

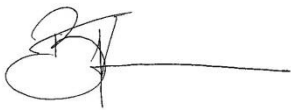
# AGENDA

## **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 5 DECEMBER 2017**

Beginning at 9:30am for the purpose of considering and determining matters included in this agenda.



**Ben Taylor**  
**General Manager**  
**Environment and Infrastructure**

## **Voting Members**

|  |                       |
|--|-----------------------|
| Chair – General Manager Environment and Infrastructure<br>– Northern Beaches Council (Mayors Delegate) | Mr Ben Taylor         |
| Member for Pittwater Mr R Stokes MP Representative   | Mr Andrew Johnston    |
| Member for Davidson Mr J O’Dea MP Representative   | Mr Phil Corbett       |
| Member for Wakehurst Mr B Hazzard MP Representative  | Mr Toby Williams      |
| Member for Manly Mr J Griffith MP Representative   | Mr John O’Connor      |
| Roads and Maritime Services  | Mr Raymond Tran       |
| Northern Beaches Police Command, Dee Why   | Sergeant Nino Jelovic |

## **Non Voting Members**

|   |                  |
|---|------------------|
| State Transit Authority, Brookvale Depot      | Mr James Forsyth |
| Forest Coach Lines                            | Mr Jay Zmijewski |
| Manly Warringah Cabs Co-operative Society Ltd | TBC              |
| Cycling Representative                        | Mr Owen Dunne    |

## **Officers**

|  |                      |
|--|----------------------|
| Executive Manager Transport and Civil Infrastructure | Mr Andy Davies       |
| Manager Transport Network                            | Mr Phillip Devon     |
| Senior Traffic Engineer                              | Mr James Brocklebank |
| Traffic Engineer                                     | Mr Ricky Kwok        |
| Traffic Engineer                                     | Mr Sunny Jo          |
| Traffic Engineer                                     | Mrs Rezvan Saket     |
| Traffic Engineer                                     | Mr John Gill         |
| Traffic Officer                                      | Mr Shankar Pandey    |
| Traffic Officer                                      | Mr Velsamy Sankaran  |
| Ranger Coordinator                                   | Mr Luke Nickson      |
| Active Travel Officer                                | Ms Michelle Carter   |
| Active Travel Officer                                | Mr Phillip Gray      |
| Road Safety Officer                                  | Mrs Karen Menzies    |
| Road Safety Officer                                  | Ms Robynann Dixon    |
| Administration Officer                               | Ms Lisa Monk         |

## **Visitors**

Nil

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

**to be held on Tuesday 5 December 2017**

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

**Commencing at 9:30am**

### **1.0 APOLOGIES**

### **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 7 November 2017

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 .....2**

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4.2 Jubilee Avenue, Warriewood - 1P and 2P Parking .....4

4.3 Barrenjoey Road, Palm Beach – Parking Changes .....6

4.4 Elanora Heights Shopping Centre, Elanora Heights - Changes to Timed Parking .....9

4.5 Pitt Road, North Curl Curl - Motor Bikes Only Parking .....11

4.6 Murray Road, Freshwater - Motor Bikes Only Parking .....13

4.7 6-8 Murray Road, Freshwater - Motor Bikes Only Parking .....15

4.8 Abbott Road, North Curl Curl - Angle Parking Areas .....17

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## 5.0 MATTERS FOR NOTATION

Nil

**NEXT MEETING Tuesday 6 February 2018**



## **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 7 NOVEMBER 2017**

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#### **RECOMMENDATION**

That the Minutes of the Northern Beaches Council Local Traffic Committee held 7 November 2017, copies of which were previously circulated to all Members, be confirmed as a true and correct record of the proceedings of that meeting.

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### **2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST**

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

Nil

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

|                          |  |
|--------------------------|--|
| <b>ITEM 4.1</b>          | <b>ILUKA AVENUE, MANLY - 2P PERMIT PARKING</b>     |
| <b>REPORTING OFFICER</b> | <b>SENIOR TRAFFIC ENGINEER</b>                     |
| <b>TRIM FILE REF</b>     | <b>2017/461702</b>                                 |
| <b>ATTACHMENTS</b>       | <b>1 Iluka Avenue, Manly - 2P Parking Proposal</b> |

**UBD Ref:** 198B5

### **REPORT**

#### **BACKGROUND**

Iluka Avenue, Manly, lies within the Ocean Beach 2P Resident Parking Zone. It also fronts the Stella Maris College. Parking demand in the street is high. Residents have requested that 2P permit parking restrictions, which apply in the rest of the street, be extended in place of a redundant No Stopping Zone which applies over part of the frontage of No. 21 Iluka Avenue.

#### **ISSUES**

21 Iluka Avenue was previously owned by Sydney Water who, at some time in the past, had requested that a No Stopping Zone be established along part of the frontage to ensure that occasional access for large vehicles to and from the site was available. The site has now been sold and is currently being developed for two residential premises. There is no need for the No Stopping restriction to remain and it would be logical to replace the No Stopping with the 2P permit parking restriction to maintain consistency of restrictions with others on that side of the street. The change would result in one additional on street parking space.

#### **CONSULTATION**

The owners of 21 Iluka Avenue have supported the change but have requested that implementation of the change be delayed until development activity on the site has been completed, scheduled for early in the new year.

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#### **RECOMMENDATION TO TRAFFIC COMMITTEE**

The the Traffic Committee supports the removal of the redundant No Stopping zone in front of 21 Iluka Avenue, Manly, and 2P Permit Parking (Ocean Beach Area) applying 8:00am–10:00pm (to match adjacent restrictions) be reinstated in its place.

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Iluka Avenue – removal of redundant No Stopping

|                          |   |
|--------------------------|---|
| <b>ITEM 4.2</b>          | <b>JUBILEE AVENUE, WARRIEWOOD - 1P AND 2P PARKING</b>   |
| <b>REPORTING OFFICER</b> | <b>TRAFFIC ENGINEER</b>                                 |
| <b>TRIM FILE REF</b>     | <b>2017/449395</b>                                      |
| <b>ATTACHMENTS</b>       | <b>1 Jubilee Avenue, Warriewood - 1P and 2P Parking</b> |

**UBD Ref:** 138 C5

## **REPORT**

### **BACKGROUND**

Council has received a request from local businesses for additional short-term parking on Jubilee Avenue, Warriewood. In response, Council is proposing to provide 1P and 2P parking 8:30am-6:00pm Mon-Fri on Jubilee Avenue immediately east of Ponderosa Parade.

### **ISSUES**

Local businesses have mentioned that the existing 2P Parking 8:30am-6:00pm Mon-Fri has been very successful but that there is a need for additional short-term parking. Cars, buses and couriers are double parking in the existing 2P parking area because of the limited availability of short-term parking in the area.

Local cafes and coffee shops will also benefit from the additional short term parking.

### **CONSULTATION**

A consultation letter was sent to all residents and businesses within approximately a 50m radius of Jubilee Avenue. They were requested to reply by Friday 1 December 2017. One reply was received that supported the 2P parking but objected to the 1P parking because he said 'where were his workers going to park'.

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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

- A. Install 2P parking 8:30am-6:00pm Mon-Fri in the 24m indented parking bay on the north side of Jubilee Avenue, Warriewood, immediately east of Ponderosa Parade.
  - B. Install 1P parking 8:30am-6:00pm Mon-Fri in the 115m indented parking bay on the south side of Jubilee Avenue, Warriewood, immediately east of Ponderosa Parade.
-



PROPOSAL

JUBILEE AVENUE, WARRIEWOOD  
1P and 2P PARKING



northern  
beaches  
council

|                          |   |
|--------------------------|---|
| <b>ITEM 4.3</b>          | <b>BARRENJOEY ROAD, PALM BEACH - PARKING CHANGES</b>  |
| <b>REPORTING OFFICER</b> | <b>TRAFFIC ENGINEER</b>   |
| <b>TRIM FILE REF</b>     | <b>2017/475712</b>  |
| <b>ATTACHMENTS</b>       | <b>1 Barrenjoey Road, Palm Beach - 4P Parking</b><br><b>2 Barrenjoey Road, Palm Beach - Parking Changes</b> |

**UBD Ref:** 98 N1

## **REPORT**

### **BACKGROUND**

At Northern Beaches Council Ordinary Council Meeting 28 November 2017 the recommendation was approved to "Commence implementation of the recommendation outlined in the Palm Beach Parking Demand Management Strategy as a priority".

As a result the following parking changes were proposed on Barrenjoey Road, Palm Beach:

- Installation of 4P Parking, Monday to Sunday, on Barrenjoey Road, Palm Beach, opposite Iluka Road. This proposal was included in the Palm Beach Parking Demand Study and was specifically requested by the Palm Beach/Whale Beach Associations to increase parking turnover for the local businesses. The parking area currently accommodates approximately fourteen 90° parking spaces over a length of approximately 34m (Attachment 1).
- Convert two parking spaces to 'Motorcycle Parking' on the eastern side of Barrenjoey Road south of the exit to Pittwater Park (south). This will improve visibility for exiting vehicles and provide dedicated motorcycle parking spaces (Attachment 2).
- Provide a Loading Zone '8:00am-2:00pm Mon-Fri' on Barrenjoey Road, near the driveway beside the Palm Beach Fish and Chips restaurant.
- Install parking restrictions in the Mail Zone on Iluka Road immediately west of Barrenjoey Road, 'P15 minutes 8:30am-5:00pm everyday, Mail Zone 5:00pm-7:00pm everyday' (Attachment 2).

### **ISSUES**

Address the needs of local businesses by increasing parking turnover within the existing parking opportunities.

### **CONSULTATION**

A wide range of engagement techniques and methods were applied to understand the needs of the local businesses and residents. Council received 55 separate submissions which are the basis for the recommendations in this report.

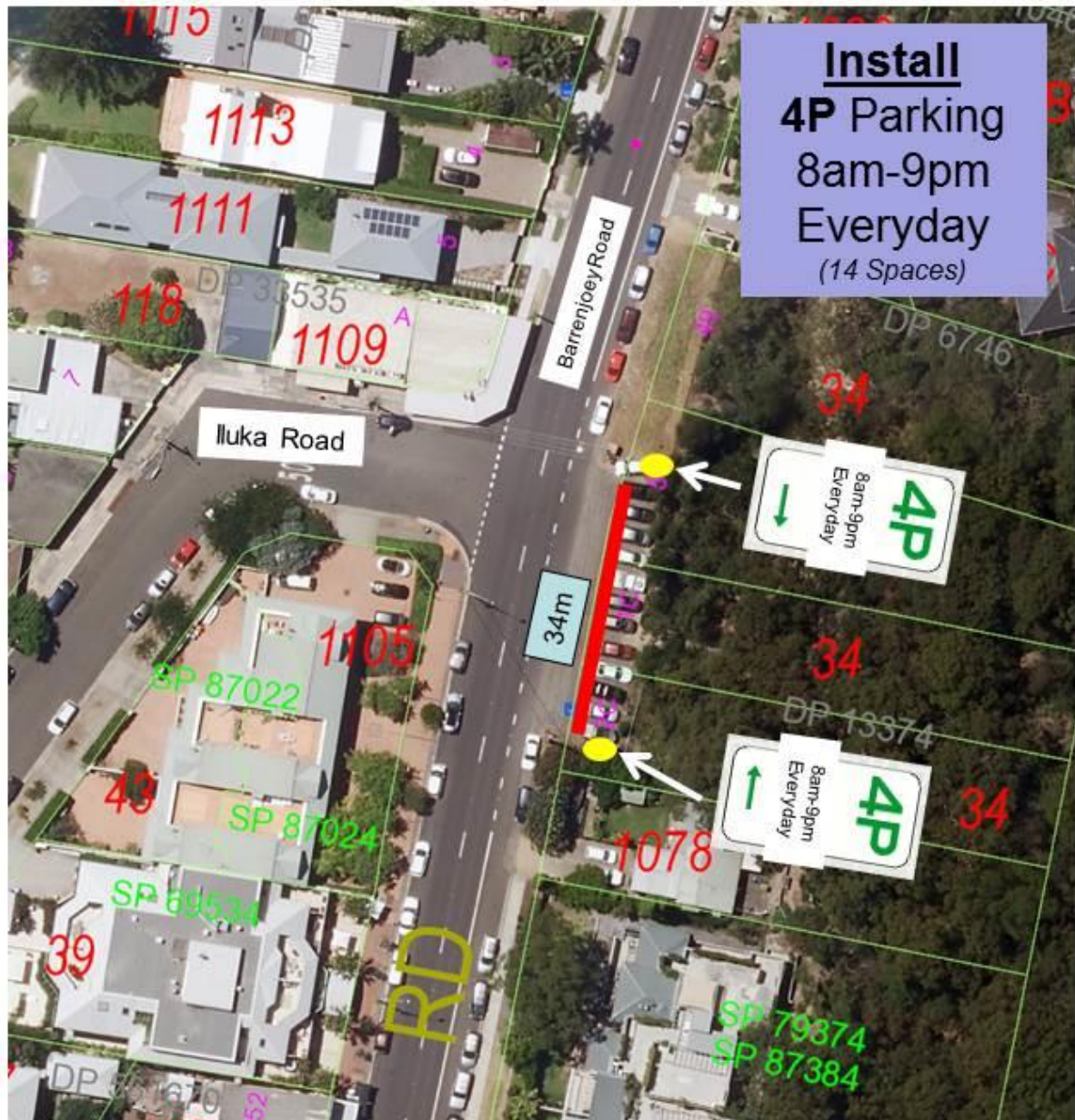
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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports:

- A. The installation of '4P Parking Everyday' signs on Barrenjoey Road, Palm Beach, for the 34m of 90° off-street parking opposite Iluka Street.
- B. The installation of 'Motor Bike Only' parking signs on the eastern side of Barrenjoey Road south of the exit to Pittwater Park (south).
- C. The installation of a Loading Zone '8:00am-2:00pm Mon-Fri' on Barrenjoey Road, near the driveway beside the Palm Beach Fish and Chips restaurant.
- D. The Installation of parking restrictions in the Mail Zone on Iluka Road immediately west of Barrenjoey Road, 'P15 minutes 8:30am-5:00pm Everyday, Mail Zone 5:00pm-7:00pm Everyday'.





|   |  |  |
|---|--|--|
|  | PROPOSAL   |  |
|   | <p>BARRENJOEY ROAD, PALM BEACH<br/>OPPOSITE ILUKA ROAD<br/>FOUR HOUR PARKING</p> |  |





Barrenjoey Road



|                          |  |
|--------------------------|--|
| <b>ITEM 4.4</b>          | <b>ELANORA HEIGHTS SHOPPING CENTRE, ELANORA HEIGHTS<br/>- CHANGES TO TIMED PARKING</b> |
| <b>REPORTING OFFICER</b> | <b>TRAFFIC ENGINEER</b>  |
| <b>TRIM FILE REF</b>     | <b>2017/473075</b>   |
| <b>ATTACHMENTS</b>       | <b>1 Elanora Heights Shopping Centre - Changes to Parking<br/>Restrictions</b>         |

**UBD Ref:** 137 P12

## **REPORT**

### **BACKGROUND**

Several shop operators in the Elanora Heights Shopping Centre on Kalang Road, Elanora Heights, have requested changes to the timed parking along Kalang Road adjacent to the shopping Centre. The shop operators have requested the existing 2P and 1P parking times are changed to apply Monday to Sunday. The existing times are '7:00am-5:00pm Mon-Fri, 7:00am-12noon Sat'. The new times would be '7:00am-5:00pm Mon - Sun', seven days a week. In addition the shop operators have requested three short term 15 minute parking spaces immediately south of the existing Disability Parking space.

### **ISSUES**

The original timed parking regulations were installed when there was limited trading on Saturday afternoons and Sundays. Today the Pharmacy, Newsagent, the IGA store and several restaurants and coffee shops are open all day Saturdays and Sundays. At the moment parking spaces outside the shops are almost fully occupied on Saturday afternoons and Sundays which is restricting access by shoppers to the local shops and restaurants.

### **CONSULTATION**

A consultation letter was sent to all residents and businesses within approximately a 50m radius of the shopping centre. Four objections were received from the residents who live above the shops at 57 Kalang Road. They have requested no changes to the existing parking times as it allows their visitors to park near their units on Saturday afternoon and Sundays.

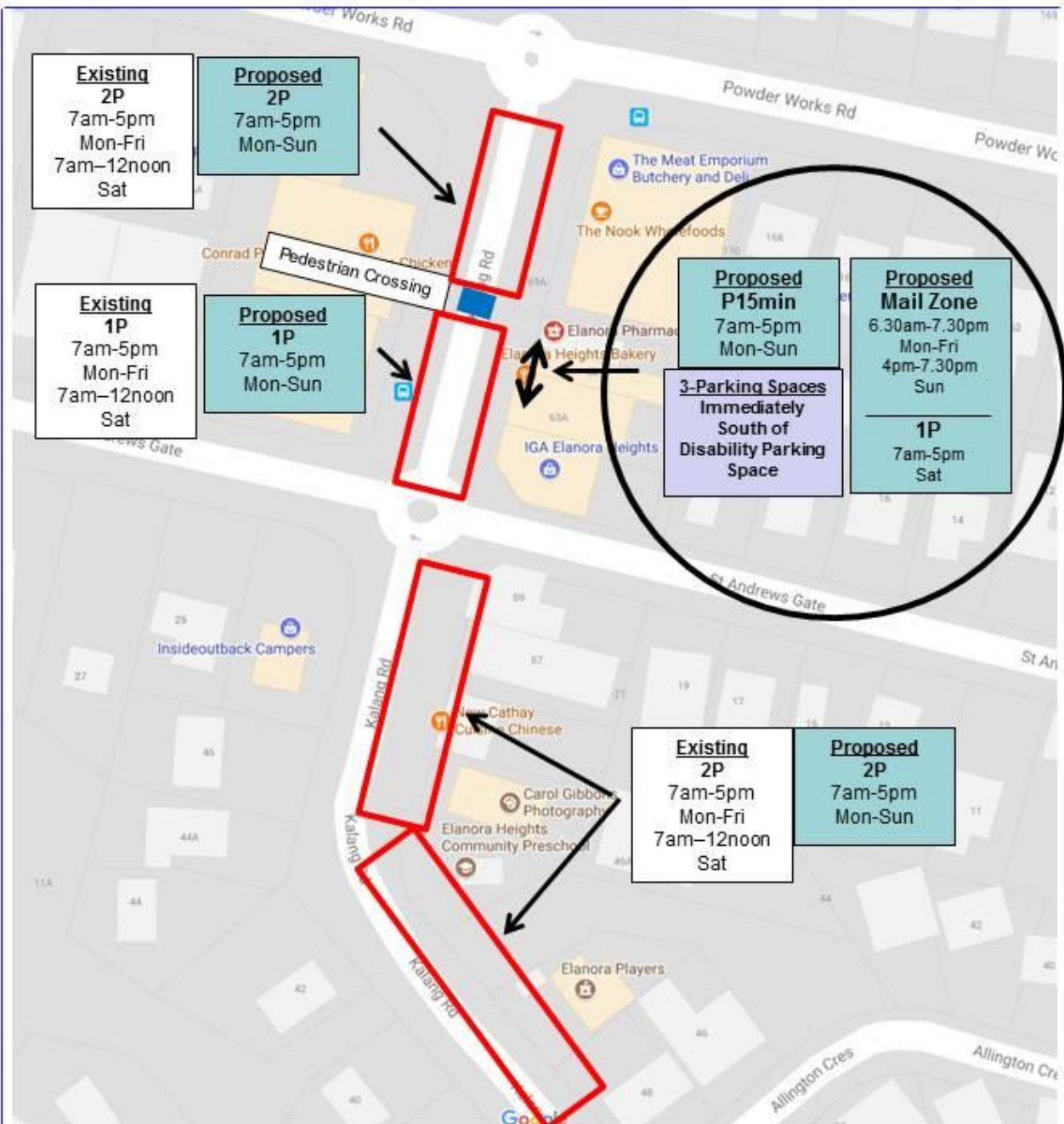
Their objections were considered but it was decided the parking changes, if approved, should apply to all parking spaces in the shopping centre. There is un-restricted parking further along Kalang Road and St Andrews Gate for casual parking.

