willandra Road, between Anthony Close and Lee Road, Beacon Hill also be amended to apply 6am-10am MON-FRI.



Table of Consultation

Address	<u>Willandra Road, Beacon Hill</u>
Proposal	<u>Bus Zone & No Parking</u>

Properties Consulted	26
Responses Received	5
Support	3
Do Not Support	2

Issue	Resident Comment	Council Response
Affects Residents & Visitors	I live within the affected area and travel during rush hour. The traffic congestion will not improve with the addition of a No Parking zone. The congestion is caused by three sets of traffic lights further down the road.	The proposal aims to improve road safety concerns which include congestion and poor visibility, therefore, enhancing sightlines and improving traffic flow. Transport For NSW is responsible for signalled intersections.
Safety Concerns	The proposal significantly raises the risk of motor vehicle accidents outside and inside the residence as well as preventing me from stopping and reversing my car into my driveway. Adequate time is required to be able to park safely and without risk of accidents that may be a result of the no stopping sign. The No Stopping sign will force me to forward park into my drive way which leads to reversing out, resulting in the obstruction of clear vision of oncoming traffic and pedestrians. Instead of the No Stopping sign located in front of 63 Willandra Road, I request it is replaced by a Clearway or has a time restriction of which the No Stopping applies to.	The removal of parking at peak times will enhance visibility when exiting residential driveways. It is the responsibility of the driver to exercise caution when approaching the traffic lane. The No Stopping is a statutory requirement any vehicles parked in this area of the intersection are illegally parked, there is no time restriction or alternative sign applicable.

ITEM 4.9	PAXTON STREET, FRENCHS FOREST - NO STOPPING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/282831
ATTACHMENTS	1 Paxton Street, Frenchs Forest - Plan 2 Paxton Street, Frenchs Forest - Table Of Consultation

GEOCODES: -33.746063, 151.243036

REPORT

BACKGROUND

Council has received concerns from residents regarding illegal parking and parking inappropriately near the crest of the hill on Paxton Street near its intersection with Valley View Road, Frenchs Forest. The parking activity narrows the traffic lane and forces traffic to the wrong side of the centre line. It also reduces sight distance for traffic exiting Valley View Road, Frenchs Forest.

LOCATION

- Paxton Street is a local road running north from Iris Street and is approximately 500m long and has a rolling topography.
- Between Iris Street and its northern end, Paxton Street intersects with four roads, Robyn Avenue, Valley View Road, Poulton Parade and Brentwood Place.
- Valley View Road runs east-west and terminates at Paxton Street, forming a T-intersection. A crest exists in Paxton Street and spans between Robyn Avenue and Valley View Road.
- Any vehicle exiting Valley View Road must give way to both north-bound and south-bound vehicles in Paxton Street. Also, a vehicle waiting to turn right from Paxton Street into Valley View Road must give way to north-bound vehicles in Paxton Street. However, these vehicles have limited view of north-bound vehicles (vehicles approaching from the south).

ISSUES

- Vehicles are illegally parking within 10 metres of the intersection of Paxton Street and Valley View Road, Frenchs Forest.
- Illegal parking, combined with the crest of the hill, reduce sightlines at the intersection.
- Vehicles are illegally parking within 3 metres of the dividing lines in sections of Paxton Street.

PROPOSAL

Council has undertaken a review of the location and proposes to introduce No Stopping Unbroken Yellow Kerb Lines at the intersection of Valley View Road and Paxton Street, Frenchs Forest, to reinforce the statutory 10m No Stopping rule at an intersection. On the southern side, it is proposed to extend the statutory No Stopping Unbroken Yellow Kerb Line an additional 10 metres south to the driveway serving No.26 Paxton 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 letters have been distributed to 17 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of No Stopping Unbroken Yellow Kerb Lines at the intersection of Valley View Road and Paxton Street, Frenchs Forest to reinforce the statutory 10m No Stopping rule at an intersection. On the southern side, it is proposed to extend the statutory No Stopping Unbroken Yellow Kerb Line an additional 10 metres south to the driveway serving No.26 Paxton Street, Frenchs Forest.

<p>PROPOSED WORK</p> <ul style="list-style-type: none"> i. Install 2 x statutory No Stopping Unbroken Yellow Kerb Lines at the intersection of Valley View Road and Paxton Street, Frenchs Forest. ii. On the southern side extend the statutory No Stopping Unbroken Yellow Kerb Line approximately 10m south to the northern side of the driveway outside No.26 Paxton Street, Frenchs Forest. 		
	<p>PROPOSAL</p>	
	<p>Paxton Street, Frenchs Forest No Stopping</p>	
	<p>Drawn </p>	<p>Approved </p>
<p>northern beaches council</p>		

Table of Consultation

Address	Paxton Street, Frenchs Forest
Proposal	No Stopping

Properties Consulted	17
Responses Received	8
Support	6
Do Not Support	2

Issue	Resident Comment	Council Response
Affects Residents & Visitors	<p>In my 30 years plus living in this neighbourhood, there has been no such Pedestrian and or Road safety concerns on this street. I am quite disappointed by this rather targeted, birds eye view and attention that is clearly uncalled for and not necessary.</p> <p>This is clearly biased and targeted at No.26 Paxton Street, Frenchs Forest. This Proposal is uncalled for and as I have stated to be equitable and fair, a complete review of similar Road intersections need to be carried out not only for Paxton Street but the entire suburb of Frenchs Forest and that of all the suburbs included under the Northern Beaches Council that are covered by our annual Council rates.</p>	<p>The proposal aims to improve road safety concerns, in particular, the crest of the hill adjacent to the intersection of Valley View Road, which include reduced visibility. The proposal intends to enhance sightlines and indicate areas of the intersection where it is illegal to park.</p>
Loss Of Parking	<p>Paxton Street is a wide enough street and has good visibility for cars coming out of Valley View Road. A ten metre No Stopping restriction is over the top and maybe a four metre one would be more than sufficient</p>	<p>Paxton 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.</p> <p>The No Stopping restriction is statutory and is consistent with NSW Road Rules , however, the extension allows for the limited visibility due to the topography of the location.</p>

ITEM 4.10	AVON ROAD, DEE WHY - ACCESSIBLE PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/283536
ATTACHMENTS	1 Avon Road, Dee Why - Plan 2 Avon Road, Dee Why - Table Of Consultation

GEOCODES: -33.753549, 151.292189

REPORT

BACKGROUND

Council has received ongoing concerns from local residents regarding limited accessible parking availability on Avon Road between Howard and Oaks Avenue, Dee Why

LOCATION

- Avon Road is a local road and has a carriageway of approximately 12.8m wide.
- Avon Road runs north-south from Pacific Parade to Richmond Avenue and crosses Oaks Avenue, Howard Avenue and Dee Why Parade.
- Parking is generally unrestricted in sections of Avon Road, however, in the proposed section, statutory No Stopping areas exist at the intersections of Avon Road and Howard Avenue. A one-hour restriction applies on the western side of Avon Road outside the shops located on the corner of Howard Avenue and Avon Road, Dee Why.
- Avon Road consists of low to medium density housing, however, two Uniting Macdonald Homes Dee Why Retirement Villages are located in the proposed section of Avon Road.

ISSUES

- Parked vehicles on both sides of Avon Road create difficulties for the residents of No.5 Avon Road, as they have a Disability Permit and require parking within close proximity to their home.
- The residents have no off-street parking, and it is difficult to find on street parking in unrestricted sections of Avon Road.
- There is an existing ramp and paved area in front of the home and adjacent to the kerb from which a disabled passenger can be loaded/unloaded.

PROPOSAL

Council has undertaken a review of the location and proposes to provide an Accessible Parking Bay adjacent to the existing kerb ramp located outside No.5 Avon Road, Dee Why.

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of an Accessible Parking Bay adjacent to the existing kerb ramp located outside No.5 Avon Road, Dee Why

PROPOSED WORK
i. Install a compliant on street Accessible Parking bay approximately 7.8m x 3.2m outside No. 5 Avon Road, Dee Why.

	PROPOSAL		
	Avon Road, Dee Why Accessible Parking		
	Drawn	Approved	

Table of Consultation

Address	Avon Road, Dee Why
Proposal	Accessible Parking

Properties Consulted	79
Responses Received	5
Support	2
Do Not Support	3

Issue	Resident Comment	Council Response
Affects Residents & Visitors	<p>While proposed accessible parking would improve the situation for one resident, it would take up two parking spaces for all other residents further exacerbating the situation.</p> <p>Many car spots are occupied by vehicles that are not moved for weeks at a time, which also don't have local council stickers. I request that the council put in place a limit of a few hours for non resident parking. This would solve the issue for everyone including accessible residents.</p>	<p>The proposal aims to improve accessible parking concerns, any timed parking restriction in Avon Road would not be supported without a resident exemption.</p> <p>Avon Road would not meet Transport for NSW Permit Parking Guidelines as the majority of properties have off street parking amenities.</p>
Loss Of Parking	<p>I am writing to express my concern with the proposed Accessible Parking bay adjacent to No.5 Avon Road Dee Why.</p> <p>I ask that before approving this proposal, Council investigates with the residents of No.5 Avon Road, the hours and days of the week that the parking bay will be used.</p> <p>Perhaps making an Accessible Parking bay that is restricted parking for the necessary hours only.</p> <p>Avon Road, between Howard Avenue and Oaks Avenue is already very congested with parking often being unavailable. It would be a waste for two parking spaces to be removed from general parking use, for an Accessible Parking bay that is rarely used.</p>	<p>Avon Road 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.</p> <p>Traffic has discussed concerns with the affected residents and it appears the bay would be required full time as there is more than one person utilising the proposed bay.</p>

ITEM 4.11	KENNETH ROAD AND QUIRK ROAD, MANLY VALE - INTERSECTION - REMOVE THE EXISTING PEDESTRIAN REFUGE AND INSTALL RAISED PEDESTRIAN CROSSING
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2023/284935
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.787018, 151.270291

REPORT

BACKGROUND

Council has received concerns from local residents regarding a lack of pedestrian safety when using the existing pedestrian refuge island at the intersection of Kenneth Road and Quirk Road, Manly Vale. Concerns have also been raised regarding speeds on Kenneth Road.

LOCATION

- Kenneth Road is a collector road that intersects Quirk Road, Manly Vale, catering for two-way medium traffic with a speed limit of 50km/h. This intersection is controlled by a roundabout.
- On-street parking is unrestricted on either side of Kenneth Road.
- Quirk Road is a local road with a 50km/h speed limit; it carries two-way traffic with one travel lane in either direction where parking is permitted on either side. It has a width of approximately 9.7m.
- Adjacent land use consists of low and medium-density residential, industrial, commercial and mixed businesses.
- Kenneth Road is a Bus Route.
- A footpath is available on both sides of Kenneth Road.

ISSUES

A Pedestrian Refuge has been located on Kenneth Road on the eastern approach to the Kenneth Road and Quirk Road roundabout. As this crossing facility is close to Mackellar Girls Campus, Manly Golf Club and the industrial/commercial area within the vicinity, significant numbers of pedestrians use it to cross Kenneth Road.

Furthermore, Kenneth Road is a bus route and carries a reasonably high volume of vehicular traffic, therefore, it creates potential risks to pedestrians.

Council reviewed the existing pedestrian refuge to address safety concerns raised by the public and potentially upgrade it to a raised pedestrian crossing. Vehicle and pedestrian counts were carried out at the existing roundabout of Kenneth Road and Quirk Road on Tuesday, 7 March 2023.

The summary of traffic counts is shown below:

Time Period	North Approach			East Approach		
	Pedestrian Volume	Traffic volume	PV	Pedestrian Volume	Traffic volume	PV
0700 - 0800	33	210	6930	26	832	21632
0715 - 0815	36	241	8676	25	866	21650
0730 - 0830	37	261	9657	40	834	33360
0745 - 0845	44	289	12716	42	872	36624
0800 - 0900	46	288	13248	46	886	40756
0815 - 0915	54	306	16524	48	877	42096
0830 - 0930	50	397	19850	59	910	53690
0845 - 0945	38	428	16264	55	907	49885
0900 - 1000	30	406	12180	55	879	48345

1600 - 1700	23	256	5888	11	956	10516
1615 - 1715	24	275	6600	12	1069	12828
1630 - 1730	28	367	10276	18	1157	20826
1645 - 1745	26	386	10036	18	1169	21042
1700 - 1800	27	415	11205	23	1199	27577
1715 - 1815	28	431	12068	23	1241	28543
1730 - 1830	32	370	11840	21	1162	24402
1745 - 1845	30	368	11040	24	1157	27768
1800 - 1900	31	347	10757	22	1111	24442

The east and west approach results were not included in the Table, due to the relatively low pedestrian/traffic volumes on those approaches.

Although TfNSW practice for numerical warrants for the pedestrian marked crossing is not satisfied, traffic counts reveal that throughout the day, significant numbers of pedestrians cross Kenneth Road in a high vehicular traffic environment, which creates potential risks. Furthermore, residents advised that a number of near misses often occur.

Therefore, Council proposes to convert the existing pedestrian refuge into a raised pedestrian crossing as a proactive measure. A raised crossing improves visibility and is more suitable to the area.

PROPOSAL

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

- Remove the existing island and replace it with a raised pedestrian crossing.
- Install kerb blisters on either side of the crossing to retain the parking bays and improve the visibility of pedestrians. The kerb blisters would narrow the width of the available trafficable lane and reduce the length of the road that pedestrians need to cross.

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 safety.