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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports:

- A. Changing the timed parking restrictions on Kalang Road, Elanora Heights, between Powder Works Road and the pedestrian crossing on Kalang Road to '2P 7:00am-5:00pm Mon-Sun'.
  - B. Changing the timed parking restrictions on Kalang Road between the pedestrian crossing on Kalang Road to St Andrews Gate to '1P 7:00am-5:00pm Mon-Sun' EXCEPT for three parking spaces immediately south of the Disability Parking Space which are to be changed to 'P15 minutes 7:00am-5:00pm Mon-Sun'.
  - C. Changing the timed parking restrictions on the east side of Kalang Road between St Andrews Gate and Allington Crescent to '2P 7:00am-5:00pm Mon-Sun'.
-



PROPOSAL

ELANORA HEIGHTS SHOPPING CENTRE  
ELANORA HEIGHTS  
PARKING CHANGES



|                          |   |
|--------------------------|---|
| <b>ITEM 4.5</b>          | <b>PITT ROAD, NORTH CURL CURL - MOTOR BIKES ONLY PARKING</b>  |
| <b>REPORTING OFFICER</b> | <b>TRAFFIC ENGINEER</b>                                       |
| <b>TRIM FILE REF</b>     | <b>2017/427773</b>  |
| <b>ATTACHMENTS</b>       | <b>1 Pitt Road North Curl Curl - Motor Bikes Only Parking</b> |

**UBD Ref:** 178 E10

## **REPORT**

### **BACKGROUND**

The resident at 78 Pitt Road, North Curl Curl, has complained that vehicles are frequently parking between driveways at No.78 and No.80 Pitt Road and blocking either or both driveways. The proposal is to install 'Motor Bikes Only' parking between the two driveways. The distance between the two driveways is only 3m which is too short for a car to park but it is suitable for motor bike parking.

### **ISSUE**

Pitt Road is a 12.5m wide collector road with parking permitted on both sides.

When cars park between the two driveways at No.78 and No.80 they can partially block either driveway. This is causing a problem for No.78 who mentioned she often has to leave in a hurry as she has a sick husband.

### **CONSULTATION**

Local residents were notified of the proposed changes to parking. Council received one reply from No.80 Pitt Road supporting the proposal. No objections were received.



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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of a 'Motor Bikes Only' parking sign between the driveways of No.78 and No.80 Pitt Road, North Curl Curl.

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|  | PROPOSAL                                       |  |  |
|---|--|--|---|
|   | PITT ROAD, NORTH CURL CURL<br>MOTOR BIKES ONLY |  |   |

**ITEM 4.6                                      MURRAY ROAD, FRESHWATER - MOTOR BIKES ONLY  
PARKING****REPORTING OFFICER                      TRAFFIC ENGINEER****TRIM FILE REF                              2017/411028****ATTACHMENTS                              1   Murray Road, Freshwater - Motor Bikes Only Parking****UBD Ref: 198 C1****REPORT****BACKGROUND**

Robinson Strata Management for 1 Murray Road, Freshwater, has requested that the parking between driveways No.1 and No.3 be signposted for Motor Bikes Only. The distance between the two driveways is only 3m which is too short for a car to park but it is suitable for motor bike parking.

**ISSUE**

Murray Road is approximately 7m wide with parking permitted on both sides.

The distance between the two driveways to Nos.1 and 3, from layback to layback is about 3.9 metres which may be wide enough for a small car but larger cars are parking in this space causing a problem for both residents.

When cars park between the two driveways at No.1 and No.3 they can partially block either driveway and Murray Road is not wide enough to allow them to turn out of their driveways if cars are also parked opposite their driveway.

**CONSULTATION**

- Robinson Strata Management agrees that allowing only motor bikes to park between the two driveways would improve access to both properties and provide additional parking reserved for motor bikes only.
- Local residents were notified of the proposed changes to parking. No objections were received.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of 'Motor Bikes Only' signs between the driveways to No.1 and No.3 Murray Road, Freshwater.

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|   |   |  |  |
|---|---|--|--|
|  | PROPOSAL                                    |  |  northern<br>beaches<br>council |
|   | MURRAY ROAD, FRESHWATER<br>MOTOR BIKES ONLY |  |  |

**ITEM 4.7                                      6-8 MURRAY ROAD, FRESHWATER - MOTOR BIKES ONLY  
PARKING****REPORTING OFFICER                      TRAFFIC ENGINEER****TRIM FILE REF                              2017/463809****ATTACHMENTS                              1   Murray Road, Freshwater - Motor Bikes Only Parking****UBD Ref: 198 C1****REPORT****BACKGROUND**

The owner of Nos. 6 and 8 Murray Road, Freshwater, has requested that the parking between driveways No.6 and No.8 be signposted for Motor Bikes Only. The distance between the two driveways is only 3.9m which is suitable for a small car but larger vehicles are parking in the space and partially blocking driveways.

**ISSUE**

Murray Road is approximately 7m wide with parking permitted on both sides. The distance between the two driveways to Nos.6 & 8, from layback to layback, is approximately 3.9m. While the space is large enough for a small car larger cars are also parking there causing a problem for both residents.

When cars park between the two driveways at No.6 and No.8 they can partially block either driveway and Murray Road is not wide enough to allow them to turn out of their driveways if cars are also parked opposite their driveway.

**CONSULTATION**

- The owner of Nos. 6 and 8 Murray Road, Freshwater, agrees that allowing only motor bikes to park between the two driveways would improve access to both properties and provide additional parking reserved for motor bikes only.
- Local residents were notified of the proposed changes to parking. No objections were received.



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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of 'Motor Bikes Only' pavement markings between the driveways of No.6 and No.8 Murray Road, Freshwater.

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|   |   |  |
|---|---|--|
|  | PROPOSAL  |  northern<br>beaches<br>council |
|   | MURRAY ROAD (6-8), FRESHWATER<br>MOTOR BIKES ONLY |  |



|                          |   |
|--------------------------|---|
| <b>ITEM 4.8</b>          | <b>ABBOTT ROAD, NORTH CURL CURL - ANGLE PARKING AREAS</b> |
| <b>REPORTING OFFICER</b> | <b>TRAFFIC ENGINEER</b>                                   |
| <b>TRIM FILE REF</b>     | <b>2017/465425</b>  |
| <b>ATTACHMENTS</b>       | <b>1 Abbott Road - Design Plan</b>                        |

**UBD Ref:** 178 C11

## **BACKGROUND**

The existing gravelled parking area on the south side of Abbott Road, North Curl Curl, is mainly used by visitors to the John Fisher Park. Currently the area is unsealed and separated by a dish drain from the roadway and also separated from the playing fields by a timber log fence. Due to its ample width vehicles generally park at a 90° angle to the road.

Over the years Council has received many requests to seal this carpark to improve the surface condition and thus improve the safety of users.

## **ISSUES**

- Gravel carpark surface is uneven with loose material which is a hazard to the users
- The area creates dust and run-off pollution
- There is an increasing concern with the parallel parking of boat trailers
- Higher ongoing maintenance costs

In 2017/2018 Carpark Renewal Program, a project to formalise and seal this carpark was included. The proposed work will improve the safety of users and environmental benefits and reduce the ongoing maintenance cost.

The proposed project will include the following work:

- Construction of pavement with DGB20 and laying asphaltic concrete wearing course
- Removal of ageing timber log fence
- Provide Replas recycled bollards with galvanised steel rail as fence
- Install wheel stop
- Marking of parking spaces

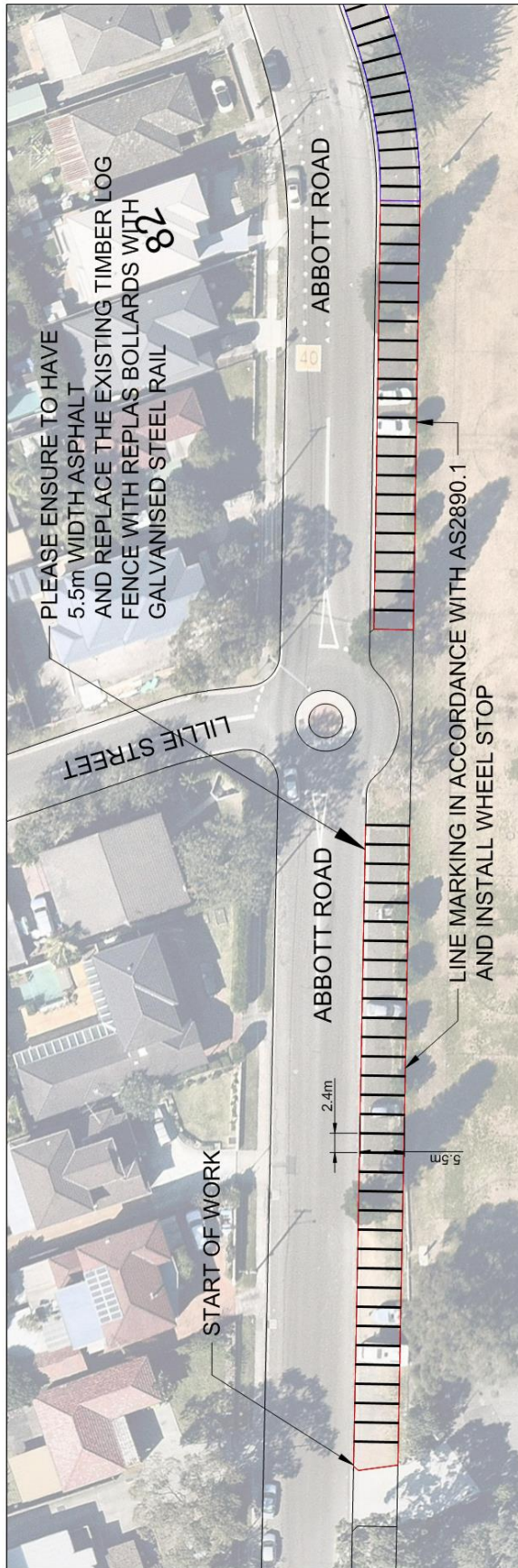
The parking spaces will generally be marked in accordance to Australian Standards AS2890.5:1993 with 5.4m length and 2.4m width and wheel stops. The area will discourage larger boat trailers from parking in the area and prevent unwanted vehicular access into the reserve.

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## **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of linemarking of 90° parking spaces on the south side of Abbott Road, North Curl Curl.

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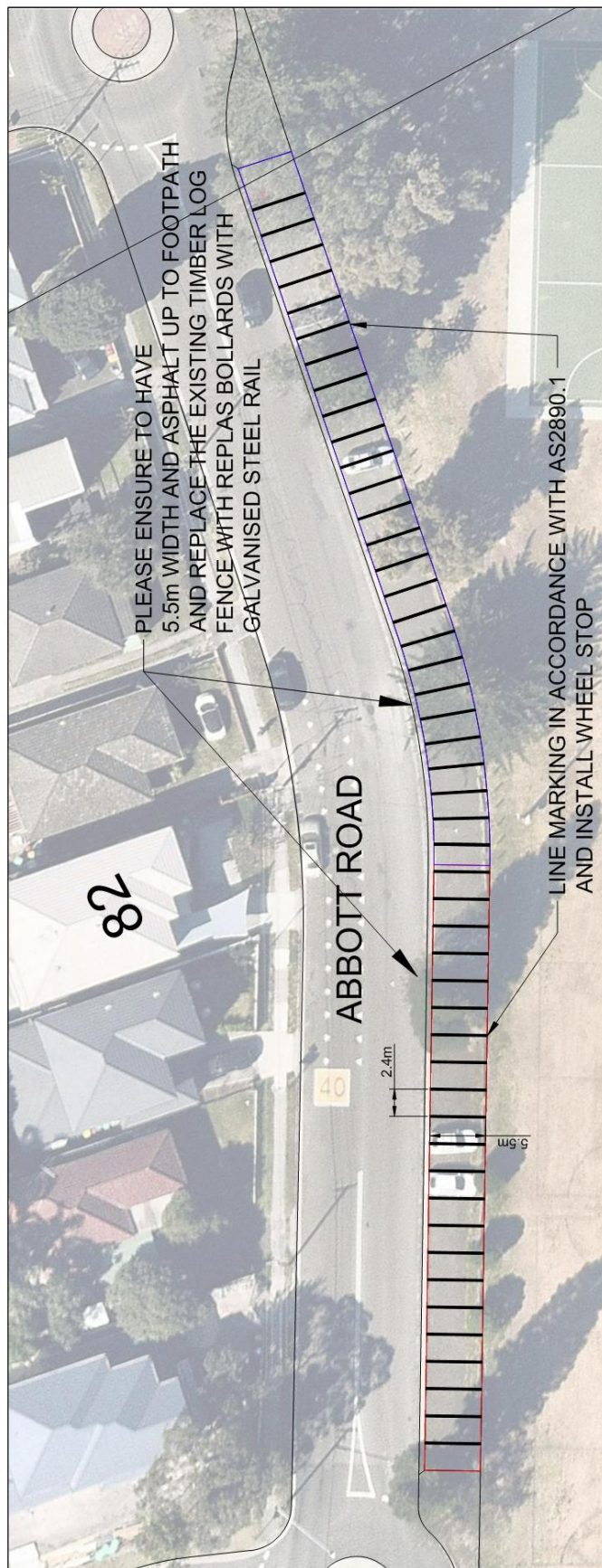


NOTE: 90 degree angle parking  
will be marked at 2.4m intervals

### LEGEND

- MILL AND  
FILL 150mm DGB20 AND  
30mm AC 10
- MILL KERB SIDE 30mm  
OVERLAY 30mm AC10

|   |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |
|---|--|--|--|--|--|--|--|--|--|---|--|--|--|--|--|--|--|--|--|
| PLAN No.  |  |  |  |  |  |  |  |  |  | PLAN No.  |  |  |  |  |  |  |  |  |  |
| Title : ABBOTT ROAD NORTH CURL<br>CURL CAR PARK UPGRADE<br>Project: |  |  |  |  |  |  |  |  |  | Title : ABBOTT ROAD NORTH CURL<br>CURL CAR PARK UPGRADE<br>Project: |  |  |  |  |  |  |  |  |  |
| SHEET No.   |  |  |  |  |  |  |  |  |  | SHEET No.   |  |  |  |  |  |  |  |  |  |
| 1/5   |  |  |  |  |  |  |  |  |  | 1/5   |  |  |  |  |  |  |  |  |  |
| VERSION   |  |  |  |  |  |  |  |  |  | VERSION   |  |  |  |  |  |  |  |  |  |
| A   |  |  |  |  |  |  |  |  |  | A   |  |  |  |  |  |  |  |  |  |
| AMENDMENTS  |  |  |  |  |  |  |  |  |  | AMENDMENTS  |  |  |  |  |  |  |  |  |  |
| DETAILS   |  |  |  |  |  |  |  |  |  | DETAILS   |  |  |  |  |  |  |  |  |  |
| DATE  |  |  |  |  |  |  |  |  |  | DATE  |  |  |  |  |  |  |  |  |  |
| No  |  |  |  |  |  |  |  |  |  | No  |  |  |  |  |  |  |  |  |  |
| ADAPTED AT MEETING  |  |  |  |  |  |  |  |  |  | ADAPTED AT MEETING  |  |  |  |  |  |  |  |  |  |
| LEVEL DATUM   |  |  |  |  |  |  |  |  |  | LEVEL DATUM   |  |  |  |  |  |  |  |  |  |
| MAINTAINED BY AND DATE  |  |  |  |  |  |  |  |  |  | MAINTAINED BY AND DATE  |  |  |  |  |  |  |  |  |  |
| ORIGIN OF LEVELS  |  |  |  |  |  |  |  |  |  | ORIGIN OF LEVELS  |  |  |  |  |  |  |  |  |  |
| ORIGIN OF CO-ORDS   |  |  |  |  |  |  |  |  |  | ORIGIN OF CO-ORDS   |  |  |  |  |  |  |  |  |  |
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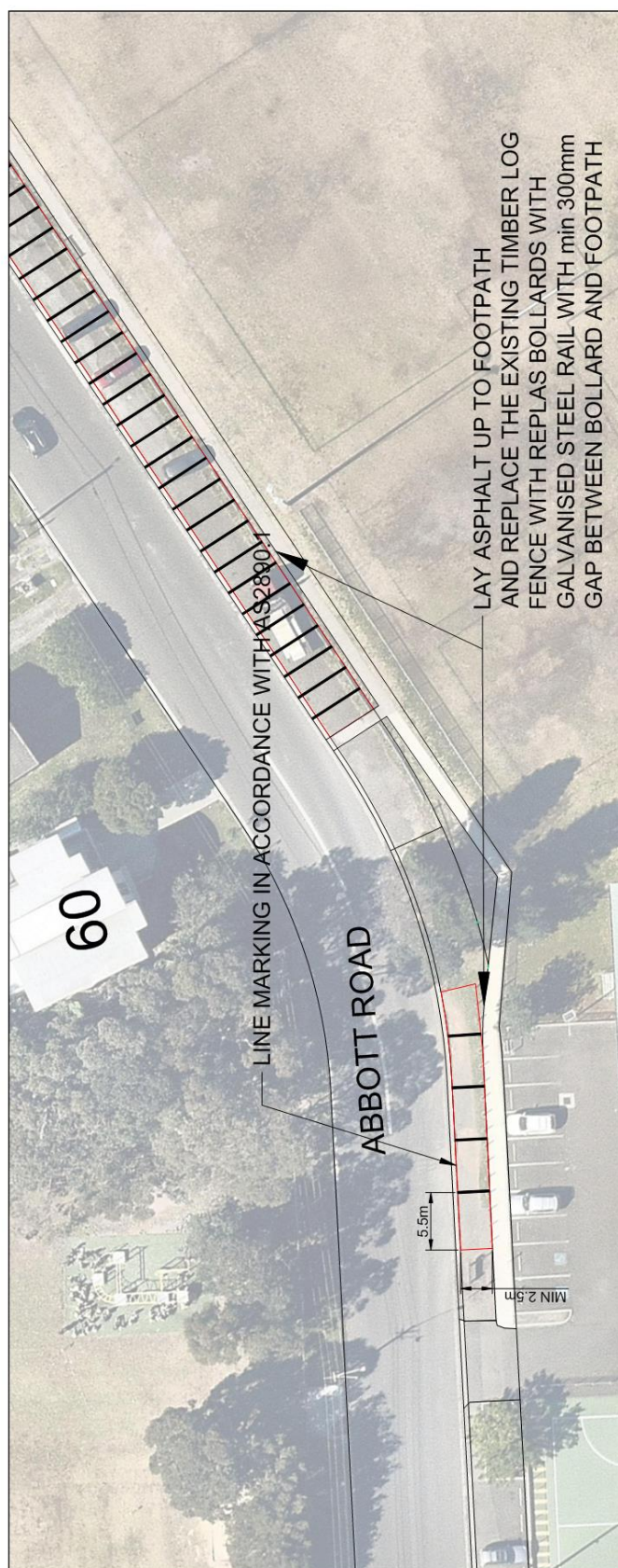
NOTE: 90 degree angle parking bays will be marked at 2.4m intervals

## LEGEND

- |                          |  |
|--------------------------|--|
| <input type="checkbox"/> | MILL AND FILL 150mm DGB20 AND 30mm AC 10 |
| <input type="checkbox"/> | MILL KERB SIDE 30mm OVERLAY 30mm AC10    |

[illegible]



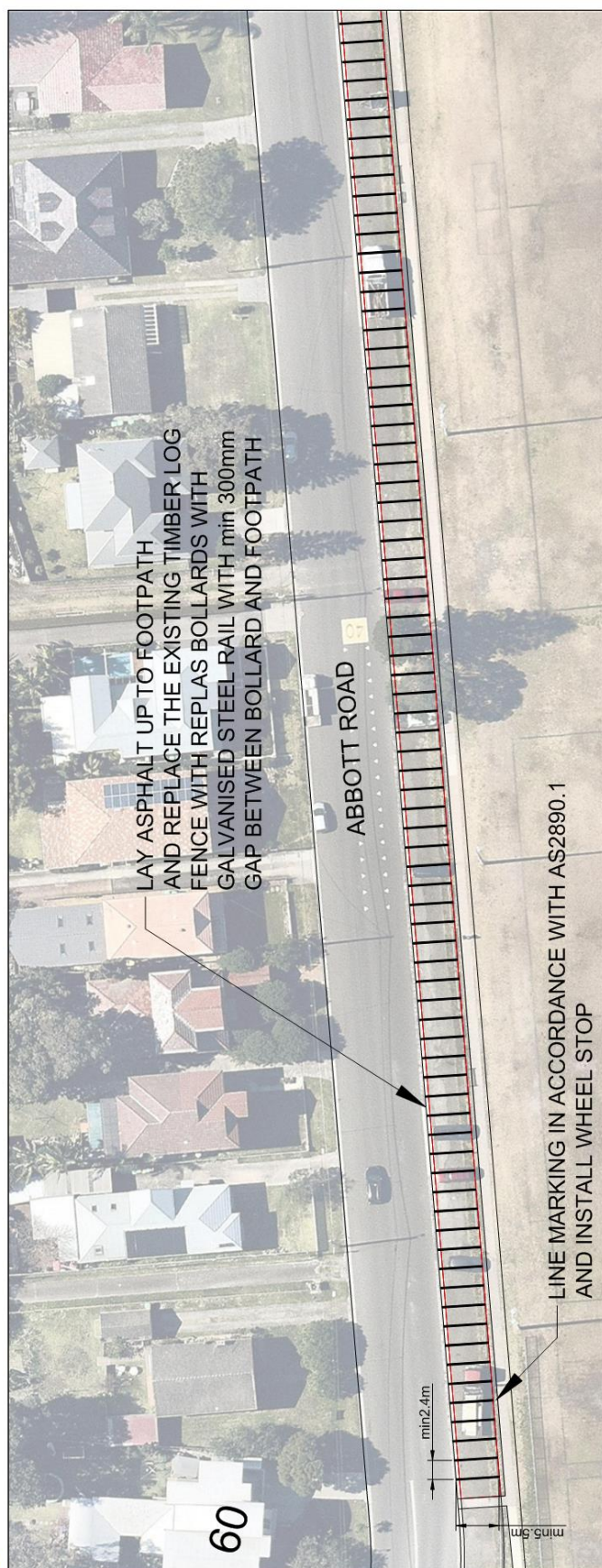


NOTE: 90 degree angle parking bays will be marked at 2.4m intervals

## LEGEND

- ☐ MILL AND FILL 150mm DGB20 AND 30mm AC 10
  - ☐ MILL KERB SIDE 30mm OVERLAY 30mm AC10

[illegible]



# TYPICAL CROSS SECTION

NOTE: 90 degree angle parking bays will be marked at 2.4m intervals

Opposite 52 Abbott Road, North Curl Curl

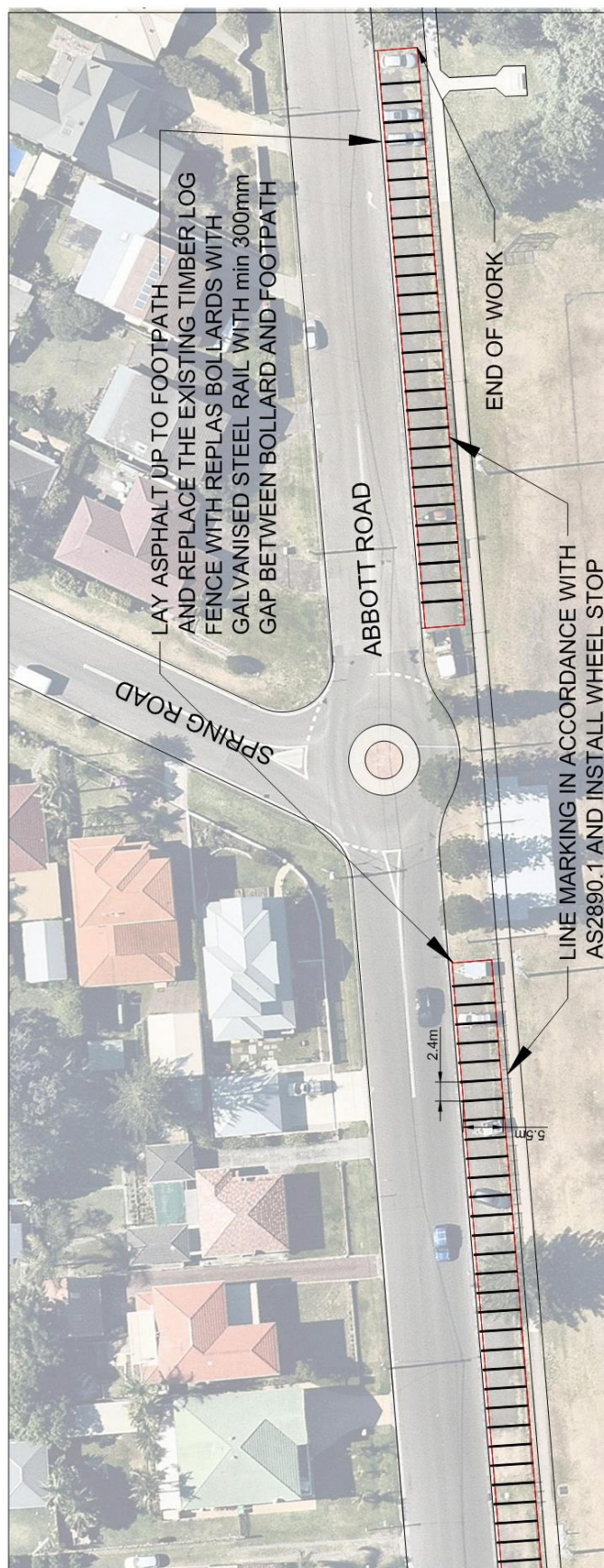
## LEGEND

- ☐ MILL AND FILL 150mm DGB20 AND 30mm AC 10
  - ☐ MILL KERB SIDE 30mm OVERLAY 30mm AC10

| CHAINAGE | EXISTING | DESIGN                |
|----------|----------|-----------------------|
| 50.00    | 1.36     | ROAD BOTTLENECK EDGE  |
| 50.29    | 1.29     | INVERT - DISH OUTER   |
| 50.37    | 1.37     | TOP OF DISH OUTER     |
| 50.42    | 1.42     | END OF CARPARK        |
| 50.50    | 1.44     | END OF CARPARK        |
| 50.74    | 1.44     | BEGINNING OF FOOTPATH |

[illegible]





NOTE: 90 degree angle parking bays will be marked at 2.4m intervals

## LEGEND

- MILL AND FILL 150mm DGB20 AND 30mm AC 10

MILL KERB SIDE 30mm OVERLAY 30mm AC10

[illegible]

|                          |   |
|--------------------------|---|
| <b>ITEM 4.9</b>          | <b>CHISHOLM AVENUE, AVALON - NO PARKING IN TURNAROUND</b> |
| <b>REPORTING OFFICER</b> | <b>TRAFFIC ENGINEER</b>                                   |
| <b>TRIM FILE REF</b>     | <b>2017/461391</b>  |
| <b>ATTACHMENTS</b>       | <b>1 Chisholm Avenue, Avalon - Parking in Turnaround</b>  |

**UBD Ref:** 118 M1

## **REPORT**

### **BACKGROUND**

A local resident at the end of Chisholm Avenue, Avalon, has complained to Council that cars are parking in the turnaround area at the end of Chisholm Avenue which is causing cars and trucks to hit his carport while turning around. The resident has requested full-time 'No Parking' in the turnaround area.

Also Council's Waste Collection Department has complained that it is difficult to turn their garbage trucks around in the turnaround area. They have requested that parking be banned on waste collection days.

The diameter of the turnaround area is approximately 17m. Council's garbage trucks need a turning diameter of approximately 19m to turn around without reversing. Therefore, even if parking was banned fulltime the garbage trucks would still need to do at least a three point turn to turnaround.

### **ISSUES**

Cars and trucks parking in the turnaround area make it difficult for all vehicles, especially the garbage trucks, to easily turnaround in the turnaround area at the end of Chisholm Avenue, Avalon.

### **CONSULTATION**

Extensive resident consultation was undertaken. Two letters were sent to all residents within approximately a 50m radius of the Chisholm Avenue turnaround area. Eleven residents replied. They all understood the need to accommodate the garbage trucks but stated that parking should be allowed at other times because several residents are unable to parking off the street due to the steepness of their properties.

There was one on-site meeting with three residents who had direct driveway access to the turnaround area. They stated that if vehicles parked parallel to the kerb (guardrail) cars and smaller vehicles would not have a problem using the turnaround area. It was pointed out that it is illegal to park at an angle to the kerb. They requested that a reminder sign be installed to say 'Park Parallel to Kerb at other times'.

---

### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of:

- A. Two 'No Parking 8:00am-4:00pm Tuesdays' signs on two poles located either side of the guardrail.
  - B. Two additional signs 'Park Parallel to Kerb at other times' under the above two 'No Parking' signs.
-



|  | PROPOSAL   |  northern<br>beaches<br>council |
|---|--|--|
|   | CHISHOLM AVENUE, AVALON<br>NO PARKING<br>GARBAGE COLLECTION DAYS |  |



|                          |   |
|--------------------------|---|
| <b>ITEM 4.10</b>         | <b>EMMA AND WANGARA STREETS, MONA VALE - PARKING SIGNAGE</b>  |
| <b>REPORTING OFFICER</b> | <b>TRAFFIC ENGINEER</b>   |
| <b>TRIM FILE REF</b>     | <b>2017/440122</b>  |
| <b>ATTACHMENTS</b>       | <b>1 Letter from Mona Vale Public School</b><br><b>2 Mona Vale Public School - Remove No Parking on Emma Street</b> |

**UBD Ref:** 138 F4

## **REPORT**

### **BACKGROUND:**

Mona Vale Public School has requested Council to change the parking restrictions on Emma and Wangara Streets, Mona Vale, during school Drop Off and Pick Up times to improve safety for school children at peak times.

The school has requested the P2min parking signs on Emma Street only apply in the morning drop off period, 8:00am-9:30am and that Council paint a 'No Stopping' yellow edge line in the existing area currently signposted as 'No Stopping' between Emma and Wangara Streets.

The school contends there is dangerous traffic congestion when children are leaving school in the afternoons. Emma and Wangara Streets are narrow urban streets. Emma Street is approximately 9m wide and Wangara Street approximately 7.5m wide.

The School Principal, senior members of the P&C and Council Rangers have noticed dangerous and illegal driving in Emma and Wangara Streets during the busy afternoon pick up times. Cars are stopping in the 'No Stopping' zone in Emma Street which is resulting in traffic backing up on Wangara Street creating further congestion and reduced visibility for children leaving the school. They have observed a number of near misses near the exit gates to the school.

### **ISSUES:**

- Increased traffic congestion caused by dangerous driving behavior.
- Reduced sight distance for children leaving the school and needing to cross Emma or Wangara Streets.

### **CONSULTATION:**

Council received a letter from Mona Vale Public School signed by the Principal and the P&C President on 3 October 2017 requesting these changes. Local residents immediately affected by the proposed changes to the parking time restrictions were notified. There were no replies.

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## **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports:

- A. Changing the existing P2min parking sign on Emma Street, Mona Vale, to 'P2min, Drop off and Pick up area, 8:00am- 9:30pm, School Days'.
  - B. Adding a 'No Stopping' yellow edge line on the eastern side of the section of roadway between Emma and Wangara Streets, Mona Vale, currently sign-posted 'No Stopping'.
-



## MONA VALE PUBLIC SCHOOL

Waratah Street, Mona Vale, N.S.W. 2103  
Telephones: 9999 3481 9999 2121 Fax: 9997 8446  
Email: [monavale-p.school@det.nsw.edu.au](mailto:monavale-p.school@det.nsw.edu.au)  
Web: [www.monavale-p.schools.nsw.edu.au](http://www.monavale-p.schools.nsw.edu.au)

Attention: Traffic Committee, Northern Beaches Council  
c/o Karen Menzies, Road Safety Officer, [Karen.Menzies@northernbeaches.nsw.gov.au](mailto:Karen.Menzies@northernbeaches.nsw.gov.au)

Subject: Request to Remove the "P2 Minute Drop off and Pickup Area" from 2.30-4pm in Emma Street

To the Northern Beaches Traffic Council,

This letter (requested by RSO, Karen Menzies) documents our request to remove the "P2 Minute Drop off and Pickup Area" from 2.30-4pm directly outside the properties of 1, 3 and 5 Emma Street, Mona Vale. We are requesting that the "P2 Minute Drop off and Pickup Area" be only available in the mornings from 8am-9.30am. (See attachment of photos of current sign and a location shot of where the proposed change is requested). We also request that a yellow line be placed around the curve of road that runs from Emma Street to the start of Wangara Street to increase driver awareness that this is a No Stopping Zone.

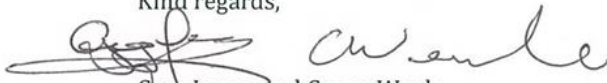
The request is a result of increasing concerns about school children's safety in the area during peak times. In particular the afternoon period (commencing at 2.45pm when school breaks) is a time of dangerous traffic congestion, coupled with an influx of students as they leave the school.

Dangerous and illegal driving practices have been observed by the School Principal, senior members of the P&C, concerned parents, and Council Rangers. It has been reported that even with the ranger presence, the dangerous and illegal driving is still taking place. This includes cars stopping in the "No Stopping" zone in Emma Street, and as a result banking traffic further up Wangara Street, which creates further congestion and reduced visibility to children who are leaving the school. A number of near misses have occurred in the afternoons as this area is near one of the exit gates of the school.

This request has not been taken lightly and has been reviewed and discussed at three P&C meetings over the period of Mar 2017 - October 2017. A number of efforts have been made to stop the illegal driving activity without success. This request has the full support of both the School Executive and the P&C.

We look forward to hearing an update in due course. Please contact us if further information or queries arise.

Kind regards,

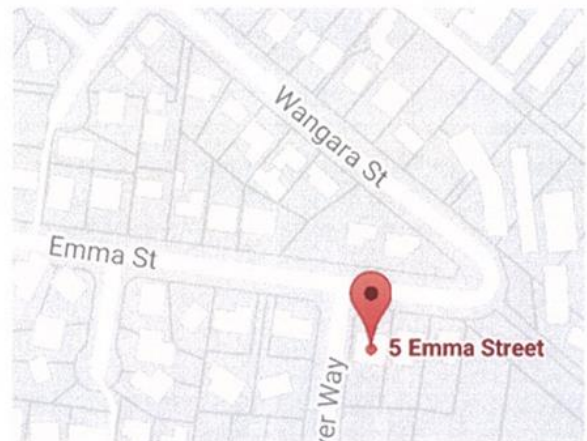


Greg Jones and Conor Weule  
Principal      P & C President



Figure 1: Current Signage in place

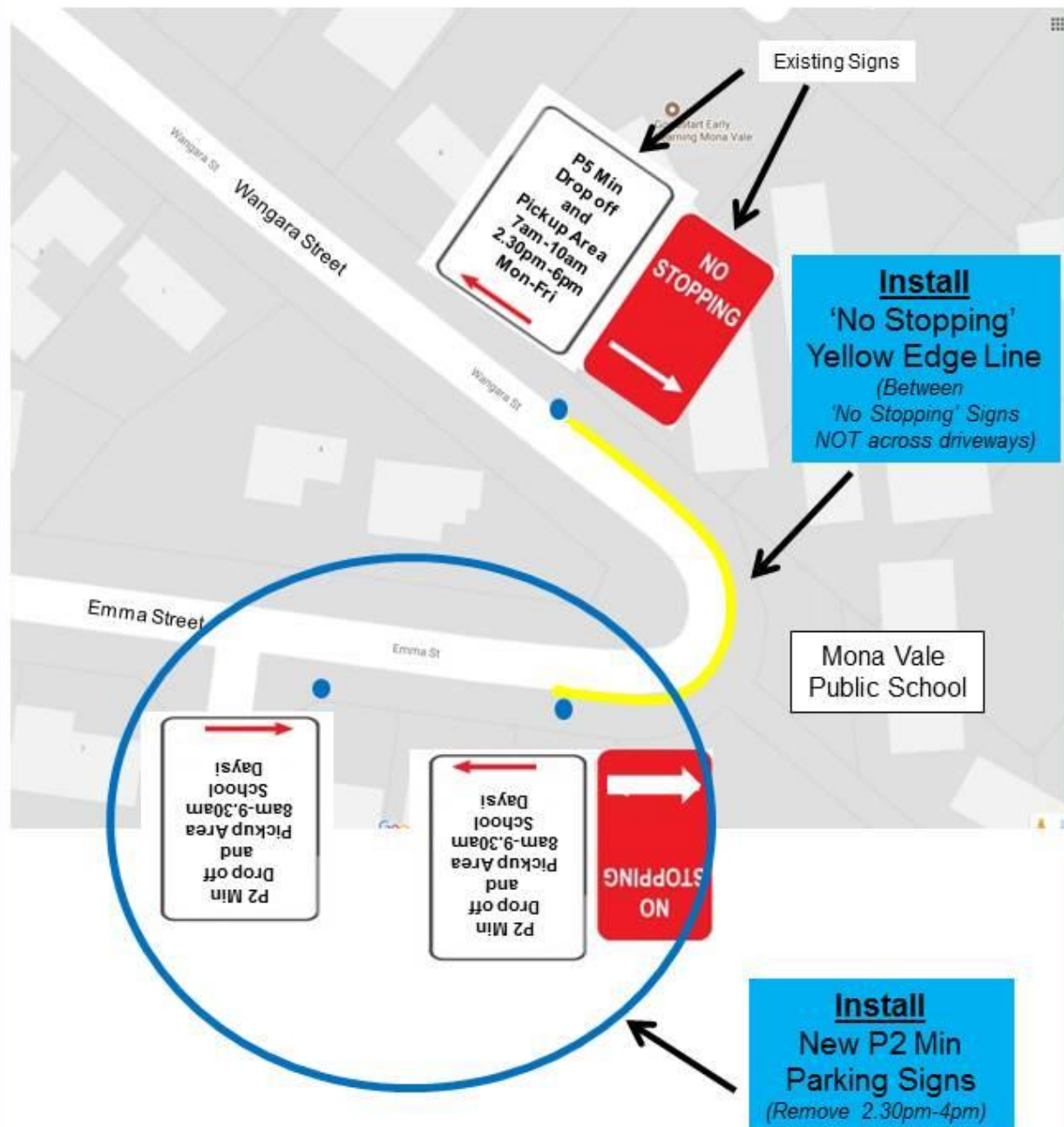
Figure 2 (below): Map of the area referred to (directly outside 1 Emma Street, Mona Vale – 5 Emma Street, Mona Vale).





Emma Street - area where it is requested that P2 operate only 8:00 – 9:30am and not be operational in the afternoon from 2:30 – 4:00pm.





# PROPOSAL

EMMA AND WANGARA STREET  
WARRIEWOOD

CHANGE P2 PARKING SIGNAGE  
ADD 'NO STOPPING' YELLOW EDGE LINE



**ITEM 4.11                      FISHER ROAD, DEE WHY - REQUEST FOR REVIEW ON NO  
PARKING ZONE**

**REPORTING OFFICER            TRAFFIC ENGINEER**  
**TRIM FILE REF                2017/464017**  
**ATTACHMENTS                1 Fisher Road - Signage Plan**

**UBD Ref: 178 B4**

**REPORT**

On 7 February 2017 the Traffic Committee approved the establishment of a full time No Parking passing bay for right turning vehicles from Fisher Road into Kingsway, Dee Why. The proposed No Parking passing bay was intended to improve northbound traffic flow when vehicles are turning right to access Kingsway.