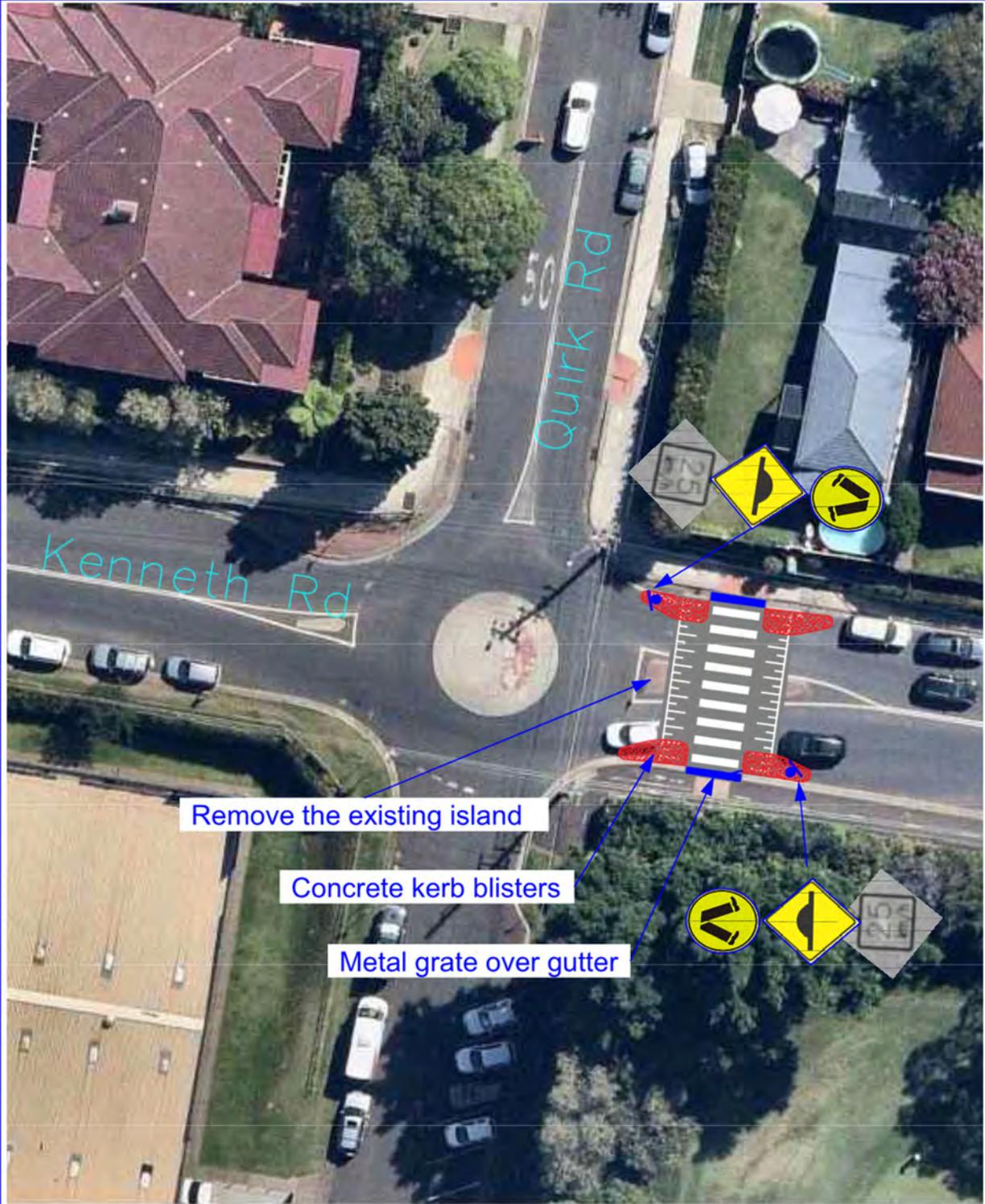
CONSULTATION

Consultation letters have been distributed to 266 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. Removal of the existing island and replace it with a raised pedestrian crossing.
- B. Installation of kerb blisters on either side of the crossing to retain the parking bays and improve the visibility of pedestrians.



* NOT TO SCALE



PROPOSAL

Kenneth Road at Quirk Road, Manly Vale
Raised Pedestrian Crossing



northern
beaches
council

DRAWN	LK	APPROVED	
LAYOUT	1 OF 1	REVISION NO.	A
		DATE	12/04/2023

Table of Consultation

Address	Intersection of Kenneth Road and Quirk Road
Proposal	Raised Pedestrian Crossing

Properties Consulted	266
Responses Received	11
Support	10
Do Not Support	1
Partial Support	0

Issue	Resident Comment	Council Response
Location	The pedestrian crossing should be located 50m further up on Kenneth Road, closer towards Manly direction.	Council carried out traffic studies at a few locations on Kenneth Road. The proposed location is the most appropriate location based on traffic investigation. Further, the existing location of the Pedestrian Refuge is more suitable for the proposed Raised Pedestrian Crossing as it is the desired location for pedestrians to cross.

ITEM 4.12	RATHOWEN PARADE, KILLARNEY HEIGHTS - PEDESTRIAN REFUGE ISLAND
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/287573
ATTACHMENTS	1 Rathowen Parade, Killarney Heights - Plan 2 Rathowen Parade, Killarney Heights - Table Of Consultation

GEOCODES: -33.771955, 151.216954

REPORT

BACKGROUND

Council has received concerns from local residents requesting improvements to pedestrian safety and measures to address illegal driving practices and reduce speed in Rathowen Parade, Killarney Heights.

LOCATION

- Rathowen Parade is a Council 'Local' road and is subject to a 50km/h speed limit.
- Rathowen Parade intersects Starkey Street and has a cul-de sac located near Yeats Avenue, Killarney Heights.
- Adjacent land use consists of low and medium-density residential, and Rathowen Parade is located within close proximity of Killarney Heights Public & High School and Killarney Heights Oval.

ISSUES

- Residents have reported the proposed section of Rathowen Parade experiences consistent dangerous driving practices, which include illegal three point turns and U-turns at the intersection.
- Residents are concerned for child safety with many school children crossing the intersection at am and pm school times.
- A marked pedestrian crossing cannot be considered, as the pedestrian volumes would be insufficient to meet the Transport for NSW (TfNSW) guidelines and warrant criteria for this type of facility.

PROPOSAL

Council has undertaken a review of the location and proposes to construct a Pedestrian Refuge Island. The facility would have a traffic calming effect by narrowing the roadway on approach to the intersection, reducing the speed of traffic entering the street, preventing cutting the corner and illegal turn movements.

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a Pedestrian Refuge Island in Rathowen Parade at the intersection of Starkey Street, Killarney Heights.

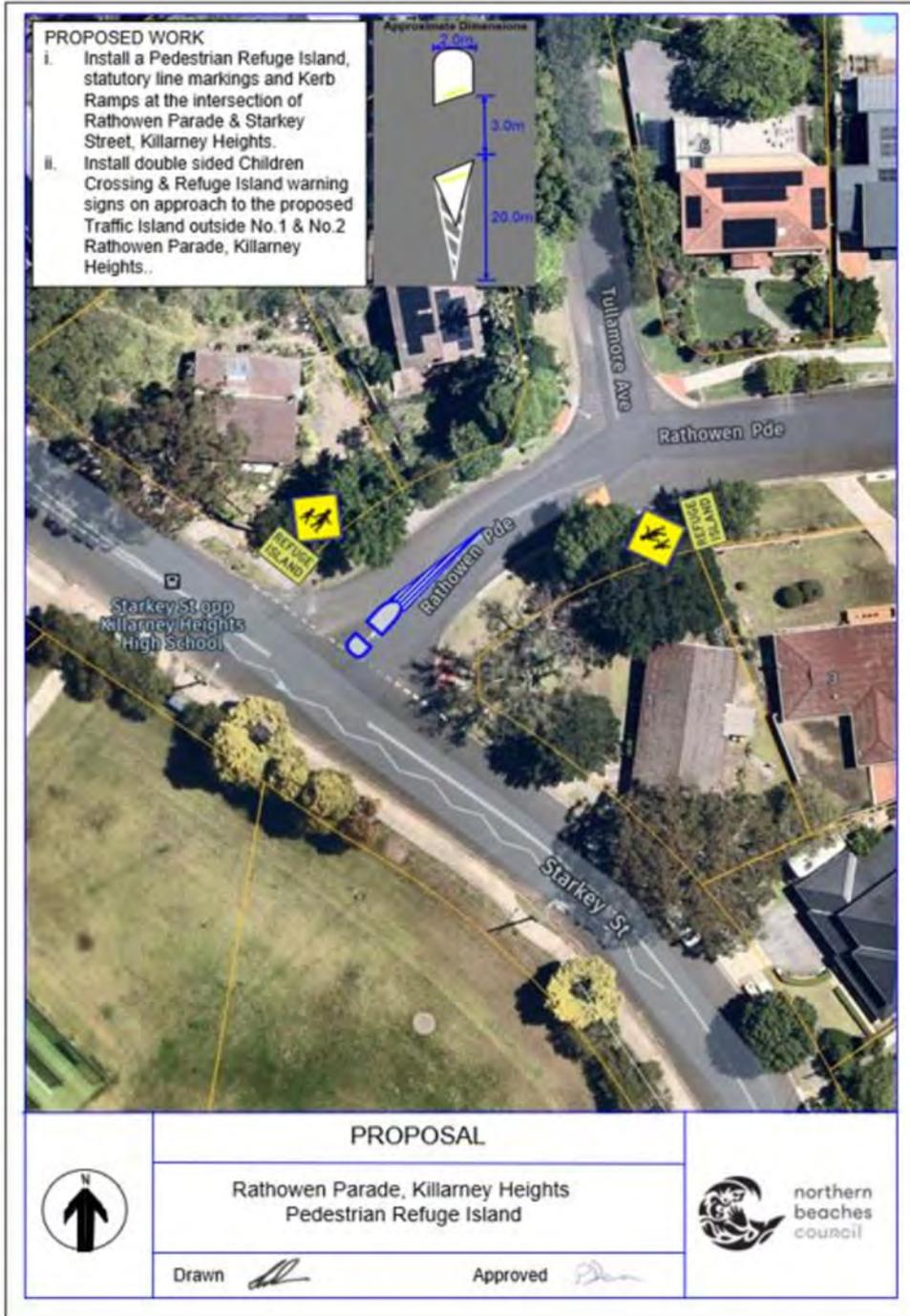


Table of Consultation

Address	Rathowen Parade, Killarney Heights
Proposal	Pedestrian Refuge Island

Properties Consulted	17
Responses Received	34
Support	33
Do Not Support	1

Issue	Resident Comment	Council Response
Safety Concerns	<p>This proposal will just push more illegal U-turn practices on the corner of Rathowen Parade & Tullamore Avenue, especially during peak school pick up and drop off. Tullamore Avenue has no concreted footpath and large tree roots make poor and uneven footpath very challenging to walk on, so many people including school children and elderly people walk on the kerb.</p> <p>That means more cars illegal U-turn at that top junction will be extremely dangerous!!!</p>	<p>The proposal aims to improve road safety concerns which include reduced road width and poor visibility, therefore, enhancing sightlines and improving pedestrian safety. A footpath has been requested and is part of Council's future works program. NSW Police can enforce any dangerous driving practices.</p>
Additional Comments	<p>Please keep the right turn from Rathowen Parade to Starkey street as residents on Tullamore Avenue, Omagh Place and Londonderry Drive only have this to rely on to get out to Forestville without big detours. In the event this proposal goes ahead, recommend ways to stop illegal U-turn at Rathowen Parade and Tullamore Avenue with large signs, plus a camera and infringements.</p>	<p>If approved Council will consider prior to installation, however, there is sufficient road width and the Pedestrian Refuge Island will enhance safety of the right turn. The appropriate signs consistent with Transport For NSW will be installed, however, no camera and residents have been advised to contact NSW Police for regular am & pm school zone patrols to improve safety and enforce any dangerous driving practices.</p>

ITEM 4.13	SURF ROAD, NORTH CURL CURL - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2023/289073
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.764162, 151.296189

REPORT

BACKGROUND

Council has received concerns from local residents regarding limited access to and turnover of on-street parking, due to the long-term parking of box and boat trailers, caravans, trucks and overnight camping activity in Surf Road, North Curl Curl.

LOCATION

- Surf Road is a 'Local' road in the Sydney Road Hierarchy Plan. The road is approximately 250m long and approximately 8m wide.
- The road carries a low traffic volume.
- Adjacent land use consists of low-density residential dwellings.

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 issues and proposes to install Eight Hour (8P) 8am-10pm Everyday timed parking restrictions on the eastern side of Surf 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 45 properties within the immediate vicinity of the location, providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of Eight Hour (8P) 8am-10pm Everyday timed parking restrictions on the eastern side of Surf Road.



* NOT TO SCALE



PROPOSAL

Surf Road, North Curl Curl
8P Timed Parking Restrictions

DRAWN	LK	APPROVED	<i>[Signature]</i>
LAYOUT	1 OF 1	REVISION NO.	A
		DATE	06/04/2023



Table of Consultation

Address	Surf Road, North Curl Curl
Proposal	Timed Parking Restrictions

Properties Consulted	45
Responses Received	26
Support	12
Do Not Support	14
Partial Support	0

Issue	Resident Comment	Council Response
Affects Residents	<p>_ This will only adversely affect residents that do not have enough off-street parking.</p> <p>_ Restricting daytime parking would have little effect on overnight camping and would just create more issues with residential parking.</p> <p>_ Mainly residents use this parking area which signs would limit the space they can park in and when there are long-term parkers, they do not take up much space.</p>	Surf Road is a public road and the long-term parking of vehicles could be the responsibility of the property owners on private property with any additional vehicle sharing the available on-street parking.
No parking for beach goers	We do not have parking problem in Surf Street, but the proposal would create new problems for many locals and beach goers	Boats, trailers and caravans are regularly parked on this stretch of Surf Road. The restrictions will address this issue.
Additional concern	The 8P does not solve the problem and is more likely to move the problem to the west side, with greater inconvenience to street residents.	The intention of the proposal is to improve parking turnover and pedestrian/road safety. Council Rangers will monitor illegal parking and if further issues arise, Council will action residents requests.
Permit for residents	Perhaps if local resident exemption stickers would be issued, the proposal could be viable.	This is not supported.

ITEM 4.14	INMAN & MIDDLETON ROAD, CROMER - TIMED PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/292349
ATTACHMENTS	1 Inman & Middleton Road, Cromer - Plan

GEOCODES: -33.736489, 151.286352 & -33.735160, 151.285816

REPORT

BACKGROUND

Council has received concerns from local residents regarding the parking of box and boat trailers, caravans and heavy vehicles in sections of Inman & Middleton Road, Cromer, affecting visibility and due to the existing unrestricted parking, it is difficult to provide parking opportunities for visitors and staff.

LOCATION

- Inman & Middleton Road, Cromer, are local roads that cater for two-way traffic, with speed limits of 50km/h. Inman & Middleton Roads are used by local traffic to reach Cromer and surrounding suburbs.
- Northern Beaches Council Local Traffic Committee approved the introduction of Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions beginning on the western side of Inman Road outside No.1-5 approximately 145 metres north to the intersection of Inman and Middleton Road, outside No.11 Inman Road, Cromer .Additional, Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions beginning on the southern side of Middleton Road outside No.11 Inman Road approximately 133 metres west to outside No.24 Middleton Road, Cromer. located between the intersections of South Creek Road and Orlando Road, Cromer in October 2021.
- Inman & Middleton Road, Cromer is a 158 Bus Route, and these services allow transport to and from Cromer.
- Adjacent land use consists of industrial, commercial and mixed business on the northern and southern side of Middleton Road and the eastern and western sides of Inman Road Cromer, correspondingly.
- Cromer Campus, Cromer Park, Manly Warringah Football Club, Manly Warringah Gymnastics Club, Dee Why Bowling Club, James Morgan Reserve and St Matthews Farm Reserve are located within walking distance of Inman & Middleton Road, Cromer.

ISSUES

- Unrestricted parking of boat trailers, box trailers, caravans, trucks and vehicles affects the parking turnover for local business to attract customers.
- Abandoned vehicles and dumped waste.
- Limited on-street parking availability.
- Illegal Parking.

PROPOSAL

Council has undertaken a review of the location and proposes to install Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions beginning on the eastern side of Inman Road outside No.14 to the existing No Stopping outside No.20 Inman Road, Cromer.

Install Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions beginning on the northern side of Middleton Road outside No.55 to No 69 Middleton Road, Cromer. Further, install Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions beginning on the southern side of Middleton Road outside the rear of No.4 Thew Parade, Cromer.

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.

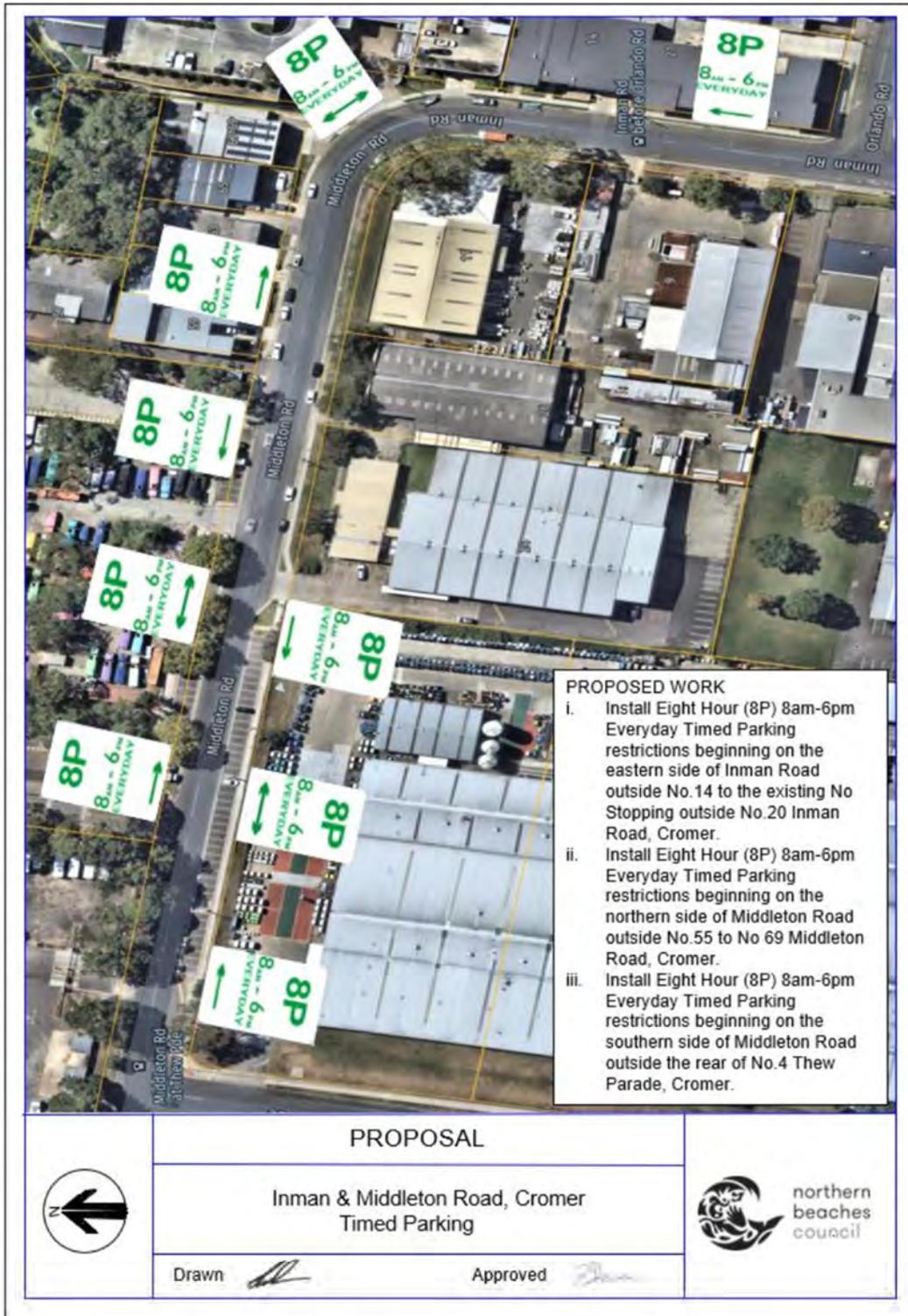
CONSULTATION

Consultation letters have been distributed to 448 properties within the immediate vicinity of the location providing notification of the proposed changes. All responses received were in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions beginning on the eastern side of Inman Road outside No.14 to the existing No Stopping outside No.20 Inman Road, Cromer.
- B. Installation of Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions beginning on the northern side of Middleton Road outside No.55 to No 69 Middleton Road, Cromer. Further, install Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions beginning on the southern side of Middleton Road outside the rear of No.4 Thew Parade, Cromer.



ITEM 4.15	VICTOR ROAD, DEE WHY - PEDESTRIAN REFUGE ISLAND & NO STOPPING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/293260
ATTACHMENTS	1 Victor Road, Dee Why - Plan 2 Victor Road, Dee Why - Table Of Consultation

GEOCODES: -33.753385, 151.278608

REPORT

BACKGROUND

Council has received ongoing concerns from local residents, requesting improvements to pedestrian safety and speed reduction in Victor Road, Dee Why.

LOCATION

- Victor Road serves to connect Warringah Road (State Road) and McIntosh Road (Arterial Road).
- The proposed section of road is located between the intersection of Redman Road and Crete Street, Dee Why.
- The proposed section of Victor Road is a local road with a speed limit of 50km/h.
- Victor Road has a measured width of 9.7m trafficable lanes and caters for two-way traffic movements.
- There is unrestricted on-street parking along kerbsides.
- There is a footpath located on the eastern and western sides of the proposed section of Victor Road.
- Adjacent land uses consist of Low-Density Residential on the eastern side and Public Recreational (Beverley Job Park) on the western side.
- Beverley Job Park serves as a regular sporting ground for children and the community.
- There are no bus routes that service this section of Victor Road; however, Victor Road is used as a thoroughfare to service bus stops situated on McIntosh Road.
- 4P 8:00am - 4:00pm Sat-Sun Timed Parking restrictions along the frontage of Beverley Job Park on McIntosh Road.

ISSUES

- Victor Road is used as a thoroughfare by many motorists, instead of the intended main roads.
- Residents are concerned with the increase of traffic entering Victor Road from May Road and McIntosh Road using Victor Road as a “rat run”.
- Residents have observed speeding along this section of Victor Road, due to the topography of Victor Road being wide and straight with a gradual slope to the intersection with Crete Street and incline towards the intersection with McIntosh Road.
- Speed and Volume counts completed in 2020 indicate average daily traffic totals (AADT) is 5677(both directions) and 85 percentile speed recorded as 57km/h. Five-year crash data statistics indicate there have been four accidents on Victor Road, between Redman Road and May Road, Dee Why.

PROPOSAL

Council has undertaken a review of the location and proposes the installation of a Pedestrian Refuge Island with statutory line markings and Kerb Ramps between No.61 to No.67 Victor Road, Dee Why. Install a No Stopping Unbroken Yellow Kerb Line on the eastern side between No.61 Victor Road and the intersection of Redman Road, Dee Why.

Additional, installation of a No Stopping Unbroken Yellow Kerb Line on the western side, between No.66 and No.70 Victor Road and the intersection of Crete Street A marked pedestrian crossing cannot be considered, as the pedestrian volumes do not meet the Transport for NSW (TfNSW) guidelines and warrant criteria for this facility.

However, the Pedestrian Refuge would assist pedestrians to cross in two stages when there is a safe gap in traffic. In addition, the facility would have a traffic calming effect by narrowing the roadway on approach to the intersection and reducing speeding. At a pedestrian refuge, No Stopping restrictions are required on approach and departure to the refuge, to ensure adequate sightlines to and from pedestrians. There will, as a result be some loss of parking in Victor 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 51 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a Pedestrian Refuge Island with statutory line markings and Kerb Ramps between No.61 to No.67 Victor Road, Dee Why.
- B. Installation of a No Stopping Unbroken Yellow Kerb Line on the eastern side between No.61 Victor Road and the intersection of Redman Road, Dee Why.
- C. Installation of a No Stopping Unbroken Yellow Kerb Line on the western side, between No.66 and No.70 Victor Road and the intersection of Crete Street.

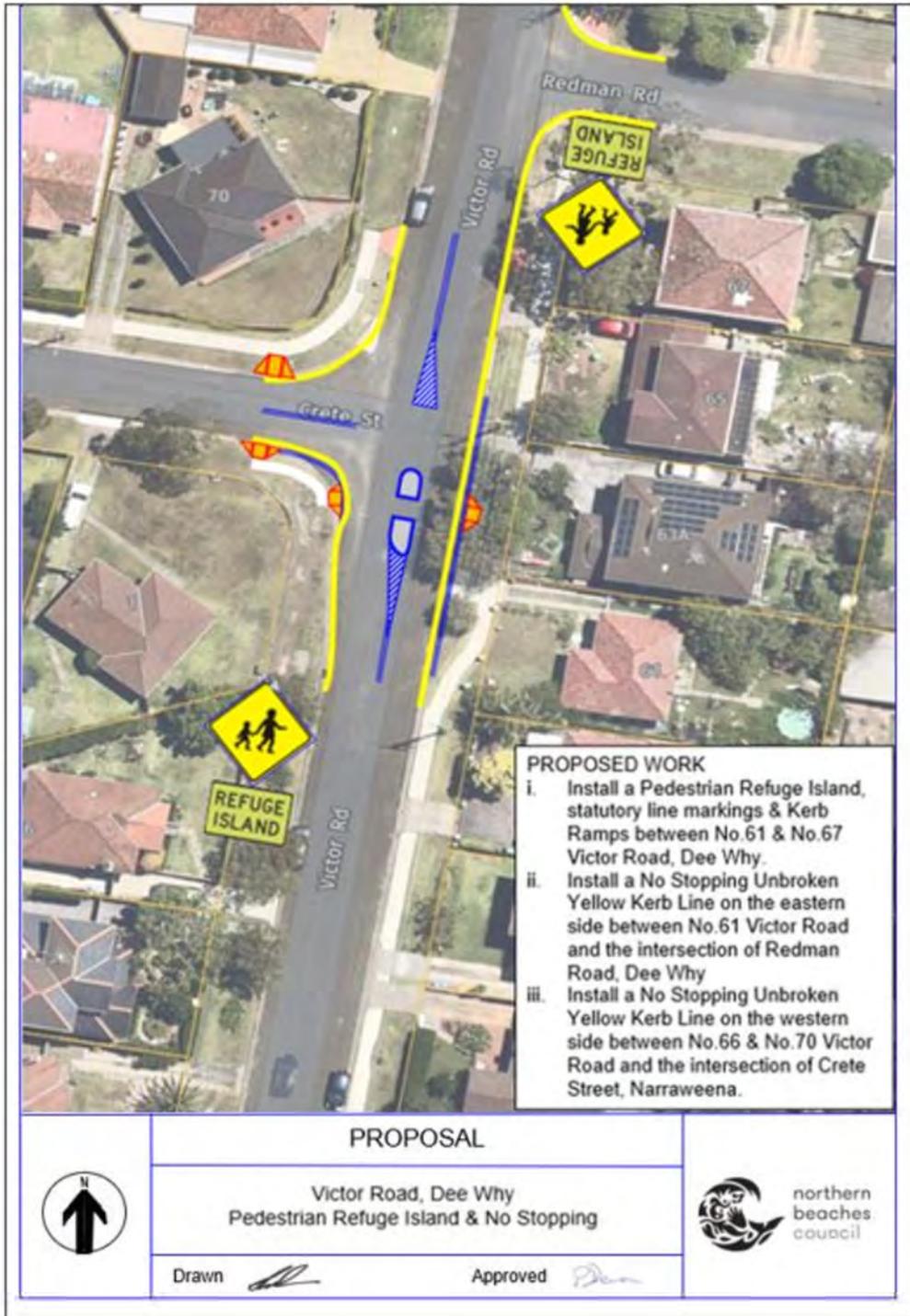


Table of Consultation

Address	Victor Road, Dee Why
Proposal	Pedestrian Refuge Island & No Stopping

Properties Consulted	51
Responses Received	7
Support	2
Do Not Support	5

Issue	Resident Comment	Council Response
Affects Residents & Visitors	<p>We do agree that there has been increased traffic and the speed of the traffic, is a significant issue that needs to be addressed.</p> <p>Each morning and afternoon during peak hour there are near misses, drivers sounding their horns and warning drivers. Which has increased the difficulty of getting in and out of our driveway.</p> <p>Ingress and egress of the property will be both difficult and dangerous with narrowed lanes and Pedestrian Refuge Islands so close to our driveway</p> <p>As long time residents of this street we hope you will reconsider the proposal in its planned location, as it will do nothing to stop the current safety issues we have at this end of Victor Road.</p> <p>The existing curve outside No.68 Victor Road I would like to suggest to straighten for good visibility of oncoming traffic and to stop speeding as drivers turn into Crete Street.</p>	<p>The proposal aims to improve road safety concerns which include speeding and dangerous driving, therefore, reducing road width to reduce speed, improve visibility and providing safer pedestrian access.</p> <p>NSW Police can investigate any dangerous driving and speeding concerns.</p> <p>Council intends to extend and align the kerb outside No.68 Victor Road, consistent with the remainder of Victor Road.</p>
Loss Of Parking	<p>There has been an increased number of parked cars, boats and trailers on Victor Road, in particular, near the Oceana Street and Oceana Street East intersection and towards May Road.</p> <p>I think a better option would be to move the island in front of Redman Road as all the houses affected have off-street parking, are not Strata and the island would be closer to the park, which is the very reason the pedestrians would use this island to travel to.</p>	<p>Victor Road 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.</p> <p>Council Rangers can investigate all existing NSW Road Rules, NSW Impounding Act 1993 and Public Spaces (Unattended Property) Act 2021.</p> <p>Northern Beaches Council Local Traffic Committee approved the installation of a Pedestrian Refuge Island on Victor Road, adjacent to the intersection of Redman Road.</p>

<p>Additional Comments</p>	<p>Turning left out of Crete Street onto Victor Road is often dangerous. Many local residents speed along Victor Road which means drivers leaving Crete Street have to expeditiously turn to avoid colliding with aggressive and speeding drivers.</p> <p>The addition of the Pedestrian Refuge Island could pose another hazard as these drivers will not only have to avoid speeding drivers and blind turns around parked cars, but the island itself.</p> <p>With all of the above, and knowing the goal of this is to improve road safety by limiting speeding, I think a better solution would be to implement a speed camera. This will assist with revenue and recover the cost of implementation, reduce excessive speeding, and not impact on-street parking.</p> <p>The speeding problem on Victor Road is due solely to non-residents bypassing Warringah and Pittwater Roads and using Victor Road as a rat-run. Fix the issues with Warringah and Pittwater Roads.</p> <p>Can I suggest we put a speed hump somewhere on Victor Road.</p>	<p>The proposal aims to improve road safety concerns which include speeding and dangerous driving, therefore, reducing road width to reduce speed, improve visibility and providing safer pedestrian access.</p> <p>NSW Police can investigate any dangerous driving and speeding concerns.</p> <p>Council does not install speed cameras. Transport For NSW are responsible for Pittwater and Warringah Road.</p>
----------------------------	---	--

ITEM 4.16	EDGECLIFFE BOULEVARDE, COLLAROY PLATEAU - REMOVAL OF ACCESSIBLE PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/293667
ATTACHMENTS	1 Edgecliffe Boulevarde, Collaroy Plateau - Plan

GEOCODES: -33.723455, 151.289056

REPORT

BACKGROUND

Council has received repeated requests from a local resident regarding the removal of a Council approved Accessible Parking Space approximately 7.8 metres in length located outside No.85 Edgecliffe Boulevarde, Collaroy Plateau. It has been alleged the Accessible Parking Space is no longer required for the intended purpose.