Fisher Road carries approximately 11,000 vehicles per day and earlier reports for the Police Citizens Youth Club (PCYC) development suggest up to 115 vehicles would be turning right from Fisher Road to Kingsway during the peak hour to access the PCYC site.

The proposal was subject to consulting nearby residents and church prior to installation. During August 2017, a response from the Session Chairperson from the Reformed Church of Dee Why (58 Fisher Road) indicated that their members who are elderly and mobility impaired would have issues finding suitable on-street parking nearby.

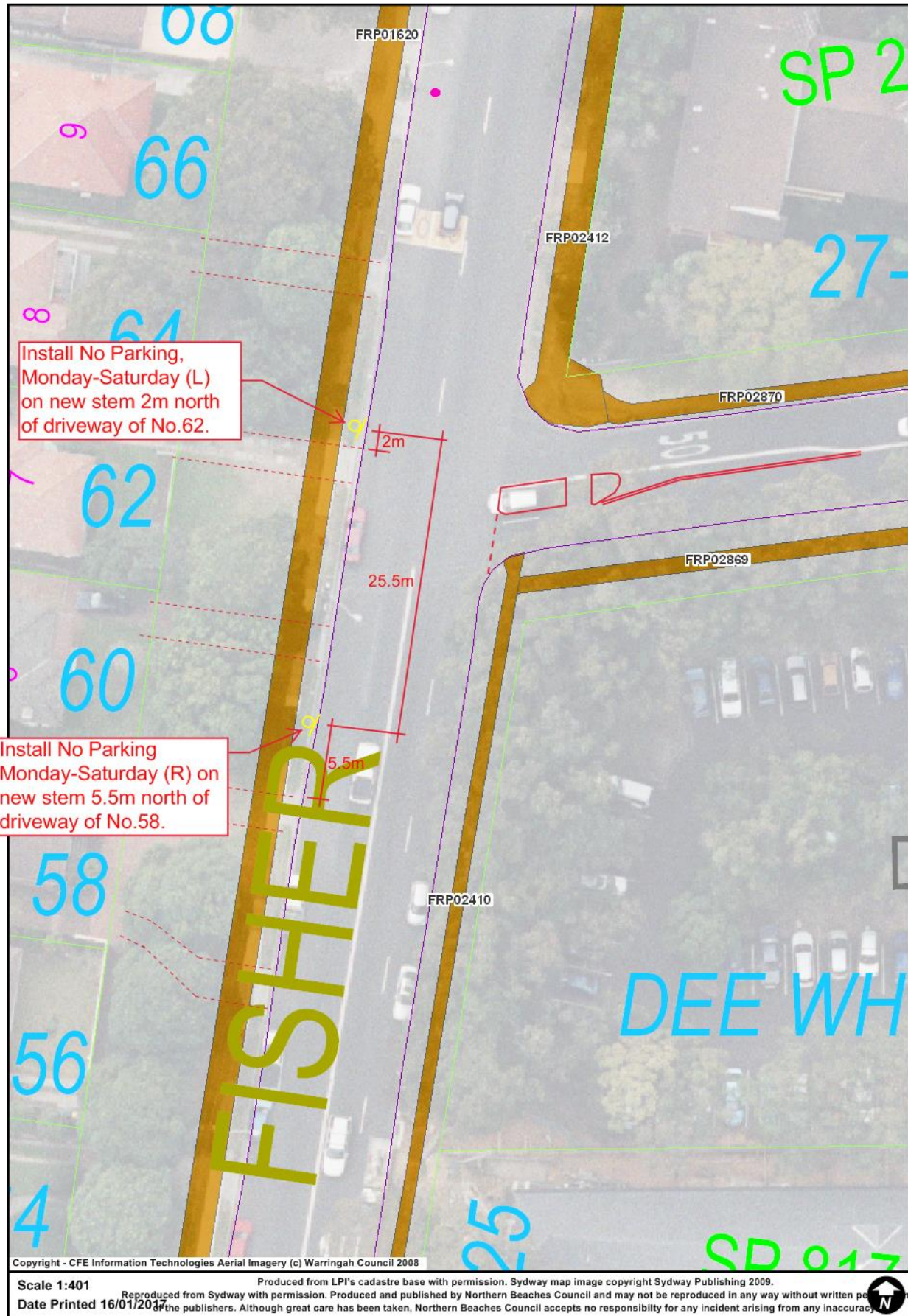
The suitable alternative would be to change the full-time No Parking zone to a part time restriction from Monday to Saturday which would permit on-street parking at this location on Sundays. The church has indicated its support for the proposed changes.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the proposed 25.5m 'No Parking' passing bay be changed to 'No Parking Monday-Saturday'.

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|                          |  |
|--------------------------|--|
| <b>ITEM 4.12</b>         | <b>YULONG AVENUE, TERREY HILLS - INSTALL STOP SIGN AND REMOVAL OF KEEP LEFT SIGN</b> |
| <b>REPORTING OFFICER</b> | <b>TRAFFIC ENGINEER</b>  |
| <b>TRIM FILE REF</b>     | <b>2017/420083</b>   |
| <b>ATTACHMENTS</b>       | <b>1 Yulong Booralie Intersection Treatment</b>                                      |

**UBD Ref:** 136 K7

## **REPORT**

### **BACKGROUND**

Council was approached by a local shop owner about the safety of vehicles turning right from Yulong Avenue into Booralie Road, Terrey Hills.

Vehicles turning right from Yulong Avenue into Booralie Road are frequently damaging the 'Keep Left' sign on the Traffic Island in Booralie Road. The 'Keep Left' sign is mostly being damaged by trucks but the shop owner stated that he has also seen cars hitting the sign and damaging their car at the same time.

Yulong Avenue is a two lane road about 9m wide.

Booralie Road is a two lane road about 12.5m wide with painted parking and cycle lanes. A raised pedestrian crossing is located on Booralie Road immediately east of the Yulong Avenue intersection and a narrow traffic island is located on Booralie Road immediately west of the Yulong Avenue intersection. The traffic island is intended to stop right turning vehicles from cutting the corner.

### **ISSUES**

Damage to the 'Keep Left' sign and to vehicles caused by vehicles, mostly trucks, turning right from Yulong Avenue into Booralie Road.

### **CONSULTATION**

- The plan was discussed with the shop owner. They thought the proposed plan may help but preferred the removal of the 'Keep Left' sign.
- The plan was also circulated to all surrounding properties within approximately a 50m radius. No replies were received.

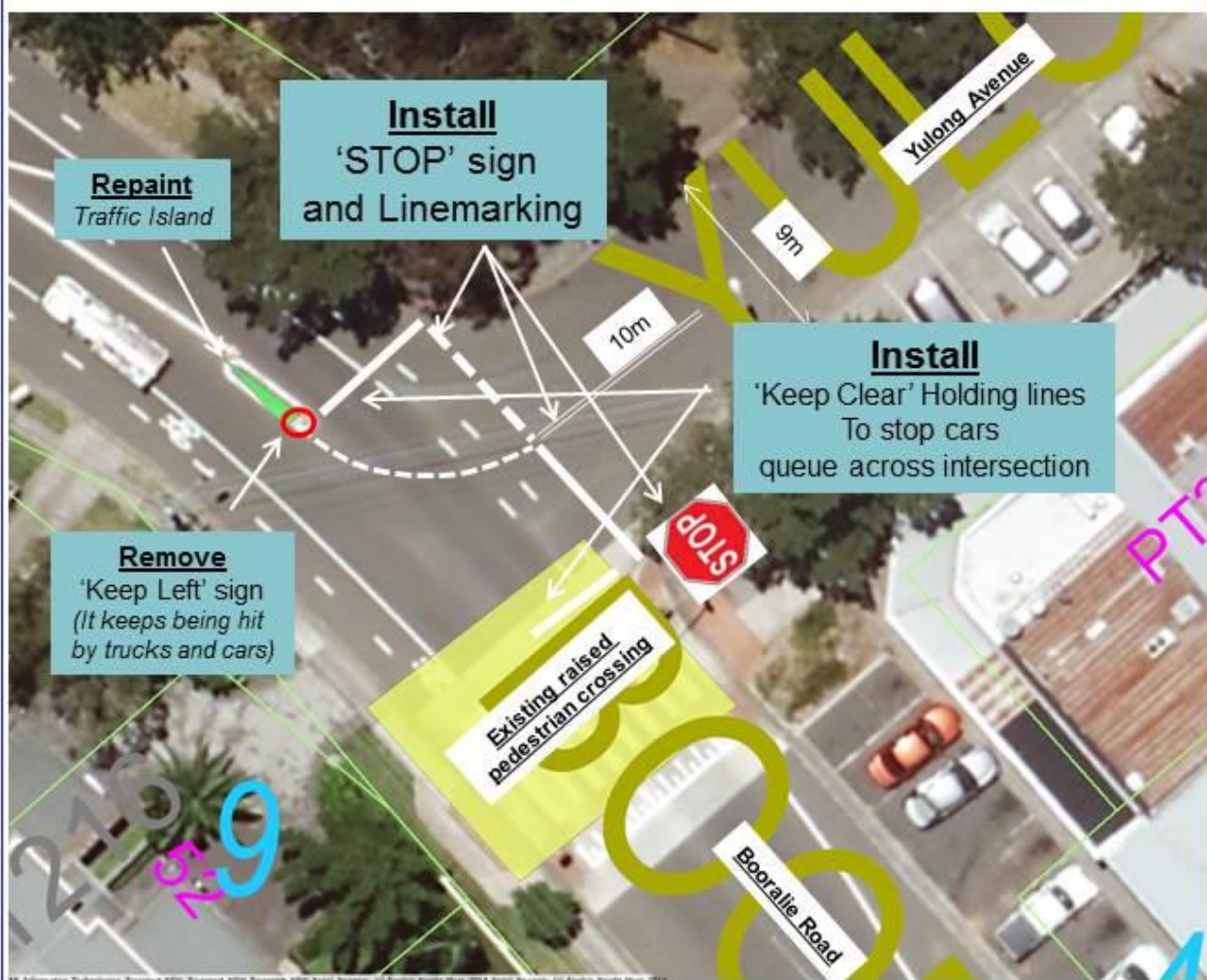
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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

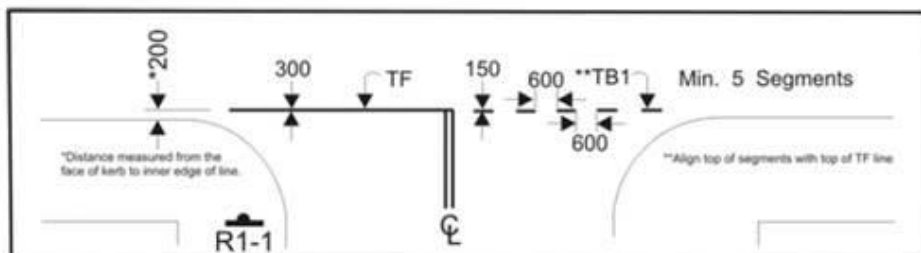
- A. Installation of the 'Stop' sign and associated linemarking on Yulong Avenue, Terrey Hills, at the intersection with Booralie Road.
  - B. Removal of the damaged 'Keep Left' sign at the south end of the small traffic island on Booralie Road, Terrey Hills, at the Yulong Avenue intersection. The sign is not to be replaced.
-





#### 6.4.1.1 Stop Sign

Transverse markings at a stop sign are shown in Figure 6.7



**Figure 6.7:** Transverse line at a stop sign  
(Dimensions are in mm unless otherwise stated)



PROPOSAL

YULONG AVENUE, TERREY HILLS  
STOP SIGNAGE

|                          |   |
|--------------------------|---|
| <b>ITEM 4.13</b>         | <b>FAIRWAY CLOSE, MANLY VALE - NO STOPPING SIGN</b>   |
| <b>REPORTING OFFICER</b> | <b>TRAFFIC ENGINEER</b>                               |
| <b>TRIM FILE REF</b>     | <b>2017/421715</b>                                    |
| <b>ATTACHMENTS</b>       | <b>1 Fairway Close, Manly Vale - No Stopping Sign</b> |

**UBD Ref:** 197 N5

## **REPORT**

### **BACKGROUND**

A resident of Fairway Close, Manly Vale, has complained that cars are parking on the west side of Fairway Close between the speed hump on Fairway Close and the intersection with Addiscombe Road. They are parking illegally as they are parking closer than 3.5m to the double centreline on Fairway Close. Fairway Close is only approximately 9m wide and the double centreline is located on the road centreline.

### **ISSUES**

Cars are parking illegally and while they get booked occasionally the resident has requested a 'No Stopping' sign as a continual reminder not to park there.

### **CONSULTATION**

Consultation is not required as the area is already 'No Stopping' because cars cannot park closer than 3m to the double centreline


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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of a 'No Stopping' sign on the west side of Fairway Close, Manly Vale, between the speed hump on Fairway Close and the Addiscombe Road intersection.

---



|   |   |  |
|---|---|--|
|  | PROPOSAL  |  |
|   | <p>FAIRWAY CLOSE, MANLY VALE</p> <p>NO STOPPING SIGNAGE</p> |  |



|                          |   |
|--------------------------|---|
| <b>ITEM 4.14</b>         | <b>ALLAMBIE ROAD AND DARMOUR AVENUE, ALLAMBIE HEIGHTS - NO STOPPING</b> |
| <b>REPORTING OFFICER</b> | <b>TRAFFIC ENGINEER</b>   |
| <b>TRIM FILE REF</b>     | <b>2017/461532</b>  |
| <b>ATTACHMENTS</b>       | <b>1 Allambie Road, Allambie Heights - No Stopping</b>                  |

**UBD Ref: 177 C11**

## **REPORT**

### **BACKGROUND**

A local resident has complained to Council on several occasions that cars parking on Allambie Road, Allambie Heights, opposite Darmour Avenue, are causing a safety issue. The resident says that large trailers and caravans are parking along Allambie Road which causes cars to either queue up behind cars that are waiting to turn right into Darmour Avenue or think they have enough room to pass around the turning vehicles.

The resident has requested Council install 'No Stopping' signs on Allambie Road opposite Darmour Avenue.

The most recent traffic count (1996) on Allambie Road near Darmour Avenue was about 7,000 vehicles per day with an 85<sup>th</sup> Percentile speed around 65 km/h in a 60km/h speed zone. Traffic flows have increased significantly since then.

The Roads and Maritime Services (RMS) accident database recorded four accidents at the Allambie Road and Darmour Avenue intersection in the last five years where three persons were injured.

### **ISSUES**

- Large trailers, caravans and display trailers parked along Allambie Road opposite Darmour Avenue are causing traffic queues and risk taking by approaching northbound drivers.
- Four accidents (turning from Darmour Avenue, rear enders, and turning right from Allambie Road) in the last five years.

### **CONSULTATION**

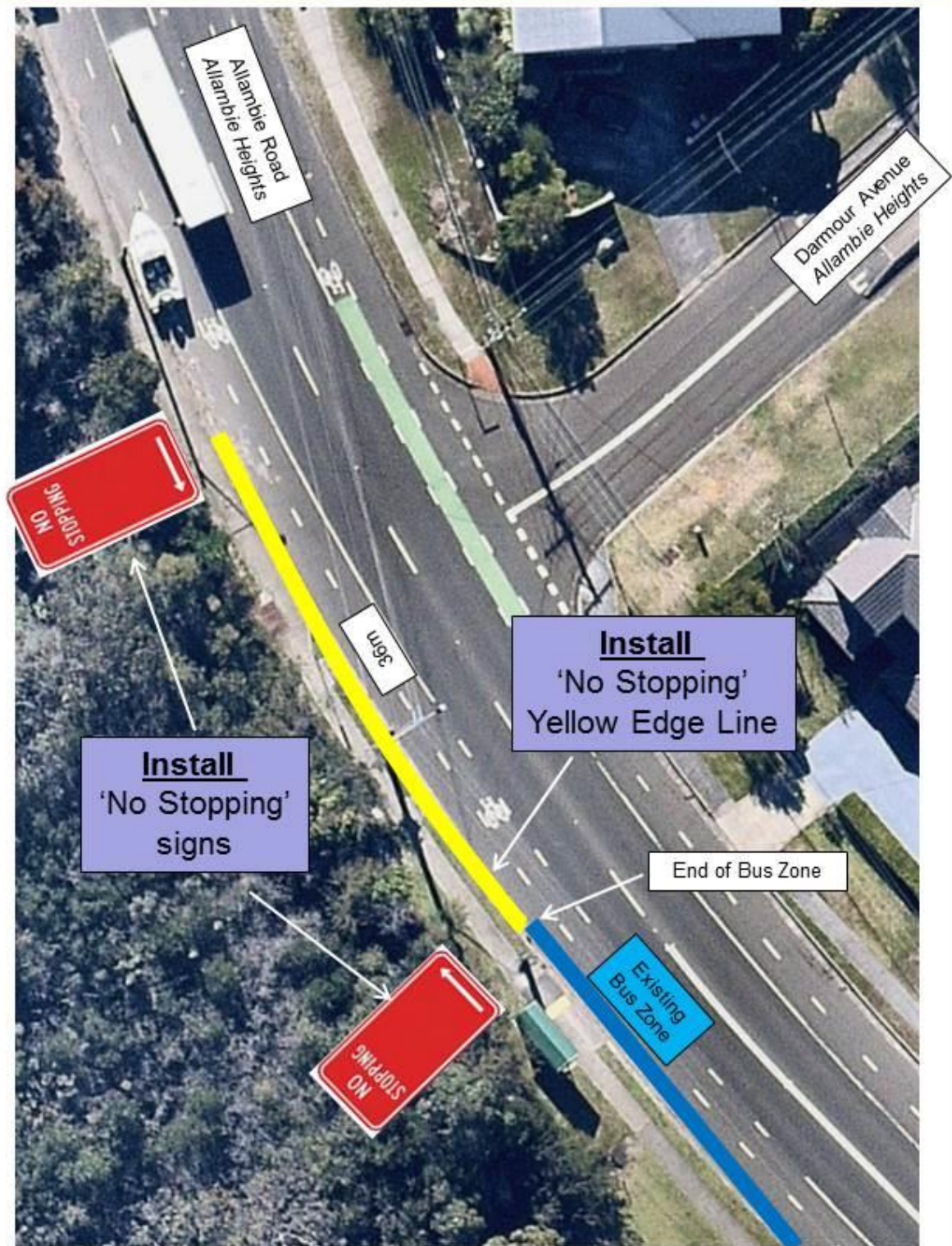
No consultation was undertaken because the proposed 'No Stopping' area is across the frontage of Crown Land.

---

### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Installation of two 'No Stopping' signs from the Bus Zone located on the west side of Allambie Road, Allambie Heights, to the northern side of Darmour Avenue.
  - B. Installation of a 'No Stopping' yellow edge line between the two 'No Stopping' signs, approximately 36m in length.
-



PROPOSAL

ALLAMBIE ROAD / DARMOUR AVENUE  
ALLAMBIE HEIGHTS  
NO STOPPING

|                          |  |
|--------------------------|--|
| <b>ITEM 4.15</b>         | <b>BALGOWLAH ROAD, BALGOWLAH - NO STOPPING</b> |
| <b>REPORTING OFFICER</b> | <b>SENIOR TRAFFIC ENGINEER</b>                 |
| <b>TRIM FILE REF</b>     | <b>2017/461904</b>                             |
| <b>ATTACHMENTS</b>       | <b>1 Balgowlah Road - No Stopping</b>          |

**UBD Ref:** 197 L6

## **REPORT**

### **BACKGROUND**

The Council Depot at Balgowlah is sited at 46-48 Balgowlah Road. Many Depot based Council staff members park in Quirk Road and Council's OHS committee have raised a concern on behalf of staff about the safety of exiting from Quirk Road onto Balgowlah Road due to a lack of visibility.

### **ISSUES**

There are existing No Stopping zones to the east and west of Quirk Road. These No Stopping zones are approximately 10m in length, reinforcing the 10m No Stopping road rule at an intersection.