LOCATION

- Edgecliffe Boulevarde is a local road with a speed limit of 50km/h and is located between Veterans Parade and Alexander Street, Collaroy Plateau.
- This section of the street has pavement width of approximately 9 metres and can accommodate two delineated trafficable lanes between the intersections of Fuller Street and Claudare Street, Collaroy Plateau.
- The 180, 180X, 181X and 199 Bus Routes service Edgecliffe Boulevarde, Collaroy Plateau.
- The surrounding land use consists of low to medium density housing.

ISSUES

- Limited parking availability to enable access to the property, due to the existing unrestricted on-street parking.
- No available dedicated accessible parking spaces.
- Appearance of a neighborhood dispute.

PROPOSAL

Council has undertaken a review of the location and proposes to remove the Accessible Parking Space approximately 7.8 metres in length located outside No.85 Edgecliffe Boulevarde, Collaroy Plateau.

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 matter has been discussed with the property owner of No.85 Edgecliffe Boulevard and given the circumstances, the space is no longer required.

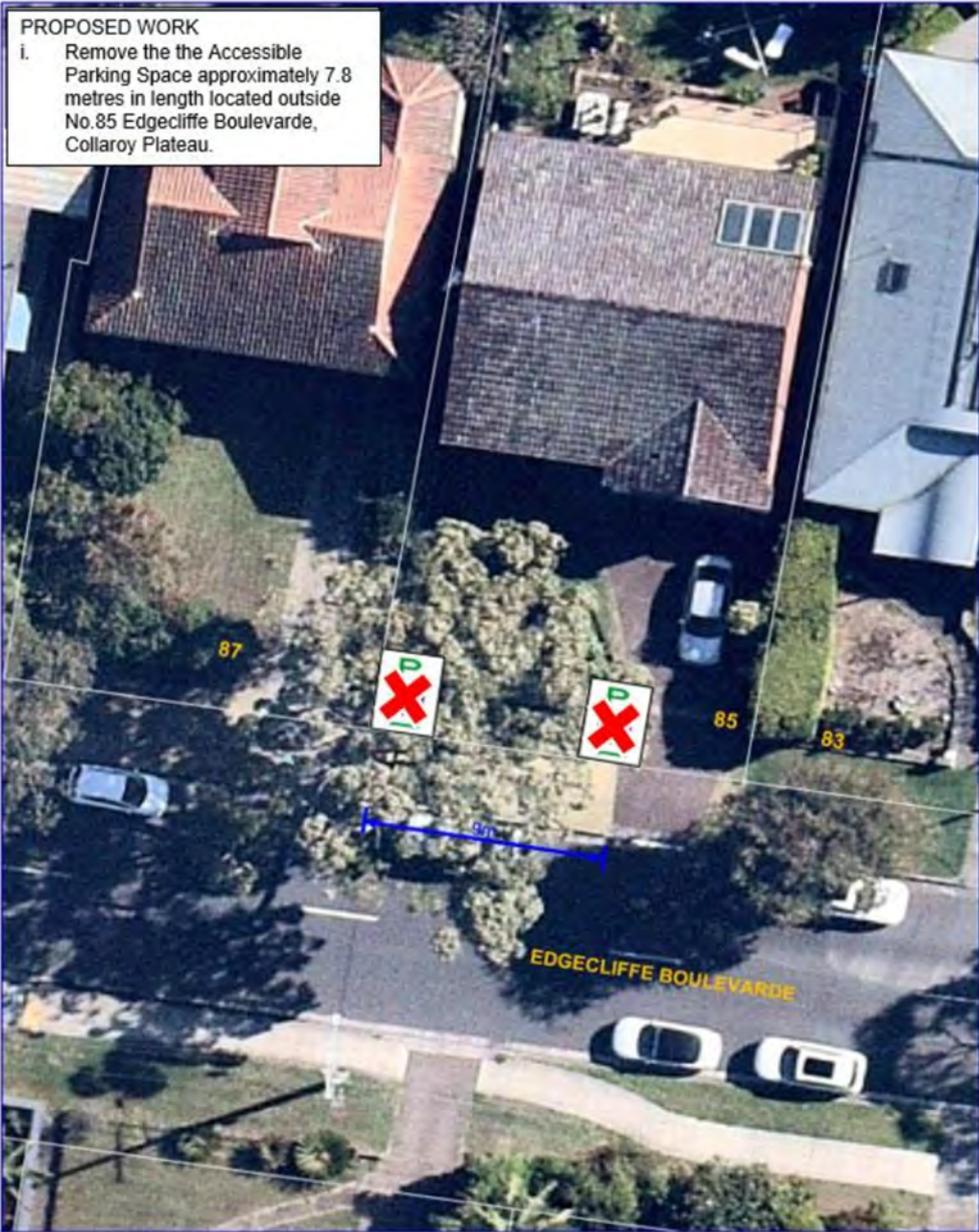
RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Removal of the Accessible Parking Space approximately 7.8 metres in length located outside No.85 Edgecliffe Boulevard, Collaroy Plateau.

PROPOSED WORK

i. Remove the the Accessible Parking Space approximately 7.8 metres in length located outside No.85 Edgecliffe Bouvarde, Collaroy Plateau.



	<p>PROPOSAL</p> <p>Edgecliffe Bouvarde, Collaroy Plateau Accessible Parking</p>	 <p>northern beaches council</p>
<p>Drawn </p>	<p>Approved </p>	

ITEM 4.17	PENRITH AVENUE & SOUTH CREEK ROAD, WHEELER HEIGHTS - TIMED PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/318116
ATTACHMENTS	1 Penrith Avenue & South Creek Road, Wheeler Heights - Plan 2 Penrith Avenue & South Creek Road, Wheeler Heights - Table Of Consultation

GEOCODES: -33.733296, 151.278446

REPORT

BACKGROUND

Council has received concerns from local business regarding ongoing illegal parking, in particular on weekends, and the existing restrictions do not support businesses in sections of Penrith Avenue & South Creek Road, Wheeler Heights, affecting parking opportunities for clients and visitors.

LOCATION

- The proposed section of Penrith Avenue and South Creek Road are local roads with a speed limit of 50km/h.
- Penrith Avenue and South Creek Road cater for two-way traffic. South Creek Road has additional unrestricted shoulder parking on the western side, with statutory No Stopping restrictions either side of the Pedestrian Crossing.
- The proposed section of parking outside Wheeler Heights shopping centre consists of sixteen (16) on-street parking bays with an additional two (2) accessible parking bays. The existing timed parking restrictions is One Hour (1P) 8:30am – 6:00pm Monday to Friday and 8:30am - 12:30PM Saturday, 90-degree angle, Front to Kerb.
- Adjacent land uses consist of industrial and low-density housing, along with St Matthews Farm Reserve and Wheeler Heights Shopping Centre.
- A shared pedestrian and cycle path and a footpath is located along the western and eastern sides of South Creek Road, respectively. The shared path forms a walking and cycling trail to Dee Why and around Narrabeen Lagoon State Park.

ISSUES

- Parking use in the proposed sections of Penrith Avenue and South Creek Road is shared between the residents, businesses, customers, staff and visitors. The variety of businesses have different parking needs and some businesses have requested improved on-street timed parking to improve parking turnover for their customers.
- Limited access to and turnover of on-street parking appears to be caused by the long-term parking of residents and visitors attending sport on the weekends.
- Ongoing illegal parking.

PROPOSAL

Council has undertaken a review of the location and proposes to install One Hour (1P) 8am-6pm Everyday Timed Parking restrictions in the existing unrestricted parking bays outside No.180 South Creek Road, on Penrith Avenue and South Creek Road Wheeler Heights.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 85 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of One Hour (1P) 8am-6pm Everyday Timed Parking restrictions in the existing unrestricted parking bays outside No.180 South Creek Road, on Penrith Avenue and South Creek Road Wheeler Heights.

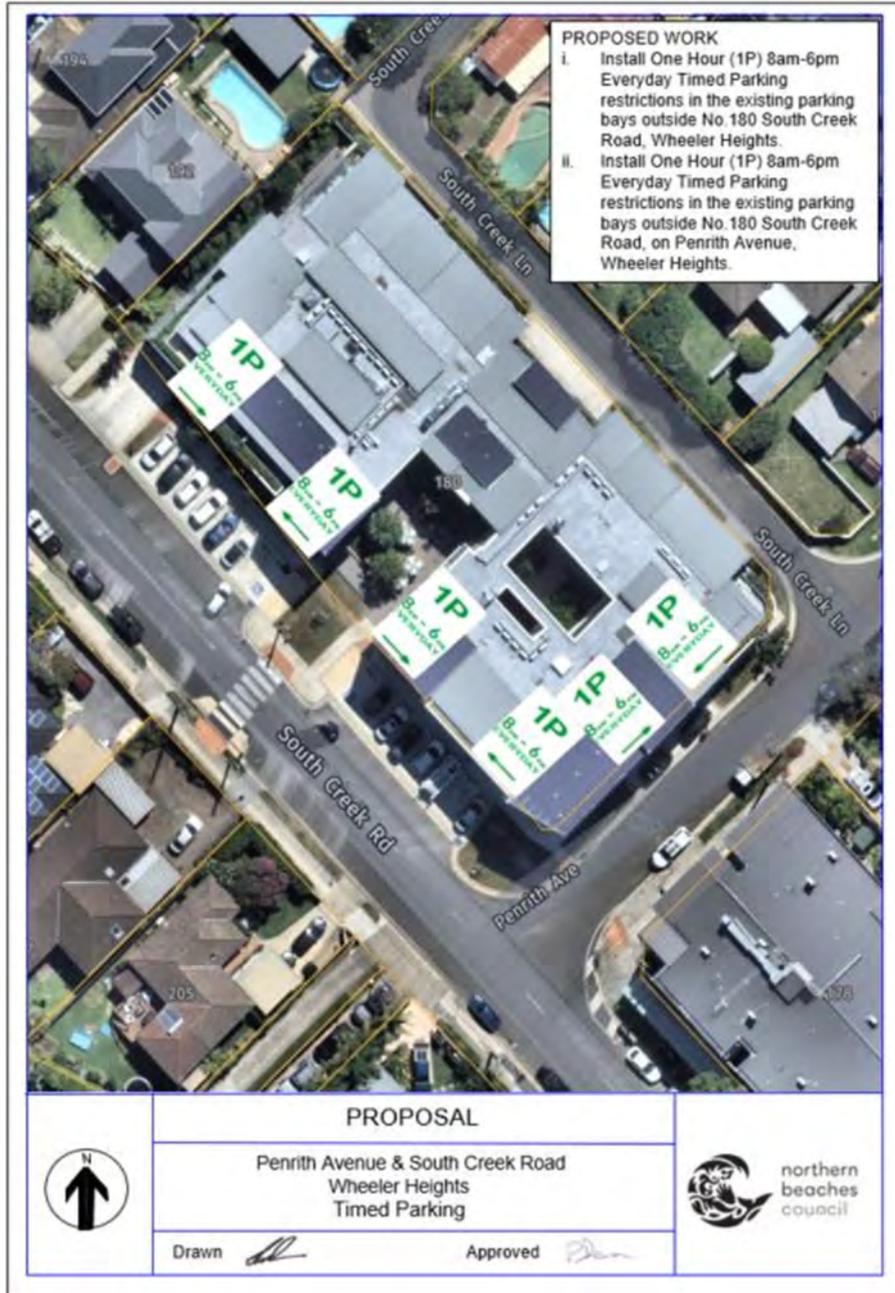


Table of Consultation

Address	Penrith Avenue & South Creek Road, Wheeler Heights
Proposal	Timed Parking

Properties Consulted	85
Responses Received	16
Support	12
Do Not Support	4

Issue	Resident Comment	Council Response
Affects Business	<p>These parking restrictions are not sustainable nor will they assist any local businesses.</p> <p>The services in this area such as cafes and hairdressers all require longer than one hour.</p> <p>Restricting parking to one hour it will only negatively affect residents in Livistona complex as it will take parking spaces in the building complex.</p>	<p>The proposal aims to improve parking turnover for visitor and customer, therefore, reducing the impact of parking in the building complex.</p>
Illegal Parking and Road Safety	<p>Trucks using the parking bays for unloading deliveries are sticking out from the parking bays and making it hard for other drivers to see when exiting a space or the driveway.</p> <p>Trucks are also unloading goods from the No Stopping zone across from the bays on South Creek Road, making it hard for the drivers to see pedestrians approaching the crossing.</p> <p>There is a designated Loading Zone in the rear lane which should be used for deliveries and not the parking bays out the front or the No Stopping zones.</p>	<p>Council Rangers can investigate breaches of the existing NSW Road Rules.</p> <p>NSW Police can investigate road safety issues.</p>
Additional Comments	<p>Interestingly, we observe staff and owners of a particular restaurant park in the on-street parking from open until close, disregarding the spaces they are taking up for customers of other retail premises.</p> <p>Ideally, the two parking spaces on Penrith Avenue can be changed to 30 minutes and not One Hour 8am - 6pm Everyday, since the convenience store is there.</p>	<p>Council will continue to monitor the location and review if a reduction in the proposed timed parking restriction is required.</p>

ITEM 4.18	KINSDALE CLOSE, KILLARNEY HEIGHTS - NO STOPPING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/318368
ATTACHMENTS	1 Kinsdale Close, Killarney Heights - Plan

GEOCODES: -33.767996, 151.207883

REPORT

BACKGROUND

Council has received concerns from residents regarding restricted visibility and often vehicles driving into oncoming traffic in a section of unrestricted parking on the northern side of Kinsdale Close, Killarney Heights.

LOCATION

- Kinsdale Close is a local road with a speed limit of 50km/h.
- Kinsdale Close caters for two-way traffic and has unrestricted shoulder parking on both sides of the road from the intersection of Ballyshannon Road to the cul-de-sac.
- The proposed section measures approximately six (6) metres of road width.
- Adjacent land uses consist of industrial and low-density housing.

ISSUES

- The existing unrestricted parking reduces the road width, affects traffic flow, restricts waste services and emergency vehicle access.
- Further concerns include, vehicles often driving into the path of oncoming traffic and restricted visibility exiting driveways.

PROPOSAL

Council has undertaken a review of the location and proposes to install a No Stopping Unbroken Yellow Kerb Line on the northern side approximately sixty (60) metres in length between No.6 Kinsdale Close and the driveway of No.95 Ballyshannon Road, on Kinsdale Close, Killarney Heights.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 12 properties within the immediate vicinity of the location providing notification of the proposed changes. Four responses were received, all in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Stopping Unbroken Yellow Kerb Line on the northern side approximately sixty (60) metres in length between No.6 Kinsdale Close and the driveway of No.95 Ballyshannon Road, on Kinsdale Close, Killarney Heights.



ITEM 4.19	CARAWA ROAD AND ALFRED STREET, CROMER - ROUNDAABOUT, CONCRETE AND PAINTED MEDIAN ISLANDS, REDIRECTIVE KERBS AND MEDIANS, NON-SKID PAVEMENT, STOP CONTROL - BLACK SPOT PROJECT
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/320363
ATTACHMENTS	1 Plans 2 Table of Consultation

GEOCODES: -33.739900, 151.275710: -33.740324, 151.278547: -33.742581, 151.277212: -33.740703, 151.281675

REPORT

BACKGROUND

The Federal Government Safer Roads Program provides funding for selected projects, which targets road locations with a history of vehicular and/or pedestrian-related crashes. Nominations are encouraged to include Safe System solutions and treatments that reduce both the risk of crashes and the severity.

Council has been successful in obtaining funding for works on Carawa Road and Alfred Street, Cromer to address issues identified in the historical crash data to improve road users' safety.

The works incorporate improvements along Carawa Road and at its intersection with Waroon Road, Davison Street, Geelong Road, Alfred Street, Tennyson Road and Fisher Road North. Similarly, improvements are proposed along Alfred Street and at its intersections with Carawa Road, Lagoon View Road, Mass Street, Gould Avenue, Lynwood Avenue and Rowena Road. The endorsed proposal includes a number of treatments, including the construction of a roundabout, concrete and painted median islands, redirective kerbs and medians, non-skid pavement, STOP control, line markings and signs.

LOCATION

- Carawa Road is Regional Road carrying high traffic volumes and links traffic from Wilandra Road to Fisher Road.
- The road has a 50km/h speed limit, with some sections shifting to 40km/h during school zone times.
- The road is approximately 12m wide between kerbs, with a constructed footpath on one side of the road.
- Carawa Road is a Bus Route for the school bus services 600n, 601n, 605n, 606n, 621n, 637n, 649n, 657n, 672n, 680n, 684n, 697n, 698n, 706n, 720n, 725n, 728n, 732n, 752n, 753n, 768n, 774n, 781n. Carawa Road between Alfred Street and Tennyson Road is the bus route for the services 146, E79 and the 179 (which travels the route five minutes in peak hours)
- The surrounding area along Carawa Road is low-medium density residential housing with Cromer Public School within walking distance.
- Alfred Street is a local road carrying low to medium traffic volumes and provides a north-south connection between Cromer and Narraweena. The road carriageway averages 9.6m with a constructed footpath on one side of the road from Carawa Road to Lagoon View Road and a constructed footpath on both sides of the road from Lagoon View Road to Maas Street.

- The speed limit of the road within this section is 50km/h.
- Alfred Street is a Bus Route for the 146 and E79 services and the school bus services 600n, 602n, 606n, 621n, 637n, 649n, 657n, 672n, 680n, 695n, 696n, 700n, 706n, 720n, 732n, 752n, 753n, 768n, 774n, 781n.
- The surrounding area along Alfred Street is low density residential housing.

ISSUES

Council has received ongoing concerns from the community regarding traffic and pedestrian safety along Carawa Road and Alfred Street, Cromer.

- Council has submitted an application for Black Spot funding, based on the eligible casualty crashes, which requires at least three casualty crashes over a five-year period and proposing treatments for those casualty crashes. A casualty crash is defined as a fatal or injury-related crash. Non-casualty crashes cannot be considered as part of the assessment, as the Black Spot program specifically funds locations with a history of casualty crashes, to ensure that those sites are prioritised for treatment.
- Council was successful in obtaining funding under the 2022/23 Federal Government Safer Roads Black Spot Program for the proposed treatments to address the targeted casualty crashes at these locations.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the following treatments.

- To improve safety at the existing roundabout at Carawa Street and Alfred Street, install a raised median island with an opening on Alfred Street and install raised deflective / reflective / redirective kerb (e.g. Escholtz, Trief).
- Install one-lane roundabout (including all traffic calming, line marking, lighting and signage) at the intersection of Carawa Road with Fisher Road.
- Mark barrier lines on Waroon Street, Davidson Street, Geelong Road, Lagoon View Road, Maas Street, Gould Avenue, Lynwood Avenue and Rowena Road.
- Upgrade seal to high level non-skid surface, at the intersection of Alfred Street and Maas Street at the locations of wet surface crashes only.
- Install raised deflective / reflective / redirective median (e.g. Escholtz, Trief) on Alfred Street at Maas Street.
- Upgrade the intersections of Waroon Road with Carawa Road and Maas Street with Alfred Street from Give-Way to Stop Control.
- Introduce Stop Control at Lagoon View Road.
- Mark road edge lines along Carawa Road from Waroon Road to Fisher Road.
- Install transverse linemarking on Rowena Road at the intersection with Alfred Street.
- Install painted medians at various locations on Alfred Street.

The Black Spot proposal forms part of the Safe System approach to reducing fatalities and serious injuries on our roads. The proposed treatments will help provide a safer and lower speed environment, which reduces the risk and severity of crashes. A plan of the proposal is shown in Attachment 1- Plan

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Carawa Road and Alfred Street are part of the existing Road Cycling Network.
- A shared path along Alfred Street is part of the future Safe Cycling Network program.
- The proposal will improve safety for people cycling by reducing vehicle speeds along these roads.
- A safer environment will be provided for pedestrians walking along paths and crossing the road, as the additional traffic calming devices will reduce traffic speeds in the area. The upgrade from Give-Way to Stop Control at Waroon Road / Carawa Road intersection, will improve safety for pedestrians using the nearby Pedestrian crossing facility.
- The raised median at the Alfred Street and Carawa Road intersection will improve pedestrian safety, as it connects the footpaths from one side of the road to the other.

CONSULTATION

Consultation letters have been distributed to 176 properties within the immediate vicinity of the location providing notification of the proposed changes.

132 responses were received with only 7 not supporting the proposal, as they are concerned for loss of parking, access to their properties and access for trucks and buses using the routes.

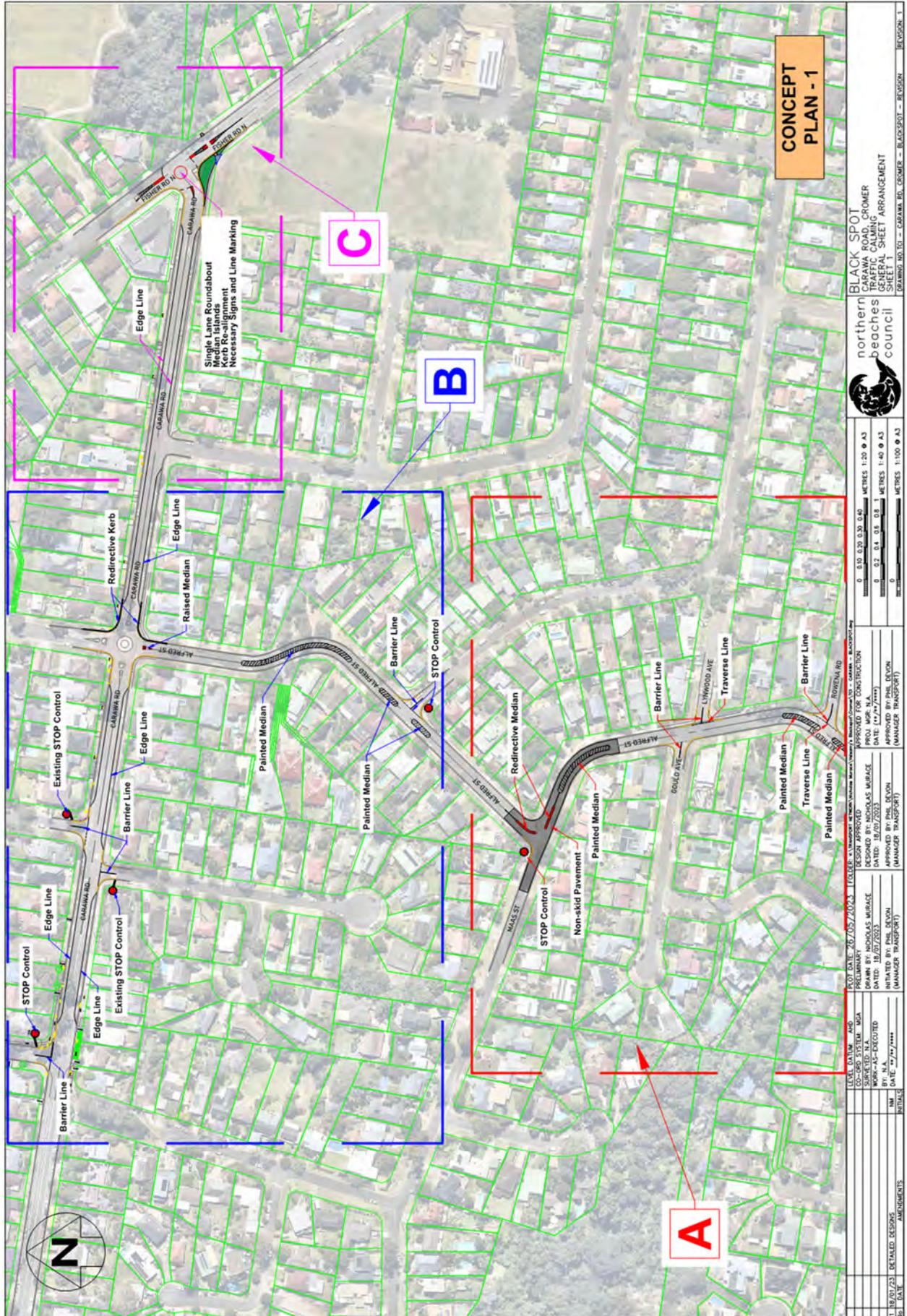
Several comments indicated that additional measures should be put in place to further reduce traffic speed of traffic using these roads.

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following proposals funded under the 2022/23 Federal Government Safer Roads Black Spot Program along Carawa Road and Alfred Street, Cromer:

- A. Install a raised median island with an opening on Alfred Street and install raised deflective / reflective / redirective kerb (e.g. Escholtz, Trief),
- B. Install one-lane roundabout (including all traffic calming, line marking, lighting and signage) at the intersection of Carawa Road with Fisher Road.
- C. Mark barrier lines on Waroon Street, Davidson Street, Geelong Road, Lagoon View Road, Maas Street, Gould Avenue, Lynwood Avenue and Rowena Road.
- D. Upgrade seal to high level non-skid surface, at the intersection of Alfred Street and Maas Street at the locations of wet surface crashes only.
- E. Install raised deflective / reflective / redirective median (e.g. Escholtz, Trief) on Alfred Street at Maas Street.
- F. Upgrade the intersections of Waroon Road with Carawa Road and Maas Street with Alfred Street from Give-Way to Stop Control.
- G. Introduce Stop Control at Lagoon View Road.
- H. Mark road edge lines along Carawa Road from Waroon Road to Fisher Road.
- I. Install transverse linemarking on Rowena Road at the intersection with Alfred Street.
- J. Install painted medians at various locations on Alfred Street.



**CONCEPT
PLAN - 1**

BLACK SPOT
CARAWA ROAD, CRUMER
TRAFFIC CALMING
GENERAL SHEET ARRANGEMENT



northern
beaches
council

APPROVED FOR CONSTRUCTION
DATE: 18/07/2023
APPROVED BY: PHIL DEVON
(MANAGER TRANSPORT)

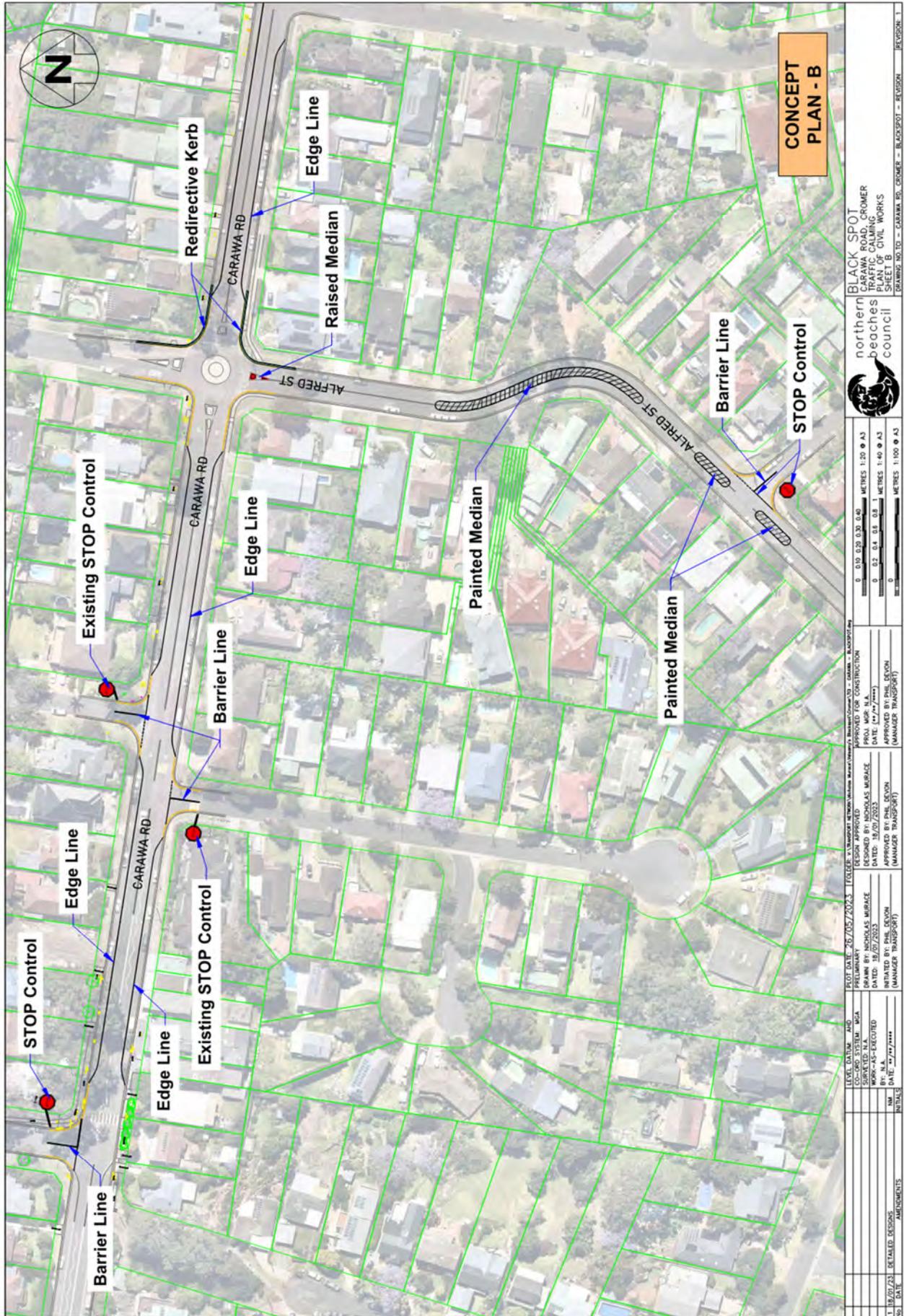
DESIGN APPROVED
DATE: 18/07/2023
APPROVED BY: PHIL DEVON
(MANAGER TRANSPORT)