Balgowlah Road carries high volumes of traffic and sight distance to the west is generally impeded by parked vehicles west of the intersection. A large tree also impedes visibility.

Sight distance would be improved by extending the No Stopping zone by an extra 6m at a loss of one 2P parking space. The 2P parking zone supports local business and, as such to retain the two 2P parking spaces in the 2P parking zone, they will be moved one space further west in conjunction with extending the No Stopping zone.

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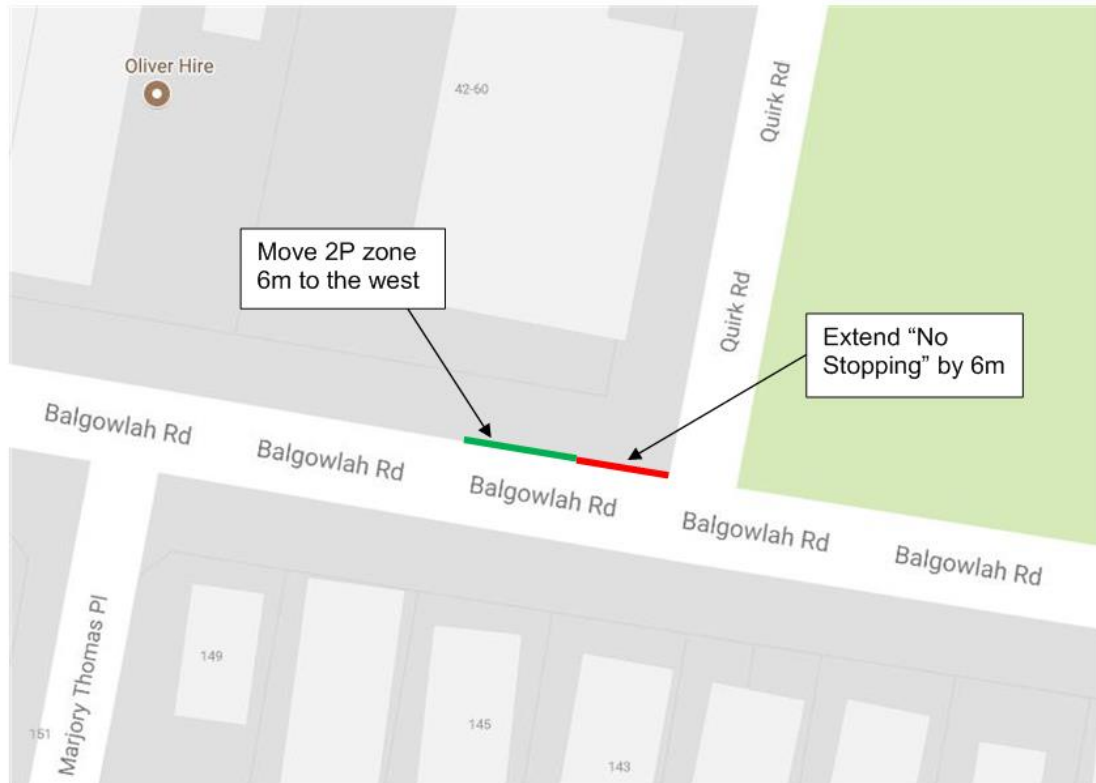
### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports:

- A. The No Stopping on the North side of Balgowlah Road, west of Quirk Road, Balgowlah, be extended by 6m.
  - B. The existing 2P parking zone on the north side of Balgowlah Road, west of Quirk Road, be shifted 6m to the west in conjunction with the extension of the No Stopping zone.
-



**Balgowlah Road at Quirk Road – No Stopping**



Visibility looking west



|                          |   |
|--------------------------|---|
| <b>ITEM 4.16</b>         | <b>GLADSTONE STREET, NEWPORT - PROPOSED EXTENSION OF NO STOPPING RESTRICTIONS</b> |
| <b>REPORTING OFFICER</b> | <b>TRAFFIC ENGINEER</b>   |
| <b>TRIM FILE REF</b>     | <b>2017/467366</b>  |
| <b>ATTACHMENTS</b>       | <b>1 Gladstone Street - Plan</b><br><b>2 Gladstone Street - Site Photographs</b>  |

**UBD Ref: 118 N12**

## **REPORT**

### **BACKGROUND**

Council has received a request from a local resident to extend the existing 'No Stopping' restrictions on the south-eastern corner of the Gladstone Street and Bishop Street, Newport, intersection, to improve traffic sight distances for vehicles exiting Bishop Street.

### **LOCATION**

- Gladstone Street is a high trafficked collector road with a 50km/h speed limit, and a road pavement width of 10m between kerbs.
- Bishop Street is a local road with a road pavement width of 11m.
- Bishop Street intersects Gladstone Street as the stem of a 'T' intersection, and is controlled by 'Give Way' signs on both sides of the intersection to prioritise traffic from Gladstone Street.
- The statutory 10m 'No Stopping' restrictions are signposted for the Gladstone Street and Bishop Street intersection, with restrictions increased to 20m in Gladstone Street on the northern side of the intersection only.
- The L90 and school bus services operate along Gladstone Street.

### **CONSULTATION**

Council sent out consultation letters to adjacent properties in the affected area, advising of the proposal. No responses were received at the time of reporting.

### **ISSUES**

- Sight distances for vehicles exiting Bishop Street from the south are restricted by parked vehicles on the eastern side of Gladstone Street, where the statutory 10m 'No Stopping' restrictions from the intersection apply.
- Council has previously approved the extension of 'No Stopping' restrictions on the northern side of Gladstone Street, either side of the intersection with Bishop Street to improve traffic sight distance, following recommendation from the Traffic Committee.
- Council proposes to extend the existing 'No Stopping' restrictions in Gladstone Street, on the eastern side of the intersection with Bishop Street, from 10m to 17m.
- The proposal would result in the loss of one on-street parking space.
- It is considered reasonable that the request be granted as it will improve safety by increasing traffic sight distances at the intersection.



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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the request to improve traffic sight distances at the Gladstone Street and Bishop Street intersection, Newport, by extending the existing 'No Stopping' restrictions on the eastern side of Gladstone Street from 10m to 17m.

---







Bishop Street looking north towards intersection with Gladstone Street



Gladstone Street looking west towards intersection with Bishop Street



### ITEM 4.17

## 10 JUBILEE AVENUE, WARRIEWOOD - PROPOSED NO STOPPING RESTRICTIONS

## REPORTING OFFICER

## TRAFFIC ENGINEER

**TRIM FILE REF**

**2017/467424**

## ATTACHMENTS

- 1 Jubilee Avenue - Plan**
- 2 Jubilee Avenue - Site Photographs**

**UBD Ref: 138 A4**

## REPORT

## BACKGROUND

Council has received requests from local residents for parking restrictions on the corner of Jubilee Avenue, Warriewood, near the entrance to the Pittwater Uniting Church to ensure two clear traffic lanes for through traffic along the curved section of road.

## LOCATION

- Jubilee Avenue is a collector road with a 50km/h speed limit (connecting Mona Vale Road via Ponderosa Parade) to the Warriewood Business Park.
- The Pittwater Uniting Church is located at No.10 Jubilee Avenue and the land use of the surrounding area is light industrial/commercial.
- The section of Jubilee Avenue under consideration has a road width which varies between 10m and 12m.
- There are existing double separation lines installed along the curve section of road, with 'No Stopping' signposted only on the inside of the curve.
- An indented parking bay permitting unrestricted parallel parking is located approximately 20m east of the driveway access to the Church.

## CONSULTATION

Council sent out consultation letters to adjacent properties in the affected area advising of the proposal. No responses were received at the time of reporting.

## ISSUES

- Council has received concerns from local residents regarding vehicles parking on the corner of Jubilee Avenue, near the entrance to the Pittwater Uniting Church in Warriewood.
- Due to the existing location of the double separation lines it may be possible for vehicles positioned against the kerb to legally park within 3m of a continuous dividing line between the driveway to Pittwater Uniting Church and the indented parking bay.
- Vehicles parked on the curve create a potential traffic hazard by restricting the road width for through traffic and larger vehicles, such as garbage trucks and delivery vehicles, frequently cross the centre of the road when accessing the industrial area.
- It is proposed that 'No Stopping' restrictions be installed on the outside of the curve between the driveway of No.8 Jubilee Avenue and the indented parallel parking bay.

It is considered reasonable that the request be granted as it will prevent parking on the bend and facilitate safe vehicular movement along the curved section of road.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of 'No Stopping' restrictions on the outside of the curve between the driveway of No.8 Jubilee Avenue, Warriewood, and the indented parallel parking bay to prevent parking and ensure two clear traffic lanes along the curved section of road.

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Jubilee Avenue looking west towards entrance to Pittwater Uniting Church



Jubilee Avenue looking north towards entrance to Pittwater Uniting Church

**ITEM 4.18                      20 JUBILEE AVENUE, WARRIEWOOD - PROPOSED NO STOPPING RESTRICTIONS****REPORTING OFFICER              TRAFFIC ENGINEER****TRIM FILE REF                      2017/467505****ATTACHMENTS                      1 20 Jubilee Avenue - Plan  
   2 20 Jubilee Avenue - Swept Paths  
   3 20 Jubilee Avenue - Site Photographs****UBD Ref: 138 C5****REPORT****BACKGROUND**

Council has received a request from Blackmores Limited for 'No Stopping' restrictions adjacent to the driveway to their operations at No.20 Jubilee Avenue in Warriewood, to provide safe truck access to the site.

**LOCATION**

- Jubilee Avenue is a collector road with a 50km/h speed limit (connecting Mona Vale Road via Ponderosa Parade) to the Warriewood Business Park.
- The Blackmores Limited head office is located at No.20 Jubilee Avenue and the land use of the surrounding area is light industrial/commercial.
- The section of Jubilee Avenue under consideration has a minimum road width of 8m which widens to 12.5m where there is indented parallel parking on both sides of the road.
- There are existing double separation lines installed along the centre of the road fronting the site with unrestricted parking only permitted within the constructed indented parking bays.

**CONSULTATION**

Council sent out consultation letters to adjacent properties in the affected area advising of the proposal. No responses were received at the time of reporting.

**ISSUES**

- Blackmores Limited has expressed concerns that vehicles parked in the indented parallel parking area west of the driveway access to the despatch and distribution area are at risk of damage due to the turning manoeuvres of semi-trailers entering and exiting the premises.
- A truck manoeuvrability assessment study undertaken by Traffic consultants was provided and recommending that the adjoining two car park spaces left of the driveway be kept clear for truck access. The study included a swept path analysis showing the turning movements for a 19m articulated truck entering and exiting the driveway.
- It is proposed that 'No Stopping' restrictions be installed in the indented parking bay located immediately west of the driveway to No.20 Jubilee Avenue.

It is considered reasonable that the request be granted as it would enable unobstructed truck access to the Blackmores despatch and distribution area.

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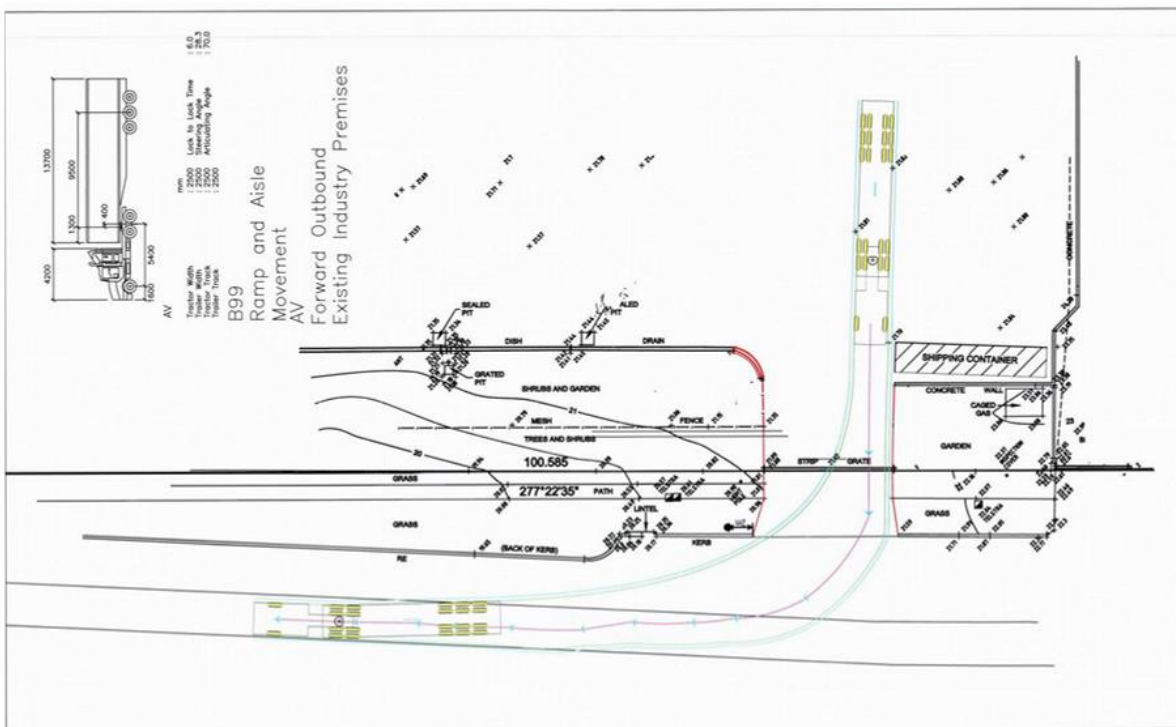
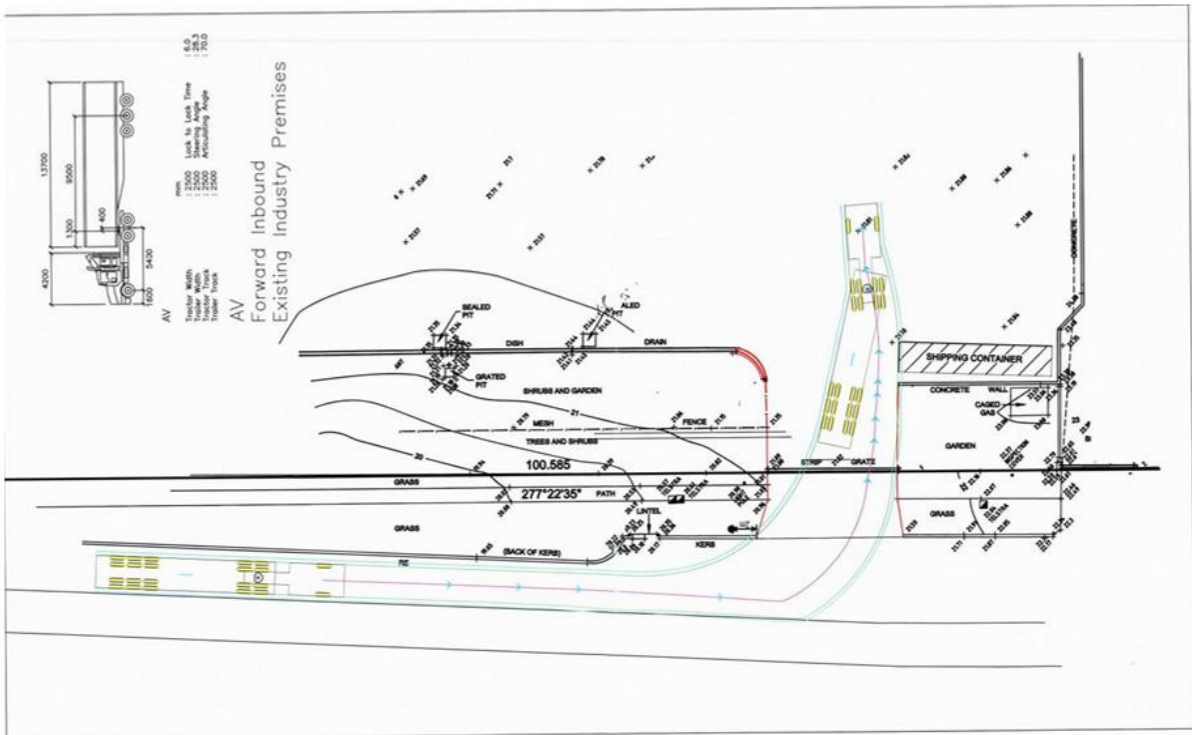
**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the request from Blackmores Limited for 'No Stopping' restrictions to be installed in the indented parking bay located immediately west of the driveway to No.20 Jubilee Avenue, Warriewood, to enable unobstructed truck access to the despatch and distribution area.

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Jubilee Avenue looking west towards Ponderosa Parade



Driveway to Blackmores at No.20 Jubilee Avenue



|                          |   |
|--------------------------|---|
| <b>ITEM 4.19</b>         | <b>FERGUSON STREET, FORESTVILLE - NO STOPPING YELLOW EDGE LINES</b>   |
| <b>REPORTING OFFICER</b> | <b>TRAFFIC ENGINEER</b>   |
| <b>TRIM FILE REF</b>     | <b>2017/455501</b>  |
| <b>ATTACHMENTS</b>       | <b>1 Ferguson Street, Forestville - No Stopping Yellow Edge Lines</b> |

**UBD Ref:** 176 F9

## **REPORT**

### **BACKGROUND**

Council has received complaints from local residents that cars parking on Ferguson Street between Walkom Avenue and Epacris Avenue, Forestville, are causing a traffic safety issue.

Under the Australian Road Rules it is illegal to park along this section of Ferguson Street because cars would need to park closer than 3m to the double centreline. Ferguson Street is only 9m wide so allowing for a 1.8m parking lane, cars would be less than 3m from the centreline.

It is a difficult for Rangers to enforce the 3m rule along Ferguson Street because they cannot accurately determine how far cars are parked from the centreline. The 'No Stopping' yellow edge line would therefore make it easier to enforce the no stopping restrictions.

### **ISSUES**

- Cars are parking next to the short raised centre median located on Ferguson Street, midway between Walkom Avenue and Epacris Avenue. This is causing vehicles to drive onto the wrong side of the road if they are unable to fit between the traffic island and the parked vehicle.
- Rangers are not enforcing the 'No Stopping' because of the difficulty determining whether a car is parked closer than 3m to the centreline.
- The illegally parked vehicles are causing cars to take risks when maneuvering around parked cars when travelling to and from the traffic lights on Warringah Road.

### **CONSULTATION**

- A resident survey letter was sent to all residents within approximately a 50m radius of Ferguson Street.
- Council has received one reply strongly supporting the proposal. No negative replies were received.

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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Installation of 'No Stopping' yellow edge lines on both sides of Ferguson Street between Walkom Avenue and Epacris Avenue.
  - B. Installation of 'No Stopping' yellow edge lines for the statutory 10m around the corners of Walkom Avenue and Epacris Avenue intersections.
-



FERGUSON STREET, FORESTVILLE  
'NO STOPPING' YELLOW EDGE LINE



northern  
beaches  
council

|                          |  |
|--------------------------|--|
| <b>ITEM 4.20</b>         | <b>BOORALIE ROAD, TERREY HILLS - ROUNDABOUT, DO NOT QUEUE ACROSS INTERSECTION SIGN</b> |
| <b>REPORTING OFFICER</b> | <b>TRAFFIC ENGINEER</b>  |
| <b>TRIM FILE REF</b>     | <b>2017/440947</b>   |
| <b>ATTACHMENTS</b>       | <b>1 Booralie Road, Terrey Hills - Roundabout Signage</b>                              |

**UBD Ref:** 136 L7

## **REPORT**

### **BACKGROUND**

In September 2017 the Terrey Hills Progress Association requested that Council install a 'Do Not Queue Across Intersection' sign on the Booralie Road approach to the Booralie Road/McCarrs Creek Road roundabout, Terrey Hills.

They stated that there is frequent traffic congestion on the roundabout caused by traffic queuing through the roundabout from Booralie Road waiting to enter the traffic lights on Mona Vale Road.

### **ISSUES**

Vehicles queuing through the roundabout are blocking access to the roundabout for vehicles entering the roundabout from McCarrs Creek Road and for vehicles turning off Mona Vale Road and wanting to turn right through the roundabout into McCarrs Creek Road.