PRELIMINARY DESIGN APPROVED
DATE: 26/05/2023
INITIATED BY: PHIL DEVON
(MANAGER TRANSPORT)

LEVEL DATING AND
CO-ORDINATE SYSTEM: MGA
BY: H.A.
DATE: 27/07/2022

NO. DATE
1 18/07/23 DETAILED DESIGN AMENDMENTS

0 0.0 0.2 0.4 0.6 0.8 1.0 METRES 1:20 @ A3
0 0.2 0.4 0.6 0.8 1.0 METRES 1:40 @ A3
0 0.2 0.4 0.6 0.8 1.0 METRES 1:100 @ A3



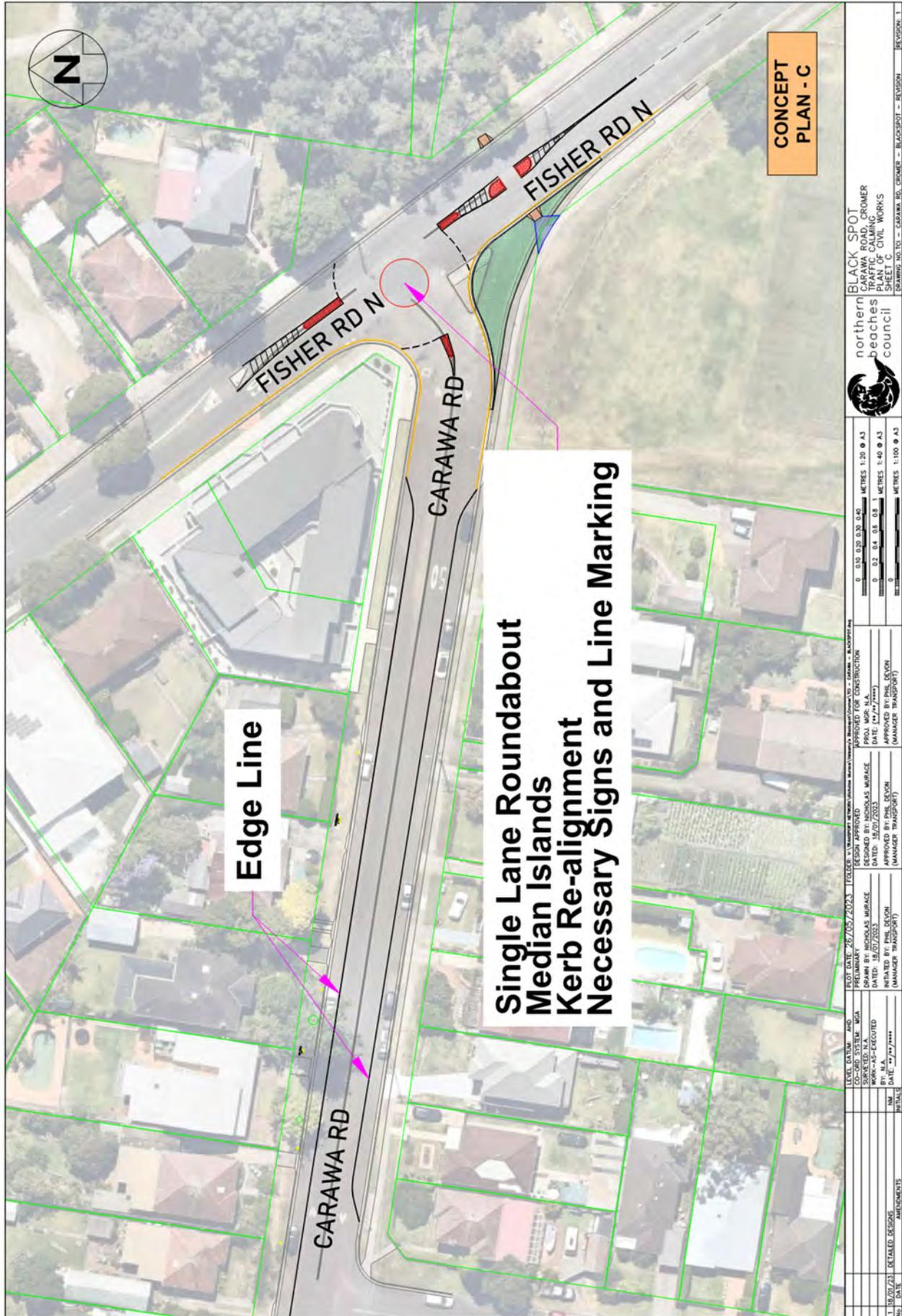


Table of Consultation

Address	<u>Carawa Road and Alfred Street, Cromer</u>
Proposal	<u>Roundabout, Concrete and painted median islands, Redirective Kerbs and Median, Non Skid Pavement, Stop Control - Black Spot Project</u>

Properties Consulted	176
Responses Received	132
Support	125
Do Not Support	7

Issue	Resident Comment	Council Response
Speeding and non compliance	<p>This proposal needs to consider the entire strip from Alfred Street to Caroola Road.</p> <p>The issue is not pedestrian crossings and lines and islands but rather people using Carawa Road as a rat run.</p> <p>There is a crossing at the next intersection down at Waroon Road and then again at Caroola Rd... but trucks and cars continue to speed through here and not stop at the crossings.</p> <p>While crossings are needed, they need to address speed and non compliance at crossings.</p>	<p>Black Spot Projects target areas that demonstrate a history of recorded accidents to ensure that those sites are prioritised for treatment.</p> <p>Council has submitted an application for Black Spot funding based on the eligible casualty crashes and propose treatments for those casualty crashes.</p> <p>Carawa Road is a regional road which does serve to connect traffic from Wilandra road to Fisher Road, and as such will carry heavier volumes of traffic.</p> <p>Council will raise the issue of Non compliance at the crossing and of the speed limit to the highway patrol unit for their investigation and enforcement.</p>
Truck and Bus access	The redirective medians will impact access for trucks and buses .	Council has taken into consideration that this is a bus route for many school bus services. Plans have been designed to the specifications and turning movements of articulated vehicles, which includes trucks and large buses.
Reduced Parking	A resident is concerned that painted medians will impact on the availability of street parking	Council has investigated and proposed painted medians taking into consideration the impact on parking . Some parking spaces may be impacted where deemed necessary to improve safety.
Roundabout	A roundabout was suggested at Maas Street and Alfred Street Intersection	Council has investigated the intersection. The intersection is unsuitable for a roundabout.
Access to properties	Residents are concerned that access in and out of properties will be affected by the painted medians, which will in turn have an impact on traffic flow.	Council have taken access in and out of properties into consideration. Proposals will not impact access to properties.
Speed Humps	A resident has suggested raised speed humps at the S-bends to assist with reducing speed.	Council does not support the installation of speed humps at the S-bends as the location is unsuitable for this type of traffic calming treatment.

- Council has submitted an application for Black Spot funding, based on the eligible casualty crashes, which require at least three casualty crashes over a five-year period and proposing treatments for those casualty crashes. A casualty crash is defined as a fatal or injury-related crash. Non-casualty crashes cannot be considered as part of the assessment, as the Black Spot program specifically funds locations with a history of casualty crashes to ensure that those sites are prioritised for treatment.
- Council was successful in obtaining funding under the 2022/23 Federal Government Safer Roads Black Spot Program for the proposed treatments, to address the targeted casualty crashes at these locations.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the following treatments.

- Install one-lane roundabouts (including all traffic calming, line marking, lighting and signage) at the intersections of Parkes Road with Orlando Road, Parkes Road with Anzac Avenue and Parkes Road with Boomerang Road.
- Modify the roundabout and intersection of Anzac Avenue with Plateau Road.
- Install a No Right Turn restriction onto Anzac Avenue from Plateau Road for vehicles under 7.5 tonne.
- Upgrade seal to high level non-skid surface at the intersection of Parkes Road and Orlando Road (at the location of wet surface crashes only).
- Install raised deflective / reflective / redirective median (e.g. Escholtz, Trief) on Orlando Road.
- Install raised deflective / reflective / redirective kerb (e.g. Escholtz, Trief) on Anzac Avenue and Boomerang Road.
- Install separation lines along Orlando Road, Parkes Road and Anzac Avenue.
- Install painted medians on Orlando Road and Boomerang Road.
- Mark road edge lines on Anzac Avenue between Plateau Road and Hendy Avenue.
- Modify the redirective median on Hendy Avenue to allow pedestrians to cross the road safely.
- Install a pram ramp on southern side of Hendy Avenue at the intersection with Anzac Avenue to allow pedestrians to cross the road safely.
- Upgrade Hendy Avenue intersection from Give-Way to Stop Control.

The Black Spot proposal forms part of the Safe System approach to reducing fatalities and serious injuries on our roads. The proposed treatments will help provide a safer and lower speed environment, which reduces the risk and severity of crashes. A plan of the proposal is shown in Attachment 1- Plan

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- Parkes Road is part of the existing Road Cycling Network.
- A shared path along Parkes Road is part of the future Safe Cycling Network program.
- The proposal will improve safety for people cycling, as the additional traffic calming devices will reduce traffic speeds in the area.
- A safer environment will be provided for pedestrians walking along paths and crossing the road, as the additional traffic calming devices will reduce traffic speeds in the area.
- The upgrade of the Hendy Avenue intersection including the introduction of the Stop Control, will improve safety for pedestrians crossing the road.

- The pedestrian refuges at the proposed roundabouts will improve pedestrian safety, as it will connect footpaths from one side of the road to the other.

CONSULTATION

Consultation letters have been distributed to 151 properties within the immediate vicinity of the location, providing notification of the proposed changes.

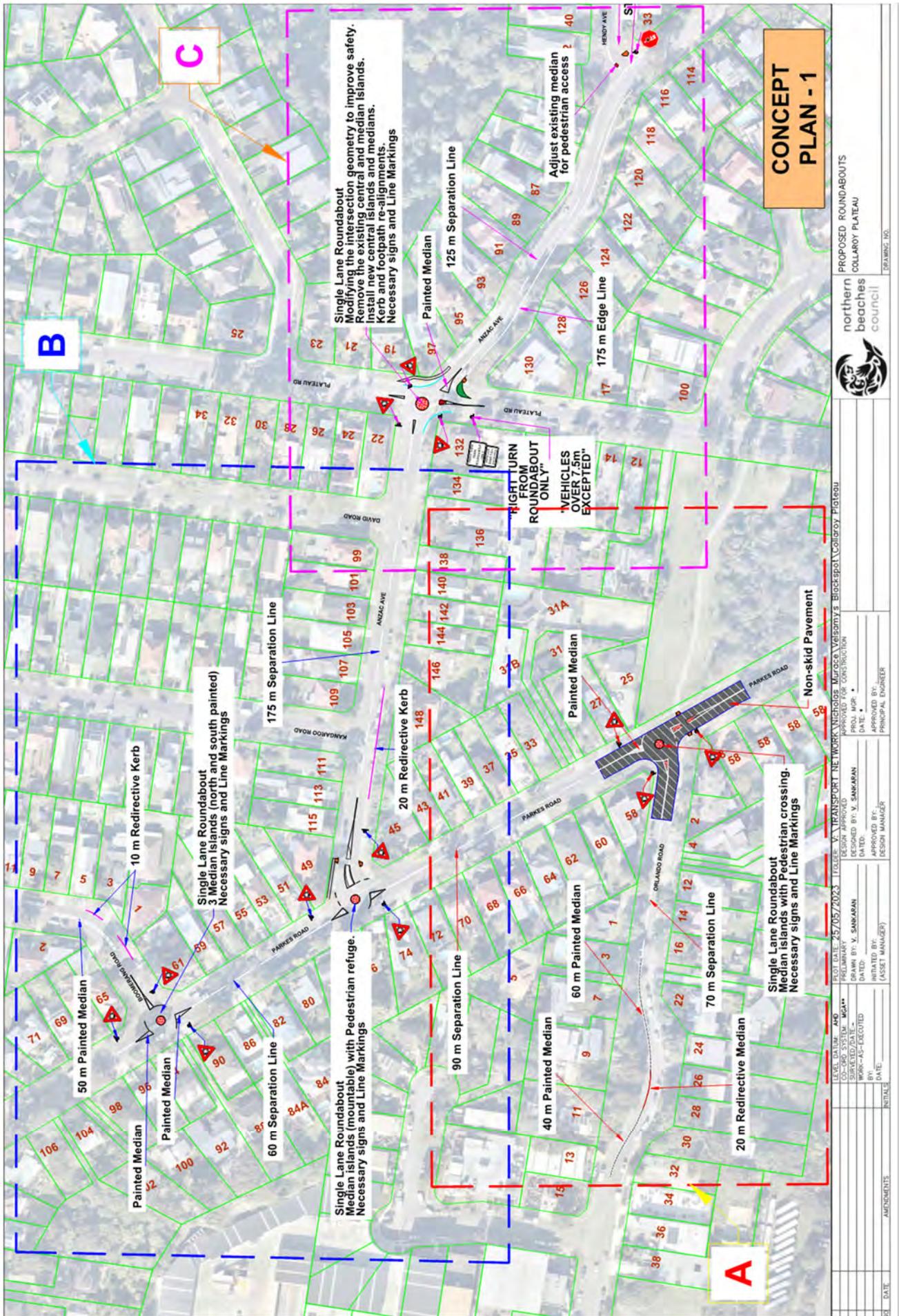
Thirty-three (33) responses were received with seven (7) not supporting the proposal.

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

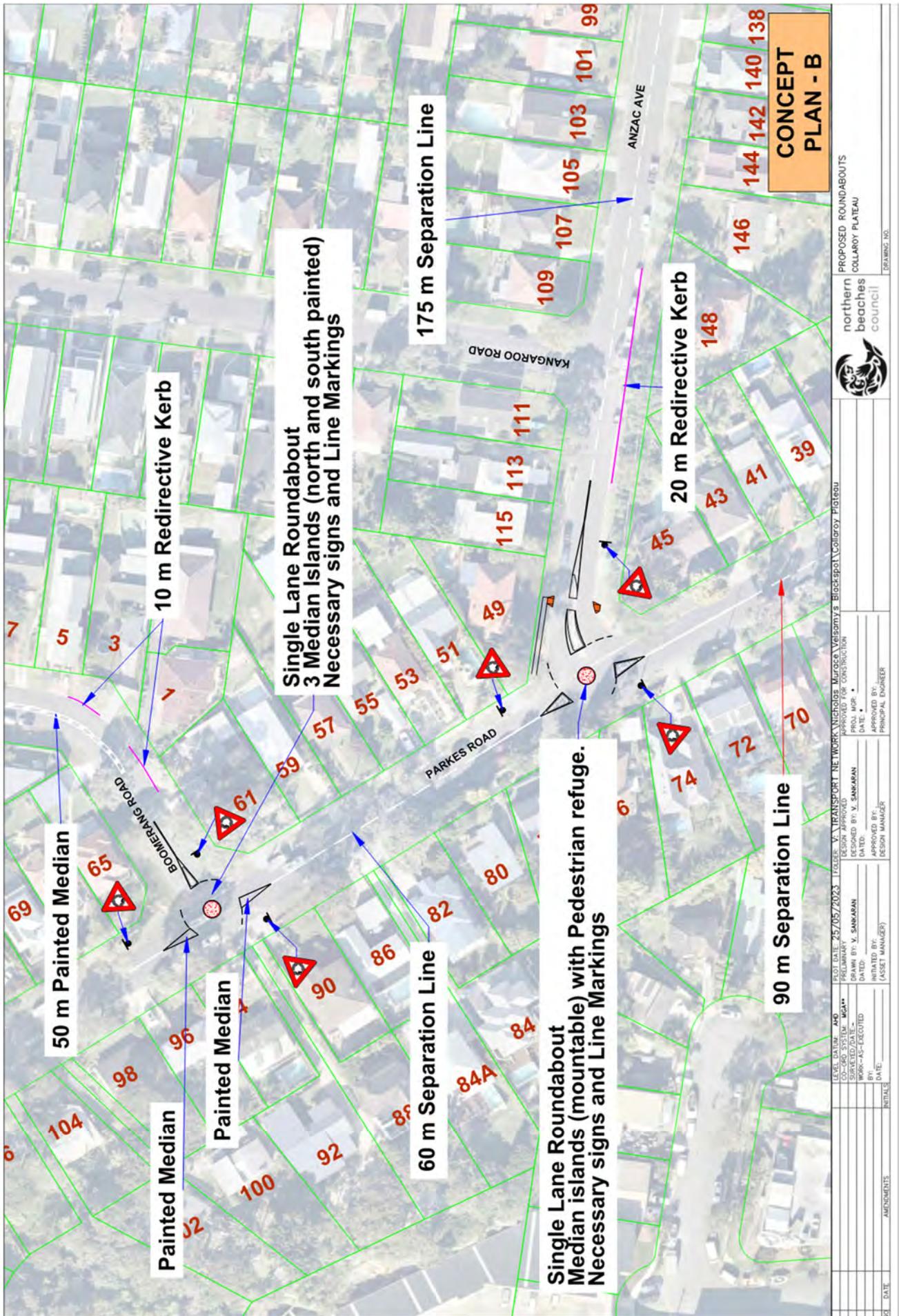
RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following proposals funded under the 2022/23 Federal Government Safer Roads Black Spot Program along Parkes Road and Anzac Avenue, Collaroy:

- A. Install one-lane roundabouts (including all traffic calming, line marking, lighting and signage) at the intersections of Parkes Road with Orlando Road, Parkes Road with Anzac Avenue and Parkes Road with Boomerang Road.
- B. Modify the roundabout and intersection of Anzac Avenue with Plateau Road.
- C. Install a No Right Turn restriction onto Anzac Avenue from Plateau Road for vehicles under 7.5 tonne.
- D. Upgrade seal to high level non-skid surface at the intersection of Parkes Road and Orlando Road (at the location of wet surface crashes only).
- E. Install raised deflective / reflective / redirective median (e.g. Escholtz, Trief) on Orlando Road.
- F. Install raised deflective / reflective / redirective kerb (e.g. Escholtz, Trief) on Anzac Avenue and Boomerang Road.
- G. Install separation lines along Orlando Road, Parkes Road and Anzac Avenue.
- H. Install painted medians on Orlando Road and Boomerang Road.
- I. Mark road edge lines on Anzac Avenue between Plateau Road and Hendy Avenue.
- J. Modify the redirective median on Hendy Avenue, to allow pedestrians to cross the road safely.
- K. Install a pram ramp on southern side of Hendy Avenue at the intersection with Anzac Avenue, to allow pedestrians to cross the road safely.
- L. Upgrade Hendy Avenue intersection from Give-Way to Stop Control.



PROPOSED ROUNDABOUTS COLLARY PLATEAU	
	
DESIGN APPROVAL	APPROVED FOR CONSTRUCTION
DESIGNED BY: V. SANKARAN	PROJ. MGR.:
DATED:	DATE:
INITIATED BY: (ASSET MANAGER)	APPROVED BY: (PRINCIPAL ENGINEER)
DATE:	DATE:
INITIALS:	INITIALS:
AMENDMENTS:	



CONCEPT PLAN - B

PROPOSED ROUNDABOUTS COLLAROY PLATEAU	northern beaches council
PROJ. NO.:	PROJ. MGR.:
DATE:	DATE:
DESIGNED BY: V. SANMAMAN	APPROVED BY:
DRAWN BY: V. SANMAMAN	DESIGN MANAGER:
INITIATED BY: (ASSET MANAGER)	PRINCIPAL ENGINEER:
DATE:	DATE:
AMENDMENTS:	INITIALS:
DATE:	DATE:

Table of Consultation

Address	<u>Parkes Road and Anzac Avenue, Collaroy</u>
Proposal	<u>Roundabout, Concrete and painted median islands, Redirective Median, Non Skid Pavement, Stop Control - Black Spot Project</u>

Properties Consulted	151
Responses Received	33
Support	27
Do Not Support	6

Issue	Resident Comment	Council Response
Increased danger due to Roundabout	A resident is concerned that the roundabouts will impact safety along Parkes Road.	Black Spot Projects target areas that demonstrate a history of recorded accidents to ensure that those sites are prioritised for treatment. Council has submitted an application for Black Spot funding based on the eligible casualty crashes and have proposed the treatments to improve safety.
Increased Traffic due to Roundabout	A resident is concerned that the roundabouts will impact traffic flow along Parkes Road.	Council has investigated and proposed the roundabouts at the intersections to improve safety, taking into consideration the impact on traffic movement.
Bus access	A resident is concerned that the medians will impact access for buses.	Council has taken into consideration that this is a bus route for many school bus services. Plans have been designed to the specifications and turning movements of articulated vehicles, which includes trucks and large buses.
Reduced On-street parking	A resident is concerned that roundabouts will impact on the availability of street parking	Council has investigated and proposed the roundabouts at the intersections taking into consideration the impact on parking. Some parking spaces may be impacted where deemed necessary to improve safety.
Access to properties	A few residents are concerned that access in and out of their property may be affected by the painted medians.	Council have taken access in and out of properties into consideration. Proposals will not impact access to properties.

ITEM 4.21	MALCOLM STREET, NARRABEEN - PROPOSED CONVEX MIRROR
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/321744
ATTACHMENTS	1 Malcolm Street Narrabeen - Aerial 2 Malcolm Street Narrabeen - Photographs 3 Malcolm Street Narrabeen - Traffic Survey Summary 4 Malcolm Street Narrabeen - Plan

GEOCODES: -33.705704, 151.304252

REPORT

BACKGROUND

Council has received a request from Property No.209-211 Ocean Street, Narrabeen requesting the provision of a convex mirror opposite their driveway on Malcolm Street, to improve safety and access exiting their property.

LOCATION

- The section of Malcolm Street under consideration is a two-way local road, east of Ocean Street, Narrabeen.
- This section of Malcolm Street is approximately 8 metres wide from the kerb to kerb with a speed limit of 50km/h.
- There is a footpath that runs on the southern side along this section of Malcolm Street.
- On-street parking is not permitted on the northern kerbside, however there is a ½P 8:30AM-6PM timed restrictions that applies to along the southern side. The intersection of Malcolm Street and Ocean Street is signposted with statutory 'No Stopping' restrictions.
- There is only one driveway along this section of road which provide access to Property No.209-211 Ocean Street.
- There are no bus services that operate on Malcolm Street.
- Adjacent land uses generally consist of shop-top housing on the southern side and Malcolm Street Beach Carpark on the northern side. This section of Malcolm Street provides public access to North Narrabeen Beach.

ISSUES

- As per the TfNSW criteria for the provision of a traffic mirror, it states that “convex safety mirrors are not for general use” ...however “should only be installed as a traffic safety device if there is a severe problem of poor visibility/sight distance and there are no other viable options available, including traffic management measures or engineering measures such as improvements to sight distances and road re-alignment”.

- Convex safety mirrors should only be used in low volume and low speed road environments. The following conditions should generally apply:
 - 85th percentile speed on the road(s) is 50km/h or less
 - Traffic volume on the road(s) is less than 300 vehicles/hour
- Council has arranged for a seven-day Traffic Survey to be undertaken at the location to determine whether it meets the criteria for the provision of a traffic mirror. A summary of the investigation is included in Attachment 3 – Malcolm Street, Narrabeen – Traffic Survey Summary.
- The Traffic Survey revealed an 85% percentile speed of 24 km/h for both the northbound and southbound directions. The average 85% percentile speed is less than the 50 km/h criteria.
- The seven-day AADT was recorded as 891 vehicles in the eastbound direction and 846 in the westbound. The combined AADT on Malcolm Street is 1,737 vehicles.
- The maximum traffic volume on Malcolm Street was recorded as 210 vehicles/hour, which is less than the 300 vehicles/hour criteria.
- Per the RMS criteria for the provision of a traffic mirror, convex safety mirrors may be installed at the following locations where lateral visibility/sight distance is poor:
 - obscured T-junctions.
 - concealed driveways.
 - acute bends of a narrow road, such as hairpin bends in mountain passes.
 - parking area with acute exit driveways.
 - approaches to skewed railway level crossing.
- Vision exiting the driveway is concealed due to the parked vehicles, west of the driveway.
- The location of the driveway is undesirable as it interferes with vehicular and pedestrian activity as it is adjacent to Council carpark and beach reserve.
- Other considerations to remove the short-term parking adjacent to the driveway was not supported by local businesses in the area.
- It is considered reasonable that the request is granted due to the visibility/sight distance from the driveway of No.209-211 and limited alternate solutions for the issues.

PROPOSAL

Council has undertaken a review of the location and issues, and proposes to install a convex mirror including a DISTORTED IMAGE (G9-266) sign, on Malcolm Street, Narrabeen. It is proposed that a convex mirror be located on Malcolm Street, opposite the driveway to Property No.209-211 Ocean Street (refer to Attachment 4: Malcolm Street, Narrabeen – Plan).

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

Public consultation for a Convex Mirror was not required as this does not impact the surrounding residents.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a convex mirror, including a DISTORTED IMAGE (G9-266) sign to be located on Malcolm Street, Narrabeen, opposite the driveway to No.209-211 Ocean Street, Narrabeen.



© 2023 Northern Beaches Council | Aerometrex 2019

Scale: 1:1000
Date Printed: 22/05/2023

MALCOLM STREET, NARRABEEN - PROPOSED CONVEX MIRROR
Produced from LPI's cadastre base with permission. Produced and published by Northern Beaches Council and may not be reproduced in any way without written permission of the publishers. Although great care has been taken, Northern Beaches Council accepts no responsibility for any incident arising from any inaccuracy.