### **CONSULTATION**

The attached plan was forwarded to the Terrey Hills Progress Association for their comment. They agreed the proposal met their request.

There has been no resident consultation as local residents were not affected by the proposed sign.

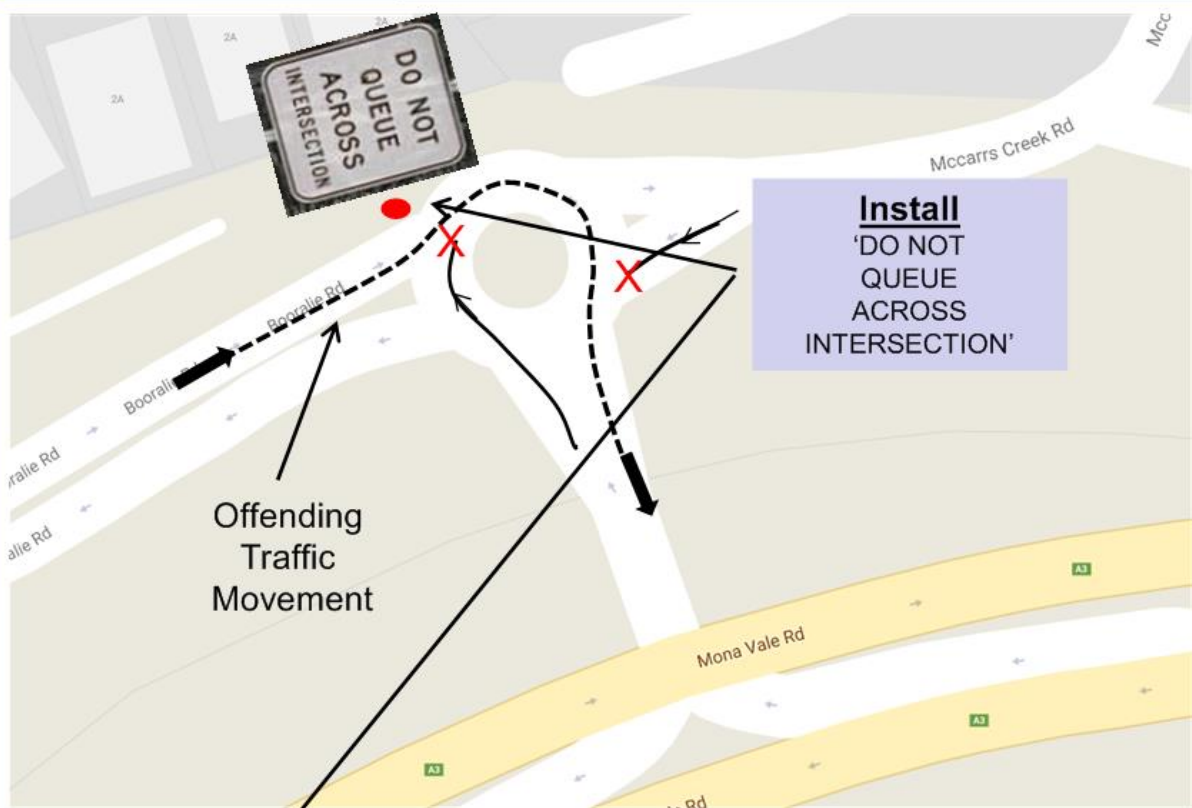
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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That:

- A. The Traffic Committee supports the installation of a 'Do Not Queue Across Intersection' sign on the Booralie Road, Terrey Hills, approach to the roundabout.
  - B. Depending on resource availability, the Police are notified to enforce the traffic regulation that it is illegal to queue through an intersection.
-





## PROPOSAL



BOORALIE & MCCARRS CREEK ROADS  
ROUNDAABOUT  
DO NOT QUEUE THROUGH INTERSECTION



northern  
beaches  
council

|                          |  |
|--------------------------|--|
| <b>ITEM 4.21</b>         | <b>ORARA ROAD, ALLAMBIE - PROPOSED CONCRETE SPLITTER ISLAND</b>  |
| <b>REPORTING OFFICER</b> | <b>TRAFFIC ENGINEER</b>  |
| <b>TRIM FILE REF</b>     | <b>2017/463504</b>   |
| <b>ATTACHMENTS</b>       | <b>1 Orara Road - Detailed Design Plan</b><br><b>2 Orara Road - HRV Swept Path Assessment 1</b><br><b>3 Orara Road - HRV Swept Path Assessment 2</b> |

**UBD Ref:** 177 J16

### **BACKGROUND**

On 27 July 2010 the Warringah Traffic Committee approved the provision of a concrete splitter island in Orara Road at Kentwell Road, Allambie. The project was included in Council's Future Works Ledger and has been identified for delivery in the 2017-18 year. The objective of the proposal is to enhance pedestrian crossing opportunities across Orara Road near the roundabout at Kentwell Road.

### **REPORT**

During the initial investigation and survey stage it was identified that additional kerbspace for the concrete splitter island was required to provide protection for pedestrians. This required a reconstruction of the north eastern kerb return of the intersection. The design will allow a heavy rigid truck to turn in and out of Orara Road, and a swept path assessment for a heavy rigid truck has also been attached.

A recent review of the traffic accident database provided by the Roads and Maritime Services (RMS) for the five year period ending in September 2017 revealed one (1) recorded injury accident at the roundabout with a RUM Code 21: right through. The accident did not involve any pedestrians.

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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

- A. That the design plans for the concrete splitter island and kerb return at Orara Road at Kentwell Road, Allambie, including the signage and linemarking be approved.
  - B. That construction of the splitter island and kerb return at Orara Road at Kentwell Road, Allambie, proceed utilising funds allocated to the project.
-









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|--------------------------|--|
| <b>ITEM 4.22</b>         | <b>ALBERT STREET, NARRABEEN - LOADING ZONE</b>   |
| <b>REPORTING OFFICER</b> | <b>TRAFFIC ENGINEER</b>  |
| <b>TRIM FILE REF</b>     | <b>2017/472816</b>   |
| <b>ATTACHMENTS</b>       | <b>1 Swept Path Articulated Bus 19.0m</b><br><b>2 Swept Path Passenger Car 5.2m</b><br><b>3 Swept Path Single Unit Bus 12.5m</b> |

**UBD Ref:** 158 F4

## **REPORT**

### **BACKGROUND**

Transport for NSW (TfNSW) has requested a Loading Zone in Albert Street, Narrabeen, between Pittwater Road and Lagoon Street.

This proposal is associated with the B-Line bus service through Narrabeen. It was necessary to remove a Loading Zone on Pittwater Road to accommodate the Bus Zone for the B-Line.

The proposal is to install a Loading Zone on west of Lagoon Street on the northern side of Albert Street between the existing private driveway and Lagoon Street.

### **ISSUE**

Maintaining the 'Loading Zones' capacity in the Narrabeen Shopping District when the existing Loading Zone on Pittwater Road is removed as part of the B-Line Bus Route along Pittwater Road.

### **CONSULTATION**

Transport for NSW door-knocked all businesses on Albert Street, Narrabeen, from Pittwater Road to Lagoon Street during the week ending 1 December 2017.

There were no objections to the proposal.

There will be no loss of parking as the proposed Loading Zone will be located within the 10m statutory 'No Stopping' distance of the Lagoon Street intersection.

Council is recommending that Traffic Committee approve infringing on the 10m 'No Stopping' in this instance because of the low pedestrian movements across Lagoon Street at this location and the infrequent use of the proposed Loading Zone.

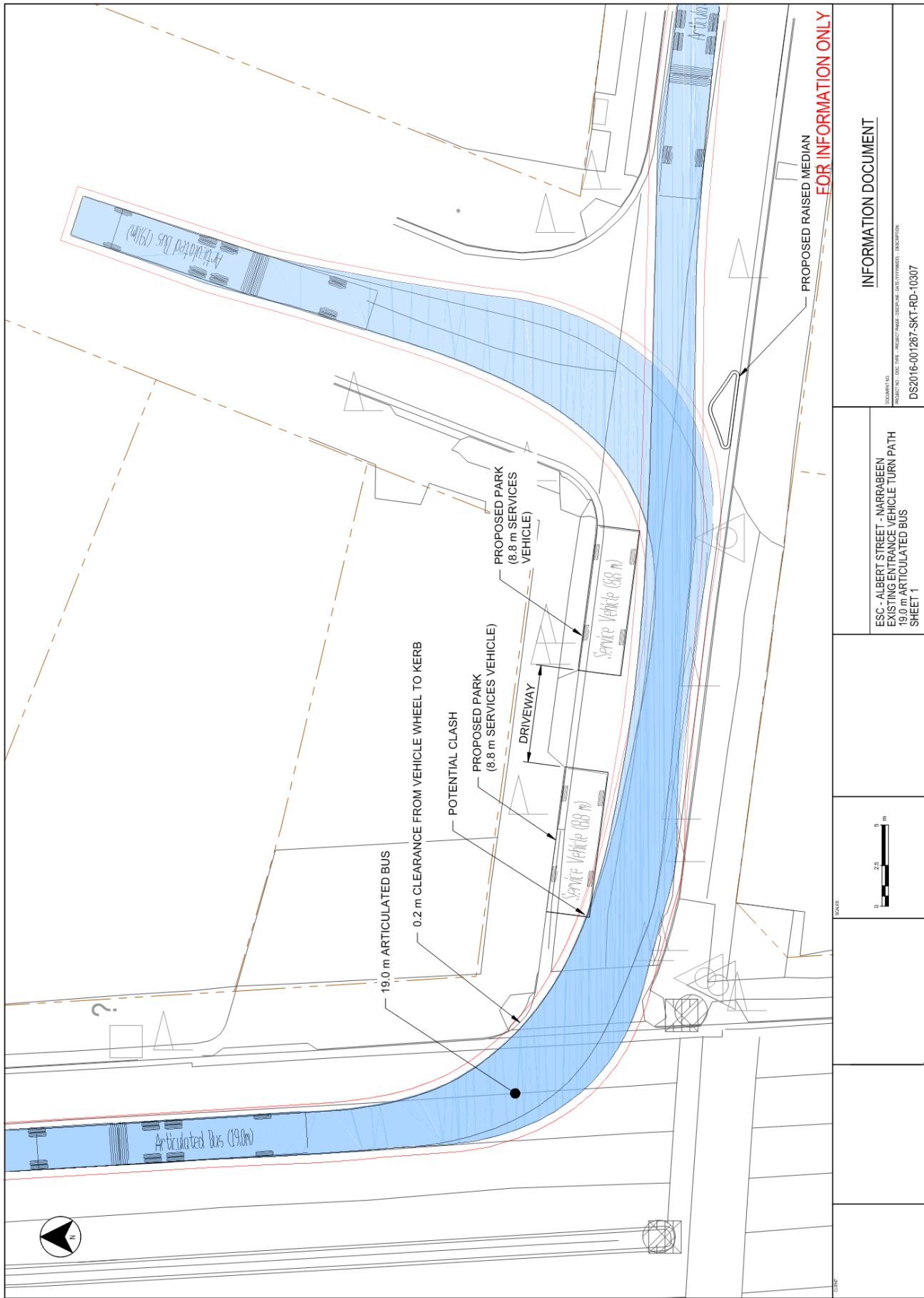
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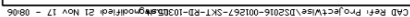
### **RECOMMENDATION TO TRAFFIC COMMITTEE**

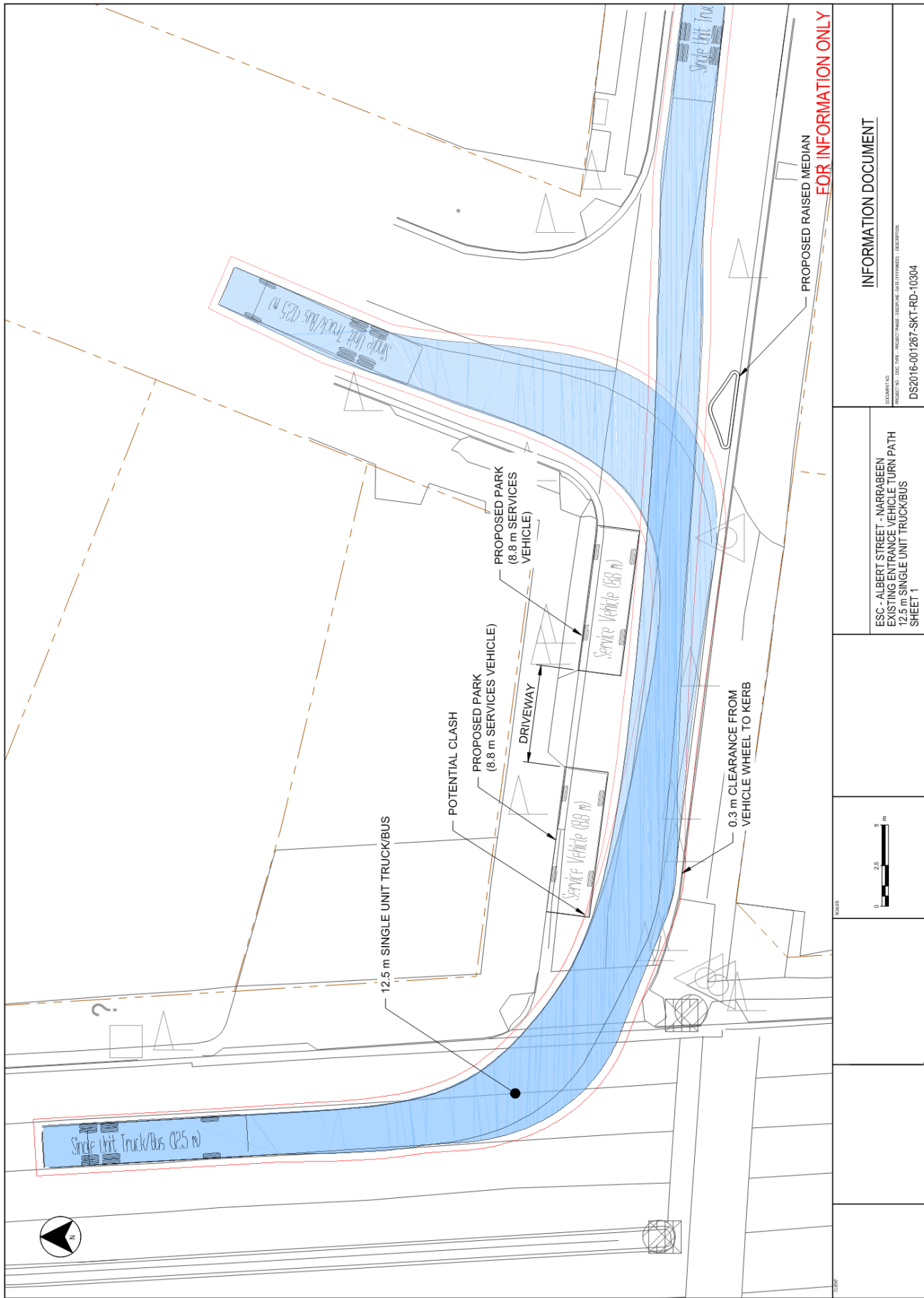
That Traffic Committee approve the 'Loading Zone 8:30am-6:00pm Mon-Fri', west of Lagoon Street on the northern side of Albert Street between the private driveway and Lagoon Street. The area will remain 'No Stopping' at other times.

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|                          |   |
|--------------------------|---|
| <b>ITEM 4.23</b>         | <b>WATERLOO STREET, NARRABEEN - EXTEND LOADING ZONE</b>   |
| <b>REPORTING OFFICER</b> | <b>TRAFFIC ENGINEER</b>                                   |
| <b>TRIM FILE REF</b>     | <b>2017/463769</b>  |
| <b>ATTACHMENTS</b>       | <b>1 Waterloo Street, Narrabeen - Extend Loading Zone</b> |

**UBD Ref:** 158 G4

## **REPORT**

### **BACKGROUND**

Transport for NSW (TfNSW) has requested extending the Loading Zone in Waterloo Street, Narrabeen, while they install a permanent Loading Zone in Albert Street, Narrabeen.

This proposal is associated with the B-Line bus service through Narrabeen. It was necessary to remove a Loading Zone on Pittwater Road to accommodate the Bus Zone for the B-Line.

The proposal is to extend the Loading Zone from the western side of the existing Loading Zone to the 'No Stopping' sign on Pittwater Road.

### **ISSUE**

Maintain the existing kerb length of 'Loading Zone' when the existing Loading Zone on Pittwater Road is removed.

### **CONSULTATION**

Transport for NSW door-knocked all businesses on both sides of Waterloo Street, Narrabeen, from Pittwater Road to Lagoon Street during the week ending 24 November 2017.

There were no objections to the proposal to extend the Loading Zone to the west of the existing Loading Zone.

This will require the short-term removal of approximately two to three parking spaces on the north side of Waterloo Street east of Pittwater Road.

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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the extension of the 'Loading Zone 8:30am-6:00pm Mon-Fri' by approximately 14m to the west of the existing Loading Zone on the northern side of Waterloo Street.

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WATERLOO STREET, NARRABEEN  
LOADING ZONE EXTENSION

|                          |  |
|--------------------------|--|
| <b>ITEM 4.24</b>         | <b>BUS NETWORK IMPROVEMENTS - CHANGES TO BUS ZONES</b>   |
| <b>REPORTING OFFICER</b> | <b>MANAGER TRAFFIC TRANSPORT</b>                         |
| <b>TRIM FILE REF</b>     | <b>2017/464704</b>                                       |
| <b>ATTACHMENTS</b>       | <b>1 Bus Network Improvements - changes to Bus Zones</b> |

**UBD Ref:** Various

## **REPORT**

### **BACKGROUND**

Transport for NSW (TfNSW) have devised a new network plan for buses operating on the Northern Beaches which will come into effect from 26 November 2017. These changes will require adjustments to a number of existing Bus Zones to reflect extended hours of operation. The required changes are discussed below.

### **ISSUES**

#### **1. East side of Lagoon Street, Narrabeen, opposite No.10 Lagoon Street**

An existing Bus Zone applying 8:00am-9:30am and 2:30pm-3:30pm is required to operate over an extended time frame of 6:30am-6:30pm to meet increased demand for layover bus parking at this location. The extended Bus Zone hours are required initially to support a shuttle service currently operating through the Warriewood Industrial area during Macpherson Street road works. It will be required longer term to support link services supporting the B-Line. The existing part time Bus Zone reverts to unrestricted parking when not in use and, although the Bus Zone is sited in front of the St. Joseph's Church and adjacent to the St. Joseph's school, long term parking activity in the impacted kerb space does not appear to be high.

#### **2. East side of South Creek Road, Dee Why, north of Pittwater Road**

This location is on the approach to traffic signals on Pittwater Road. To provide for queuing of vehicles a No Parking zone has been established which applies 6:30am-9:30am and 3:30pm-6:30pm. The No Parking zone reverts to 1P parking between 9:30am and 3:30pm. It has been requested that the No Parking zone be changed to a Bus Zone applying over the same time frame i.e. 6:30am-9:30am and 3:30pm-6:30pm. The effect of the change will be minimal as the Bus Zone will only be used for set down and pick up purposes and not for any layover activity. Both restrictions ensure the area is clear of parking activity at most times during the peak period.

#### **3. South side of Moore Street, Clontarf, between No.13 Moore Street and Beatrice Street**

An existing No Parking zone applies between 6:00am and 7:00pm seven days a week. It reverts to unrestricted parking outside of those hours. STA advises that buses will now be running late into the night along this street and given the narrow width of the street through access for buses or other large vehicles could be prevented if vehicles are parked on both sides of the road. To ensure access remains possible a full time No Parking restriction has been requested and is supported.

#### **4. North side of Addison Road, Manly, between Osborne Road and Darley Road**

An existing part time Bus Zone operating 6:30am-7:30pm Mon-Fri and 8:30am-5:00pm Sat and Sun is to be changed to operate over extended hours between 6:00am-9:00pm Mon-Fri and 8:30am-8:30pm Sat and Sun. The effect of the change will be minimal as parking is already prevented at most times of the day in the existing Bus Zone and is supported given the improved bus service to the area.