VIEW OF EASTBOUND TRAFFIC



VIEW OF WESTBOUND TRAFFIC

*NOT TO SCALE

	PROPOSAL				 <p>northern beaches council</p>
	MALCOLM STREET, NARRABEEN PROPOSED CONVEX MIRROR				
	DRAWN	BD	APPROVED	<i>[Signature]</i>	
LAYOUT	1 OF 1	REVISION NO.	A	DATE	22/05/2023

CfeIT bob.white@cfeit.com (02) 9740 8600

One Page Summary

Count Number 2682

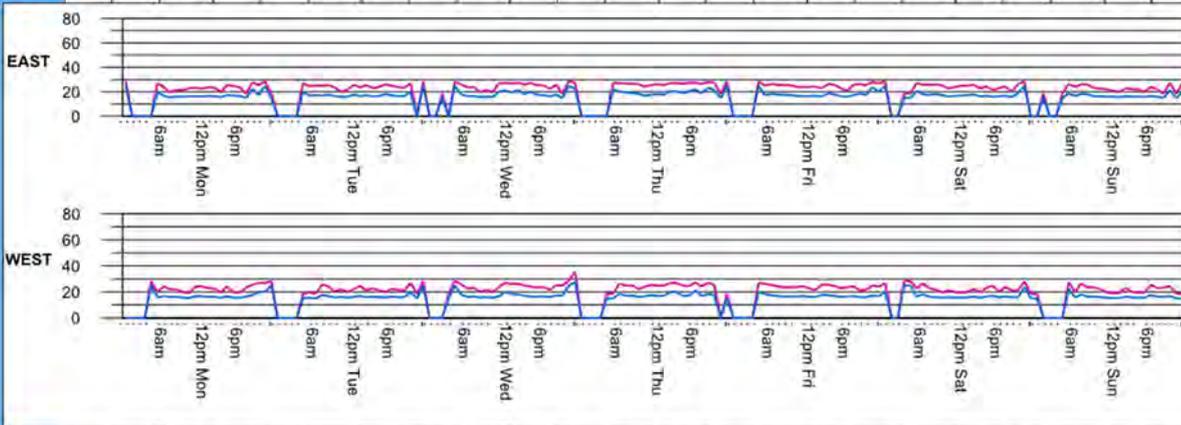
Street MALCOLM STREET, NARRABEEN : Between NARRABEEN LAGOON & OCEAN CUL-DE-SAC (bidirectio

Location Between Ocean St and the Beach,(adjacent to the driveway of 209-211) on No Stop Sign

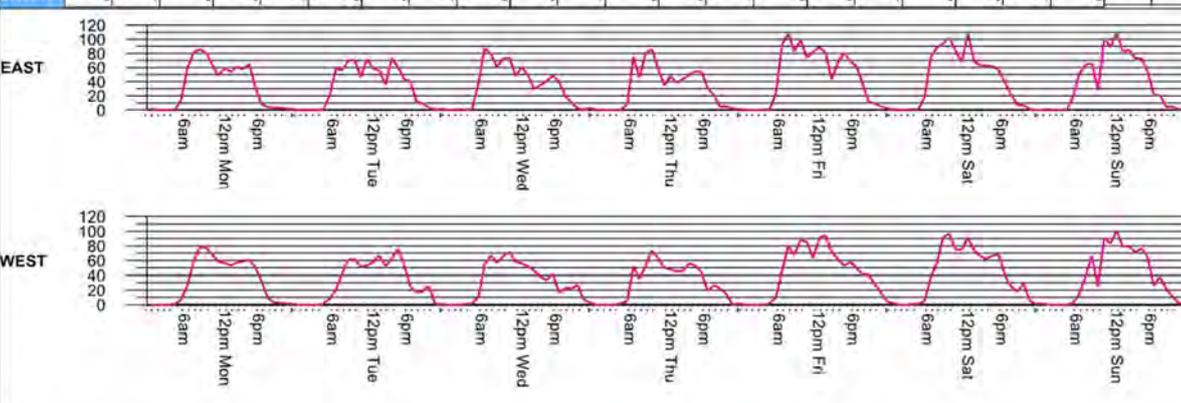
Start Date 10-MAY-23
Start Time 1200
Duration 7 DAYS
Interval 1 HOUR

Speed Limit	50	EAST	WEST	COMBINED
Weekly 50th Percentile Speed		17	16	17
Weekly 85th Percentile Speed		25	23	24
Five Day AADT		850	808	1658
Seven Day AADT		891	846	1737

	MON 15-MAY-23			TUE 16-MAY-23			WED 10-MAY-23			THU 11-MAY-23			FRI 12-MAY-23			SAT 13-MAY-23			SUN 14-MAY-23			SEVENDAY AVERAGE		
	EAST	WEST	BiDir	EAST	WEST	BiDir																		
85thile	23.1	21.8	22.5	24.5	22.8	23.8	25.4	24.5	25.0	26.7	25.5	26.2	25.2	24.1	24.7	25.0	21.9	23.8	23.3	20.8	22.3	24.7	23.0	24.0
50thile	16.4	16.1	16.2	16.9	16.3	16.6	17.4	16.9	17.1	19.1	17.5	18.2	17.2	16.7	17.0	17.1	16.1	16.6	16.4	16.0	16.2	17.2	16.5	16.8
< 50 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
> 70 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Short %	91.5	79.0	85.3	91.4	78.8	85.2	92.2	81.7	87.1	95.8	81.2	88.6	94.5	83.7	89.2	96.3	84.5	90.5	96.5	85.1	91.0	94.2	82.2	88.4
Med %	8.5	21.0	14.7	8.4	21.2	14.7	7.8	18.3	12.9	4.2	18.8	11.4	5.4	16.3	10.7	3.7	15.5	9.5	3.5	14.9	9.0	5.8	17.8	11.6
Long %	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All Pk Va	86	76	164	72	62	133	88	72	146	86	74	160	108	88	187	102	97	199	102	91	193	92	80	169
PM Pk Va	65	61	126	73	76	137	61	56	117	55	56	108	89	95	180	106	91	199	109	101	210	80	77	154
12pm	699	710	1409	685	664	1349	640	604	1244	626	586	1212	939	865	1804	897	863	1760	849	803	1652	762	728	1490
6pm	787	761	1548	794	758	1552	806	755	1561	742	711	1453	1121	1053	2174	1030	987	2017	955	896	1853	891	846	1737
Class 1	47	71	118	39	68	107	31	50	81	28	42	70	62	88	150	32	56	88	59	84	143	43	66	108
Class 2	1	1	2	1	0	1	0	0	0	0	0	0	4	1	5	0	0	0	1	0	1	1	1	1
Class 3	65	109	174	64	93	157	61	94	155	30	101	131	53	105	158	37	110	147	31	87	118	49	100	149
Class 4	1	45	46	2	55	57	2	40	42	1	27	28	6	57	63	1	36	37	1	37	38	3	42	44
Class 5	1	6	7	1	13	14	0	4	4	0	6	6	1	10	11	0	7	7	1	10	11	1	8	9
Class 6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
Class 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



CfeIT bob.white@cfeit.com (02) 9740 8600

Traffic Count Summary Report

Count Number	2682		Ref :	NBCHS		
Street	MALCOLM STREET, NARRABEEN : Between NARRABEEN LAGOON & OCEAN CUL-DE-SAC (bidirectional) :					
Location	Between Ocean St and the Beach,(adjacent to the driveway of 209-211) on No Stop Sign			Carriageway		
TOTAL COUNT MATRIX			Start Date	10-MAY-23	Weekly 50th Percentile Speed	17
			Start Time	1200	Weekly 85th Percentile Speed	24
			Duration	7 DAYS	Five Day AADT	1658
			Interval	1 HOUR	Seven Day AADT	1737

	MON	TUE	WED	THU	FRI	SAT	SUN	5 Day		7 Day	
	15TH	16TH	10TH / 17TH	11TH	12TH	13TH	14TH	Total	Average	Total	Average
Midnight - 1am	2	0	0	0	0	3	2	2	0	7	1
1am - 2am	0	0	0	0	0	0	1	0	0	1	0
2am - 3am	0	0	1	0	0	0	0	1	0	1	0
3am - 4am	0	0	1	0	0	2	0	1	0	3	0
4am - 5am	1	4	4	2	3	2	1	14	3	17	2
5am - 6am	21	29	49	13	33	23	22	145	29	190	27
6am - 7am	85	80	143	127	139	112	67	574	115	753	108
7am - 8am	139	99	146	81	187	145	103	652	130	900	129
8am - 9am	164	131	118	134	151	186	132	698	140	1016	145
9am - 10am	159	133	139	160	187	199	53	778	156	1030	147
10am - 11am	134	98	146	121	160	159	193	659	132	1011	144
11am - Midday	107	125	106	85	145	143	172	568	114	883	126
Midday - 1pm	116	117	117	96	180	199	210	626	125	1035	148
1pm - 2pm	107	123	101	84	177	143	162	592	118	897	128
2pm - 3pm	118	88	76	90	115	129	165	487	97	781	112
3pm - 4pm	117	135	73	105	129	125	144	559	112	828	118
4pm - 5pm	126	137	75	108	134	129	150	580	116	859	123
5pm - 6pm	82	98	91	98	127	125	120	496	99	741	106
6pm - 7pm	40	65	56	50	112	78	48	323	65	449	64
7pm - 8pm	13	29	43	48	78	47	59	211	42	317	45
8pm - 9pm	6	27	33	26	53	25	26	145	29	196	28
9pm - 10pm	5	30	29	20	37	36	16	121	24	173	25
10pm - 11pm	4	1	8	2	21	6	4	36	7	46	7
11pm - Midnight	2	3	6	3	6	1	3	20	4	24	3
Total	1548	1552	1561	1453	2174	2017	1853	8288	1657	12158	1736



MALCOLM STREET

209-217

Install 800mm TRAFFIC MIRROR on new post in @ angle towards southbound traffic
Install DISTORTED IMAGE (G9-266) sign underneath TRAFFIC MIRROR



*NOT TO SCALE

	PROPOSAL					 <p>northern beaches council</p>
	MALCOLM STREET, NARRABEEN PROPOSED CONVEX MIRROR					
	DRAWN	BD	APPROVED	<i>[Signature]</i>		
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	

5.0 MATTERS FOR NOTATION

ITEM 5.1	ONGOING ACTIONS UPDATE
REPORTING OFFICER	MANAGER, TRANSPORT NETWORK
TRIM FILE REF	2023/312559
ATTACHMENTS	NIL

BACKGROUND

The previous matters have been raised during General Business and this report provides an update on progress of the items raised.

The following items were completed from last month's Ongoing Actions Update:

Meeting Date		Brief Description of Action	Responsible Officer/ Authority	Latest Update
7.2.23		Completed - Avalon Shopping Centre - Works are still underway. Phil Devon to update the LTC on 3 May 2023. Bus Stop relocation still pending.	Phil Devon	2/6/23 Complete

Actions still pending – to be discussed at the Local Traffic Committee meeting on 6 June 2023:

Meeting Date	Item Number	Brief Description of Action	Responsible Officer/ Authority	Latest Update
7.2.23	6.1	TfNSW Temporary Delegation – for traffic management & pedestrian works. Peter Carruthers, TfNSW, to update the LTC on 6 June 2023.	TfNSW / Phil Devon	2/6/23 Pending
7.2.23	6.2	Powderworks Rd, North Narrabeen –awaiting feedback from Environmental Compliance re: parking request. Phil Devon to update the LTC on 6 June 2023. Works pending re: island in Garden Street which will be completed by 30 June 2023.	Env Compliance / Phil Devon	2/6/23 Pending
7.2.23	6.3	Pittwater Rd, Manly – Phil Devon awaiting response from Compliance Dept and update the LTC on 3 May 2023	Phil Devon	2/6/23 Pending
7.2.23	6.4	4 Delmar Pde, Dee Why – DA – TfNSW will consider turning ban changes. Phil Devon to update the LTC on 6 June 2023.	TfNSW / Phil Devon	22/6/23 Pending

Meeting Date	Item Number	Brief Description of Action	Responsible Officer/ Authority	Latest Update
7.2.23	6.5	Blackbutt Rd, Frenchs Forest – speed hump repair is still underway. Phil Devon to update the LTC on 6 June 2023. Existing speed cushion has been removed and will be replaced with a raised crossing. Speed Cushion removed. Proposal for raised crossing to be addressed in General Business by the Local Traffic Committee on 6 June 2023.	Phil Devon	2/6/23 Completed
7.2.23	6.6	Hilmer Street, Frenchs Forest – stop lights – Peter Carruthers of TfNSW awaiting advice from network operations. Peter Carruthers to update the LTC on 3 May 2023. Peter advised that Network Operations is reviewing Potholes, heavy patching - still underway. Phil Devon advised this will be done in 3-4 months and he and Peter Carruthers will update the LTC on 6 June 2023. Craig Sawyer requested the potholes be repaired by early June as well as Bantry Bay Road, to be included in the new financial year's budget.	TfNSW / Phil Devon	2/6/23 Pending
7.2.23	6.7	Bantry Bay Rd, Frenchs Forest – timed parking restrictions – Ranger John Hoeben will follow up this matter and update the LTC on 6 June 2023. It was noted that the trailers are parked on the road reserve.	Rangers / Phil Devon	2/6/23 Pending
7.2.23	6.8	Myoora Rd, Terrey Hills – Phil Devon to investigate traffic congestion and update the LTC on 6 June 2023. Phil Devon advised that the Proposal will be out by the end of the month for consultation.	Phil Devon	2/6/23 Pending

2.5.23	6.1	Oxford Falls Road, Oxford Falls – pedestrian safety and parking issues for children attending Oxford Falls Grammar School. To be discussed and addressed in General Business by the Local Traffic Committee on 6 June 2023.	Phil Devon	2/6/23 Pending
2.5.23	6.2	Seaforth Public School – roundabout. Need to slow the traffic down and school children require a safe crossing. Pedestrian management to be discussed and addressed in General Business by the Local Traffic Committee on 6 June 2023.	Phil Devon/ Peter Carruthers	2/6/23 Pending

Meeting Date	Item Number	Brief Description of Action	Responsible Officer/ Authority	Latest Update
2.5.23	6.4	Addison Road, Manly – zebra crossing – Phil Devon is seeking funding through TfNSW for a proposal for a crossing. To be discussed and addressed in General Business by the Local Traffic Committee on 6 June 2023.	Phil Devon/ Peter Carruthers	2/6/23 Pending
2.5.23	6.5	Belgrave Street & Gilbert Street, Manly – red light camera – Phil Devon to send Peter Carruthers details for request for a red light camera at this intersection. To be discussed and addressed in General Business by the Local Traffic Committee on 6 June 2023.	Phil Devon/ Peter Carruthers	2/6/23 Pending
2.5.23	6.6	Pittwater Road, North Manly – request for pedestrian crossings – TfNSW to review the concept design submitted by Council for a pedestrian refuge. To be discussed and addressed in General Business by the Local Traffic Committee on 6 June 2023.	Phil Devon/ Peter Carruthers	2/6/23 Pending
2.5.23	6.10	Grace Avenue, Frenchs Forest – Phil Devon to follow up on the missing 3T Load Limit” signs along Grace Avenue To be discussed and addressed in General Business by the Local Traffic Committee on 6 June 2023.	Phil Devon/	2/6/23 Pending

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee notes the updated Actions Table.

Applicant	Location	Works Zone Length and Time	Requested Period
D Koutroumanis 130 Lagoon Street NARRABEEN NSW 2101	130 Lagoon Street NARRABEEN NSW 2101	Length: 10 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	24 April 2023 to 13 August 2023
Sheeth Pty Ltd 82 Meeks Rd MARRICKVILL E NSW 2204	29 Belgrave Street MANLY NSW 2095	Length: 15 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	24 April 2023 to 2 July 2023
J. Hutchinson Pty. Ltd. 88 Chandos Street ST LEONARDS NSW 2065	4 Collaroy Street COLLARROY NSW 2097	Length: 18 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	1 May 2023 to 29 October 2023
M Crnokrak 121 Crown Road QUEENSCLIFF NSW 2096	121 Crown Road QUEENSCLIFF NSW 2096	Length: 8 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	18 May 2023 to 30 August 2023
Lewis Street Property Pty Ltd Locked Bag 5001 ALEXANDRIA NSW 2015	Lewis Street BALGOWLAH HEIGHTS NSW 2093	Length: 9 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	3 April 2023 to 2 October 2023
PCL & APR Pty Ltd C/- Icon Homes 81 Christie Street ST LEONARDS NSW 2065	62 Ellery Parade SEAFORTH NSW 2092	Length: 11 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	5 June 2023 to 27 August 2023
Beach Houses Australia Pty Ltd 24/14 Polo Avenue MONA VALE NSW 2103	2 Wyadra Avenue FRESHWATER NSW 2096	Length: 9 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	3 July 2023 to 30 June 2024

RECOMMENDATION TO TRAFFIC COMMITTEE

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