5. North east side of Darley Road, Manly opposite Marshall Street

An existing part time Bus Zone operating 6:30am-7:30pm Mon-Fri and 8:30am-5:00pm Sat and Sun is to be changed to operate over extended hours between 6:00am-9:00pm Mon-Fri and 8:30am-8:30pm Sat and Sun. The effect of the change will be minimal as parking is already prevented at most times of the day in the existing Bus Zone and is supported given the improved bus service to the area

6. South west side of Darley Road, Manly opposite Vivian Street

An existing part time Bus Zone operating 6:30am-7:30pm Mon-Fri and 8:30am-5:00pm Sat and Sun is to be changed to operate over extended hours between 6:00am-9:00pm Mon-Fri and 8:30am-8:30pm Sat and Sun. The effect of the change will be minimal as parking is already prevented at most times of the day in the existing Bus Zone and is supported given the improved bus service to the area

7. North east side of Stuart Street, Manly between East Esplanade & Addison Road

An existing part time Bus Zone operating 6:30am-7:30pm Mon-Fri and 8:30am-5:00pm Sat and Sun is to be changed to operate over extended hours between 6:00am-9:00pm Mon-Fri and 8:30am-8:30pm Sat and Sun. The effect of the change will be minimal as parking is already prevented at most times of the day in the existing Bus Zone and is supported given the improved bus service to the area

8. South side of Seaforth Crescent, Seaforth east of Princes Promenade

An existing part time Bus Zone operating 9:00am-5:00pm Mon-Fri is to be changed to operate over extended hours between 7:30am-5:00pm Mon-Fri. The effect of the change will be minimal with the Bus Zone operating an hour and a half earlier on weekday mornings. The change is supported given the improved bus service to the area

9. East side of Princes Promenade, Seaforth north of Alan Avenue

An existing bus stop without any supporting Bus Zone exists at this location. A Bus Zone is to be introduced operating 7:30am-5:00pm Mon-Fri. As the existing bus stop does not legally permit parking for 20m on approach to and 10m on departure from the bus stop at any time, the effect of the change is a positive one as residents will legally be permitted to park in the Bus Zone on weekends and overnight. The change is supported.

10. North side of Ethel Street, Seaforth east of Sydney Road

An existing part time Bus Zone operating in peak periods between 7:30am-9:30am and 2:30pm-7:00pm Mon-Fri is to be changed to operate over slightly extended hours between 7:00am-9:30am and 2:30pm -9:00pm Mon-Fri. The effect of the change will be minimal. The Bus Zone is located within the Seaforth Village with parking reverting to 1P during business hours when the Bus Zone is not in operation. This will be retained under the amended arrangements with no change to the hours over which the 1P restriction applies. The change is supported.

11. North side of White Street, Balgowlah between Jackson Street & Condamine Street

An existing part time Bus Zone operating in the pm peak between 4:00pm and 7:30pm Mon-Fri is to be changed to operate in the morning peak and also over extended hours in the pm peak i.e between 7:00am-9:30am and 2:30pm -9:00pm Mon-Fri. The effect of the change will be to limit the hours over which vehicles may park on weekdays however as parking availability in this location is not critical the change is supported given the improved bus service to the area.

**12. North side of King Street, Manly Vale west of Condamine Street**

An existing part time Bus Zone operating 8:00am-4:00pm Mon-Fri is to be changed to operate over one hour later in the pm period i.e between 8:00am-5:00pm Mon-Fri. The effect of the change will be minimal. The change is supported given the improved bus service to the area

**13. West side of Gibbs Street, Manly Vale between Sunshine Street & Arana Street**

An existing school set down and pick up Bus Zone operating only between 8:00am-9:00am and 2:30pm-3:30 pm on School Days is to be changed to operate between 8:00am and 5:00pm Mon-Fri. The effect of the change will be to limit the hours over which vehicles may park on weekdays however as parking availability in this location is not critical the change is supported given the improved bus service to the area.

**14. South side of White Street, Balgowlah between Jackson Street & Condamine Street**

An existing part time Bus Zone operating in the am peak between 6:30am and 10:00am Mon-Fri is to be changed to operate on a full time basis Monday to Friday i.e Bus Zone (Mon-Fri). The effect of the change will be that there will be a significant increase in the hours that vehicles will be prevented from parking within the Bus Zone area, with parking only possible on weekends. It is expected that residents may oppose this change and STA may be asked to consider reducing the hours of operation to more closely match timetabled bus operation hours.

**COMMENT**

Each of the changes listed above is necessary to ensure that the respective Bus Zones remain clear of parked cars throughout the hours that the bus stop is in use. If the changes are not implemented buses may have to double park or park with the rear of the bus hanging out into the through traffic lane. This is both unsafe and impacts upon the safety of passengers. Although the extended hours of operation of the Bus Zones may not be welcomed by all nearby residents there is a significant net benefit to the community by having bus services operating over extended periods of time through these residential areas and the requested changes to Bus Zones should be supported.

**CONSULTATION**

The changes requested are each considered reasonable and are required to ensure that buses are able to safely pull up close and parallel to the kerb during the extended hours of operation of the respective services. Notification regarding each of the changes has not been circulated to nearby residents and occupiers by STA. Council will endeavor to do so with any issues raised as a result of that process to be discussed at the committee meeting.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That changes to the fourteen Bus Zones, as listed in the Agenda, be supported by the Traffic Committee and the respective signposting changes introduced as soon as practicable to facilitate safe operations of bus services impacted by the bus service network review.

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### Bus Zone Changes following Bus Network Review



1. East side of Lagoon Street, Narrabeen, north of Waterloo Street



2. East side of South Creek Road, Dee Why, north of Pittwater Road





3. South side of Moore Street between No.13 & Beatrice Street



4. north side of Addison Road, Manly between Osborne Road & Darley Road



5. North east side of Darley Road, Manly opposite Marshall Street



6. South west side of Darley Road, Manly, opposite Vivian Street



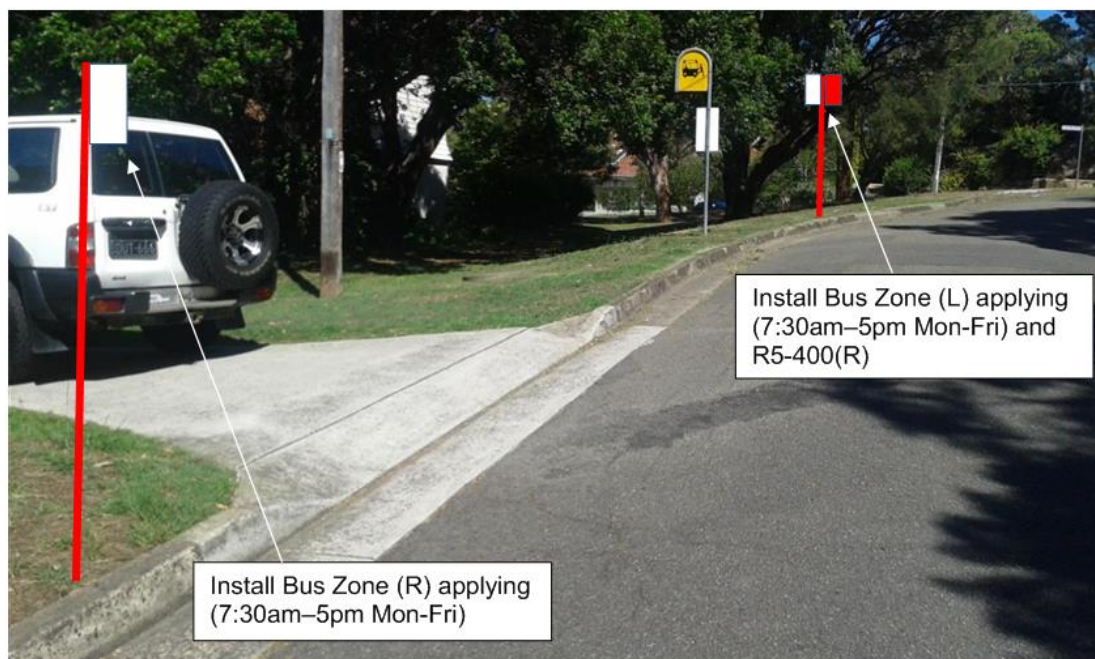


7. North east side of Stuart Street, Manly between East Esplanade & Addison Road



8. South side of Seaforth Crescent, Seaforth, east of Princes Promenade





9. Eastern side of Princes Promenade, Seaforth, north of Alan Avenue



10. North side of Ethel Street, Seaforth east of Sydney Road



11. North side of White Street, Balgowlah, between Jackson Street & Condamine Street

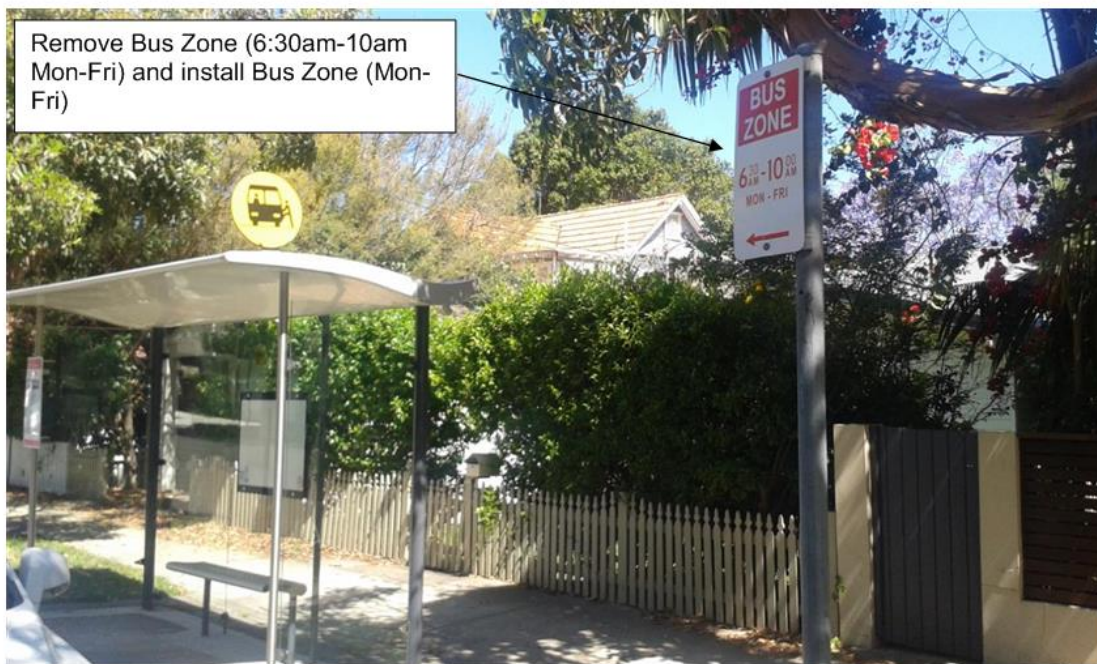


12. West side of Gibbs Street, Manly Vale between Sunshine Street & Arana Street





13. North side of King Street, Manly Vale west of Condamine Street



14. South side of White Street, Balgowlah, between Jackson Street & Condamine Street



**ITEM 4.25                      GRIFFITHS STREET, BALGOWLAH - TEMPORARY ROAD CLOSURE**

|                          |   |
|--------------------------|---|
| <b>REPORTING OFFICER</b> | <b>TRAFFIC ENGINEER</b>   |
| <b>TRIM FILE REF</b>     | <b>2017/471306</b>  |
| <b>ATTACHMENTS</b>       | <b>1 Traffic Management Plan (TMP)</b><br><b>2 Traffic Control Plan (TCP)</b> |

**UBD Ref:** 197 K7

**REPORT****BACKGROUND**

Council received an application from The Traffic Marshal Pty Ltd for a Stand Plant Permit approval to allow the placement of a mobile crane to lift temporary site sheds to 46 Boyle Street site located on the South East corner of the Boyle Street and Griffiths Street, Balgowlah.

This work requires closure of an 84m section of Griffiths Street from Boyle Street towards Waratah Street temporarily on Tuesday 19 December 2017 between 7:00am – 5:00pm.

Traffic will be detoured around the work area as per the attached Traffic Control Plan(TCP). The Traffic Management Plan (TMP) is also attached.

**ISSUES**

- The Traffic Marshal Pty Ltd proposes to close an 84m section of Griffiths Street from Boyle Street towards Waratah Street temporarily on Tuesday 19 December 2017 between 7:00am – 5:00pm. This closure allows the placement of a mobile crane to lift temporary site sheds to 46 Boyle Street.
- Griffiths Street is a local council road which provides a frontage for residential properties, a school and a cemetery. Traffic volume is low hence the traffic impact of this closure is minor.
- The detour is programmed for the school holidays so as not to affect the school.
- Traffic is expected to be minimal on Tuesday and mainly local residents. The detour is via residential streets and Sydney road.
- Pedestrians and cyclists will use the footpath on the north side of Griffiths Street during the closure. There will be no adverse effects in any way as part of this event.
- State Transit advises no buses operating through Griffiths Street on the day of the closure.
- No heavy vehicles are expected on the residential street.
- No driveways will be affected.
- Properties will be notified by a letter drop and/or a telephone and email to Property Managers of larger commercial buildings.
- Advanced warning signs about the road closure will be displayed.
- Pedestrians and cyclists are to be guided past the work area by the help of traffic controllers.
- Emergency authorities will be notified about the closure and also will be allowed entry into closed area.
- Approval is required by the Traffic Committee members and Council of the requested road closures shown in the submitted TMP and TCP.

**CONSULTATION**

The applicant will notify emergency services, police and affected road users about the road closure. Advanced warning signs about the road closure will be displayed.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the temporary closure of an 84m section of Griffiths Street from Boyle Street towards Waratah Street, Balgowlah, temporarily on Tuesday 19 December 2017 between 7:00am – 5:00pm to enable the placement of a mobile crane to lift temporary site sheds to 46 Boyle Street subject to the following conditions:

- (i) That the TCP be prepared or altered in accordance with the RMS Traffic Control at Work Sites Manual and Australian Standards.
  - (ii) That any traffic control to only be carried out by persons with appropriate Traffic Control qualifications acceptable to the RMS.
  - (iii) That barriers and signs to be used in the road closures are to be to RMS standards.
  - (iv) That the road closure be staffed at all times to allow access for emergency vehicles and to ensure barriers are not moved.
  - (v) That the applicant advises the various emergency services of the closure.
  - (vi) That notification of the affected residents and road users by a letterbox drop well in advance of the road closures with details of access restrictions.
  - (vii) That a copy of the Public Liability Insurance which covers the date of the road closure be provided.
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The Traffic Marshal – Traffic Management Plan – Botany St, Randwick

The Traffic Marshal Pty Ltd

# Traffic Management Plan

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Temporary Closure of Griffiths St, Balgowlah

Date: Tue 19th Dec 2017

Time: 7:00am– 5:00pm

TRAFFIC MANAGEMENT PLAN IN **RMS** FORMAT





## The Traffic Marshal – Traffic Management Plan – Botany St, Randwick

## INTRODUCTION

The Traffic Marshal has been contracted by ATCO to provide traffic control for a temporary closure of Griffiths St Balgowlah.  
The location of the proposed closure is between Boyle St and Waratah St adjacent to 46 Boyle St.

The closure is to allow the erection of a mobile crane to lift temporary site sheds to 46 Boyle St site located on the South East corner of the Boyle St and Griffiths St intersection.

The purpose of the Traffic Management Plan is to:

- Document the proposed measures of traffic and pedestrian management that will be employed to minimise the disruption to normal flows and to the local residents.
- Plan the movement of the vehicles required for the operation.
- Set out the notification and communications to the affected stakeholders
- Attain compliance and achieve approval from the various authorities.

A. Description or detailed plan of proposed measures.

Permission is being sought for the temporary closure of Griffiths St, Balgowlah from the corner of Boyle St to Waratah St (a total of 84m). Traffic will be detoured around the work area as per the attached TCP.

The closure is required to accommodate a crane lift to 46 Boyle St.

The closure is required from 7:00am on Tue 19<sup>th</sup> December, 2017 to 5:00pm. The above times include set-up and dismantling time for the crane.

B. Identification and assessment of impact of proposed measures.

Griffiths Street is a local council Road which provides a frontage for residential properties a school and a cemetery. All properties will be letter dropped and or notified of the closure. No driveways will be affected.

The detour is programmed for the school holidays so as to not affect the school.

C. Measures to ameliorate the impact of re-assigned traffic

Tuesday Traffic is expected to be minimal and will be re-directed via the detour as attached. Traffic will be mainly local residents and the detour is via residential streets and Sydney road.



The Traffic Marshal – Traffic Management Plan – Botany St, Randwick

D. Assessment of Public Transport Services affected.

Afternoon buses only, lift is scheduled from 9:30 am - 1:30pm.

E. Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians.

Provision for emergency vehicles will be conditioned as part of Council's approval for the event and closure. NO heavy vehicles are expected on the residential street, cyclists will use footpath on North side of Griffiths St during the closure as will pedestrians, there will be no adverse effects in any way as part of this event.

F. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures.

Not required. The temporary closure of this local road lasts for 14 hours and the street is returned to normal traffic as soon as the events conclude.

G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas.

Not required. The event and temporary closure is localised and will have no effect on any adjoining Council areas.

H. Public Consultation Process.

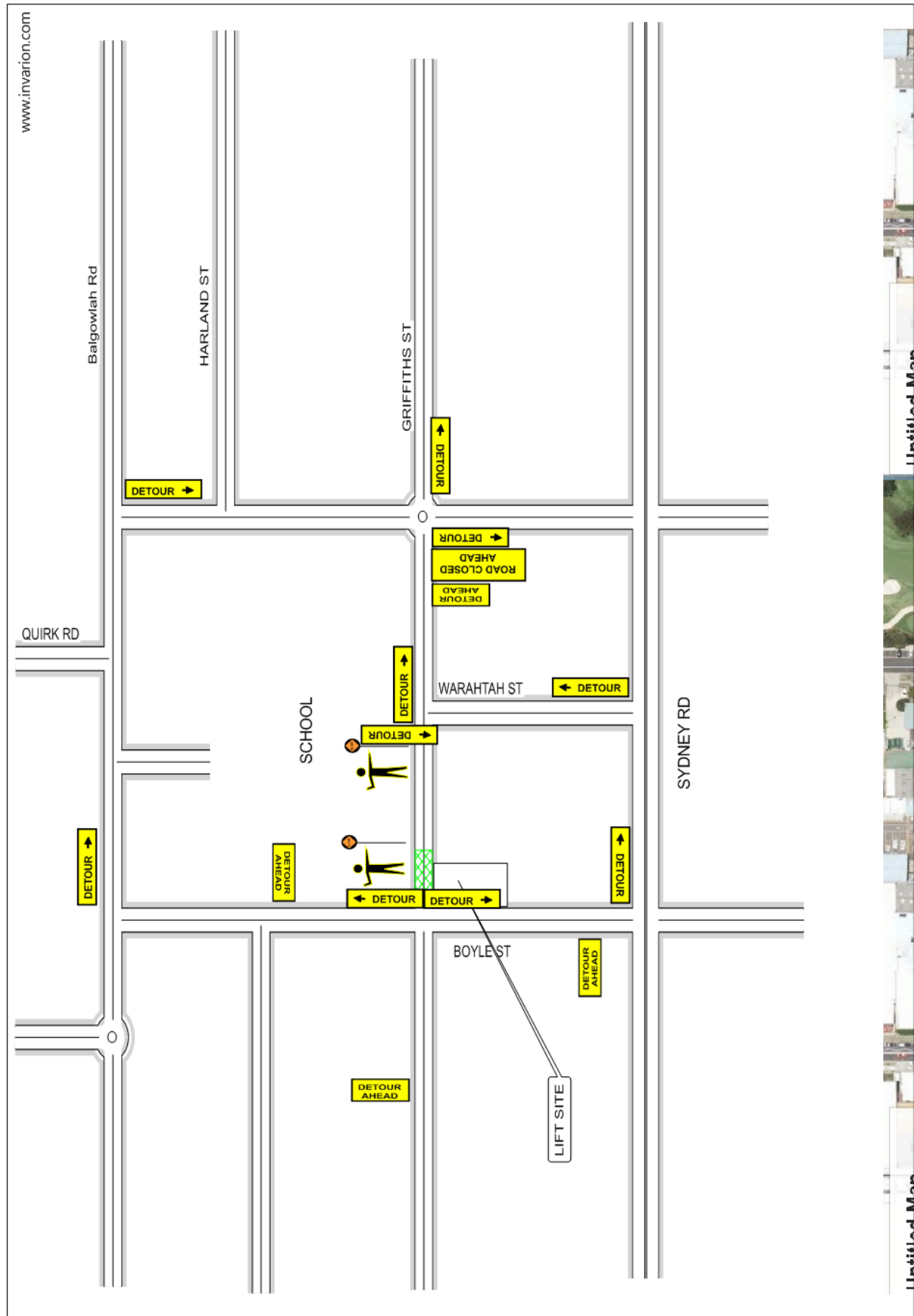
Properties will be notified by letter drop and or telephone and email to property Managers of larger commercial buildings.



Director

The Traffic Marshal Pty Ltd

Ph: 0425 286 190





|                          |  |
|--------------------------|--|
| <b>ITEM 4.26</b>         | <b>MEET YOUR STREET EVENT - TEMPORARY ROAD CLOSURE<br/>AT BOYLE STREET BETWEEN SYDNEY ROAD AND GRIFFITHS<br/>STREET, BALGOWLAH</b> |
| <b>REPORTING OFFICER</b> | <b>TRAFFIC ENGINEER</b>  |
| <b>TRIM FILE REF</b>     | <b>2017/461725</b>   |
| <b>ATTACHMENTS</b>       | <b>1 Meet Your Street Standard TCP for Open Ended Road</b>   |

**UBD Ref:**

1. Boyle Street, Balgowlah – 197 K8

**REPORT**

Council has received an application for a temporary road closure to facilitate a street party under the Council's Meet Your Street initiative. This program was initiated to support residents who wished to close their street for a few hours for a street party. These events are supported in view of the positive outcomes in terms of community building and good neighbourly relations. Council assists residents by preparing and implementing a standard Traffic Control Plan which has previously been approved for this type of event by the former Manly Council Traffic Committee.

The requested location and time for the temporary road closure (utilising the Standard TCP as shown in the attachment) is as follows:

- i) Boyle Street, Balgowlah - between Sydney Road and Griffiths Street on Sunday 17 December 2017 between the hours of 4:00pm and 8:00pm.

The impacts on traffic resulting from the temporary road closures are expected to be minimal, for the following reasons:

- The roads function as local roads with low traffic volumes.
- There are no bus service routes that run along the requested road sections.
- Alternative routes are available for through traffic and connecting roads.
- There have been no recorded accidents along these road sections within the last five years.
- The temporary road closure is to be held on a Sunday evening when traffic impacts will be minimal and of a non-critical nature.

Access for pedestrians and cyclists and emergency vehicles will be maintained and the temporary road closures will be managed in accordance with the attached Traffic Control Plans (TCP). The standard street party conditions must also be adhered to in conjunction with the TCP, as outlined in the attachment.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the temporary road closure at Boyle Street, Balgowlah, between Sydney Road and Griffiths Street on Sunday 17 December 2017 between the hours of 4:00pm and 8:00pm.

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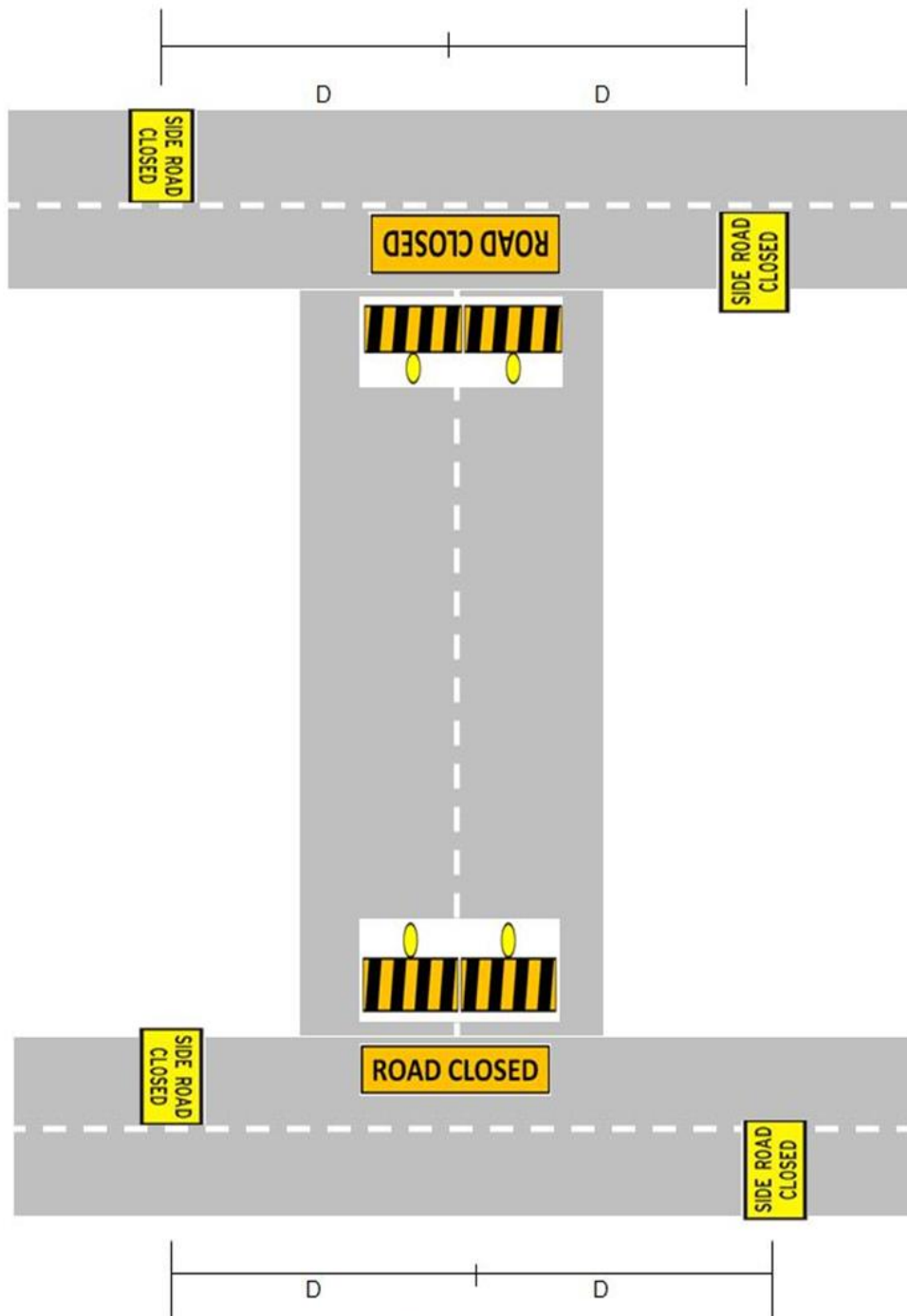
## **I. STANDARD TRAFFIC CONTROL PLAN (TCP)**

A Traffic Control Plan, TCP, has been developed using the Roads & Maritime Service's (RMS) Traffic Control at Work Sites Manual. The TCP outlines the signs and barriers that are to be used, the erection and removal processes and other requirements. In addition to the TCP, additional requirements are necessary to facilitate the road closure safely and with minimal disruption to the public. The issues that require addressing include:

- Access to and from the street by resident's vehicles ONLY in an emergency and emergency vehicle
- Traffic controllers need to be qualified.
- Appropriate erection and removal of traffic control devices.
- Adequate notification
- These issues are addressed in the conditions

| <b>Sign Type</b>                   | <b>Sign No.</b> |
|------------------------------------|-----------------|
| Side Road Closed                   | T1 - 32         |
| Road Closed                        | T2 - 4          |
| Barricade With Steady Amber Lights | N/A             |

***Table 1: Signing Schedule***



where D = Posted Speed Limit in meters

Standard Traffic Control Plan - TCP



## II. STANDARD CONDITIONS

### **Resident Street Party Organiser will be responsible for:**

1. That resident street party organiser shall submit a completed application form to Council at least 4 weeks prior to the event.
2. That resident street party organiser shall undertake a letterbox drop minimum two weeks prior to the event. The letter shall include that:
  - the proposed date and time of the street party
  - residents participate at their own risk
  - Access to and from the street by resident's vehicles ONLY in an emergency and emergency vehicles
  - A contact name and contact details for residents to communicate any objections to the road closure
  - A copy of the letter is to be provided to Council
3. One week in advance of the event the street party organiser will provide a statement to Council notifying that not more than 25% of the residents oppose the street party.
4. The resident street party organiser shall notify the Traffic Sergeant at the Manly Police Station to confirm that the street party will be going ahead on the proposed date.
5. The resident street party organiser shall ensure that noise is kept at an acceptable level and that it does not inconvenience the neighbouring community.
6. The resident street party organiser shall ensure that all rubbish is removed from the site at the completion of the street party.
7. The resident street party organiser shall notify all emergency service authorities.

### **Council's Events Team will be responsible for:**

1. Ensuring the resident street party organiser has completed the induction and has lodged the application form and understands the conditions to conduct the event.
2. The implementation of the Traffic Management Plan (TMP) and ensuring the Closure and Road Opening is undertaken by qualified and certified people.
3. The road closure points are controlled by qualified and certified people for the duration of the event. This will involve engaging an external contractor to man the road closure barricades for the duration of the event. The estimated cost to Council to facilitate this is \$600 per street party, based on a four hour minimum.
4. The street party being restricted to local streets only (not collector, regional or state roads) in a very low traffic environment such as a dead-end or cul-de-sac (consult Council's Traffic and Transport section).
5. The street party shall be limited to not more than 100 people at any given time during the duration of the event.
6. Ensuring the applicant has obtained the concurrence from the Police.
7. Completing a risk management plan for each street party application and submitting this to Council's Insurers to confirm cover for event
8. The funding and coordinating of promotion of program and supply amenities/infrastructure to the street party including road closure barricades/signage, bins and portable toilets within approved budget.

### **Council's Traffic Management Team will be responsible for:**

1. Advising the Events Team if a street is deemed suitable for temporary road closures.
2. Preparing the TCP and submitting to Council for approval. The TCP will indicate the recommended signage to be used to ensure traffic is managed effectively with minimum disruption.

**Additional Terms and Conditions:**

1. Street parties should be of a maximum four hours in duration and should be held during daylight hours only.
2. If a street party organiser fails to adhere to the terms and conditions set out in the letter of consent that Council have the discretion to fine the street party organiser up to a maximum of \$500. E.g. if the street party organiser extends the duration of the party or exceeds the maximum numbers permitted at the party.

**Signs to be used:**

ROAD CLOSED SIGN – (T2 – 4)



SIDE ROAD CLOSED SIGN (T1 – 32)

|                          |   |
|--------------------------|---|
| <b>ITEM 4.27</b>         | <b>NEW YEAR'S EVE ROAD CLOSURES - MANLY AND DEE WHY</b>         |
| <b>REPORTING OFFICER</b> | <b>SENIOR TRAFFIC ENGINEER</b>                                  |
| <b>TRIM FILE REF</b>     | <b>2017/461584</b>  |
| <b>ATTACHMENTS</b>       | <b>1 TMP's and TCP's for New Year's Eve - Manly and Dee Why</b> |

**UBD Ref:** Various

## **REPORT**

### **BACKGROUND**

Council has been asked by the NSW Police to implement road closures in Manly and Dee Why for New Year's Eve to assist with crowd control and ensure the safety of spectators coming to watch the annual fireworks displays at 9:00pm at Manly and Dee Why. The road closures will be in similar locations to those introduced last year with Special Event Clearways also established to assist with security and crowd dissipation.

### **ISSUES**

Road closures in Manly will be implemented between the hours of 5:00pm and 10:30pm on Sunday 31 December 2017. Road closures will be in place at the following locations:

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

In Dee Why The Strand will be closed between Dee Why Parade and Oaks Avenue. Howard Avenue, between Clyde Road and The Strand, will also be closed to all but residents living in that section of Howard Avenue. Road closures in Dee Why will be in place between 4:00pm and 10:00pm on Sunday 31 December 2017.

The Police have requested Council's assistance in implementing the road closures and obtaining approval of a TMP regarding the closures. There will also be amendments to bus stops to facilitate transport to the events. To assist in this respect and for security reasons Special Event Clearways will be established on:

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

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

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



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

Further details on the event are included in the attached TMP. Also attached is the traffic control plans to affect the road closures of East/West Esplanade, Belgrave Street and The Strand for the events. The traffic management plan as well as the traffic control plans are substantially the same as for last year's event, which was successfully conducted.

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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee recommends the closure of roads in Manly and Dee Why as detailed in the submitted Traffic Control Plans and Traffic Management Plan (TMP) for New Year's Eve celebrations in 2017 noting that:

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

**[New Year's Eve:  
Manly Cove & Dee Why - The Strand) ]**

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[2017]



About this release

Record Number: 2017/383455 Edition 1 / Revision 0  
Title: New Year's Eve 2017 - Traffic Management Plan (TMP)  
Author: Northern Beaches Council – Traffic & Transport

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## TRAFFIC MANAGEMENT PLAN

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This document provides a Traffic Management Plan (TMP) for the proposal to temporarily close roads within the Manly CBD area as well as The Strand at Dee Why for New Year's Eve celebrations.

Following the fireworks display in Manly at 9pm, a large exodus of people leave the area and hence East & West Esplanade are closed by police between Ashburner Street and Commonwealth Parade to allow the safe departure of people from the foreshore areas.

Similar, The Strand in Dee Why will be closed between Dee Why Parade and Oaks Avenue to facilitate the safe exodus of people from the foreshore after the 9pm fireworks.

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

### A. DESCRIPTION OR DETAIL PLAN

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New Year's Eve festivities are an annual event and will be held on Sunday 31 December 2017. Firework displays are set off at 9pm from barges in Manly Cove and also Dee Why Beach. Approximately 10,000 people attend each event.

As a result of large groups of people attending the event, temporary road closures will be put in place at both Manly CBD and Dee Why – The Strand.

While there is currently no intelligence indicating a direct threat, recent national and international incidents of vehicle-borne attacks targeting innocent people in mass gatherings have placed the NSW Police Force on 'high alert' for similar activities at major public events. In order to minimise this threat, police have directed that barriers be used if vehicles attempt to drive into crowds of people enjoying the fireworks celebrations. These road blocks will be placed across selected intersections to block any vehicular traffic from 5.00pm - 10.30pm (Manly) and 4.00 - 10.00pm (Dee Why).

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

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

#### **Manly – Traffic Points**

##### Ashburner Street and East Esplanade

Barriers to be positioned across East Esplanade and Ashburner Street. Positioned so as to stop any north-bound traffic travelling along East Esplanade past Ashburner Street and stop any traffic travelling west along Ashburner Street into East Esplanade. Two police on site to ensure compliance.

##### Victoria Parade and East Esplanade

Barriers to be positioned across Victoria Parade at the intersection of East Esplanade. Positioned to stop any south-bound vehicle access into East Esplanade. Two police on site to ensure compliance.



Victoria Parade and Darley Road

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

Wentworth Street and East Esplanade

Barriers to be positioned across Wentworth Street at the intersection of East Esplanade. Positioned to stop any south-bound vehicle access into East Esplanade. Two police on site to ensure compliance.

Wentworth Street and Darley Road

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

Belgrave Street and Gilbert Street

Barriers to be positioned across Belgrave Street at the intersection of Gilbert Street (south side). Positioned to stop any access of vehicles south along Belgrave Street. Two police on site to ensure compliance.

Belgrave Street and Sydney Road

Barricades and traffic management staff to be positioned across Belgrave Street to stop southbound access to Sydney Road. One police on site to stop any traffic EXCEPT taxis and emergency services to travel south into Belgrave Street. Taxis will not be permitted south of Gilbert Street.

West Promenade and Sydney Road

Barricades and traffic management staff to be positioned across West Promenade to stop southbound access to West Promenade. One police on site will stop any traffic EXCEPT STA buses and emergency vehicles from entering West Promenade.

Eustace Street and West Esplanade

Barriers to be positioned across Eustace Street at the intersection of West Esplanade. Positioned to stop any southbound vehicle access into West Esplanade. Two police on site to ensure compliance.

Rowe Street and West Esplanade

Barriers to be positioned across Rowe Street at the intersection of West Esplanade. Positioned to stop any southbound vehicle access into West Esplanade. Two police on site to ensure compliance.

Commonwealth Parade and West Esplanade

Barriers to be positioned across West Esplanade on the eastern side of the intersection with Commonwealth Parade. Positioned to stop any eastbound vehicle access into West Esplanade. Two police on site to ensure compliance.

**Dee Why – Traffic Points**Dee Why Parade and The Strand

Barriers to be positioned across Dee Why Parade west of The Strand and east of the roundabout to stop any eastbound vehicle access into The Strand. Two police on site to ensure compliance.

Howard Avenue and The Strand

Barriers to be positioned across Howard Avenue at The Strand (west side) to stop any eastbound vehicle access into The Strand. Two police on site to ensure compliance.

#### Howard Avenue and Clyde Road

Barricades and traffic management staff across Howard Avenue at Clyde Road (east side) will allow residents and businesses to leave but not enter the section of Howard Avenue between Clyde Road and The Strand.

#### Oaks Avenue and The Strand

Barriers to be positioned across The Strand north of Oaks Avenue at the roundabout. Positioned to stop northbound vehicle access into The Strand. Two police on site to ensure compliance. Barriers will be positioned on the footpath area next to the roadblock on the beach side to stop vehicle access into The Strand via the open path area.

In addition, the following additional measures are also proposed:

- Special Event Clearways as follows:

- on West Promenade on both sides of the road from 3pm – 10pm. RMS will organise a contract towing company to tow away any vehicles still on site after 3pm. West Promenade requires to be clear of vehicles to allow STA buses to use all available space to park their extra buses to pick up large amounts of passengers post-event.
- on Belgrave Street from Sydney Road to Raglan Street (west side). This clearway will ensure extra buses on shift will be able to stop and pick up large influx of passengers.
- on Belgrave Street from Sydney Road to Gilbert Street (east side). This will allow extra buses to stop and pick up passengers.
- both sides of West Esplanade and East Esplanade from 1pm – 10pm. RMS will organise a contract towing company to tow away any vehicles still on site after 1pm.
- Western side of The Strand Dee Why from 12pm – 10pm. RMS will organise a contract towing company to tow away any vehicles still on site after 12pm.

Appropriate road signage complying with the requirements of AS 1742 will be displayed advising of the change in road traffic conditions and detouring traffic around the impacted area. AN RMS authorised traffic management company will be employed to set up signage and staff the road closure during the day. Signage advising of the upcoming traffic changes will be installed in advance of the event by Council.

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

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

## **B. IDENTIFICATION AND ASSESSMENT OF IMPACT**

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

Closures at Dee Why will also result in some inconvenience for businesses and residents. Again this is unavoidable and considered to be a consequence that is accepted by the Dee Why residential and business community to facilitate this event.

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

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

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

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

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

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

### **D. ASSESSMENT OF PUBLIC TRANSPORT SERVICES AFFECTED**

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

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

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

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

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



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

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No Impact

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

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No Impact

## **H. PUBLIC CONSULTATION PROCESS**

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The Event will be widely publicised through local media, via Council's website, through local Chambers of Commerce and local residents. A letterbox drop to residents and businesses in the immediate area of the closures will also be conducted.

The event is an annual highlight on the Council Events program and strongly supported by the local community and Chamber of Commerce.

## **CONCLUSION**

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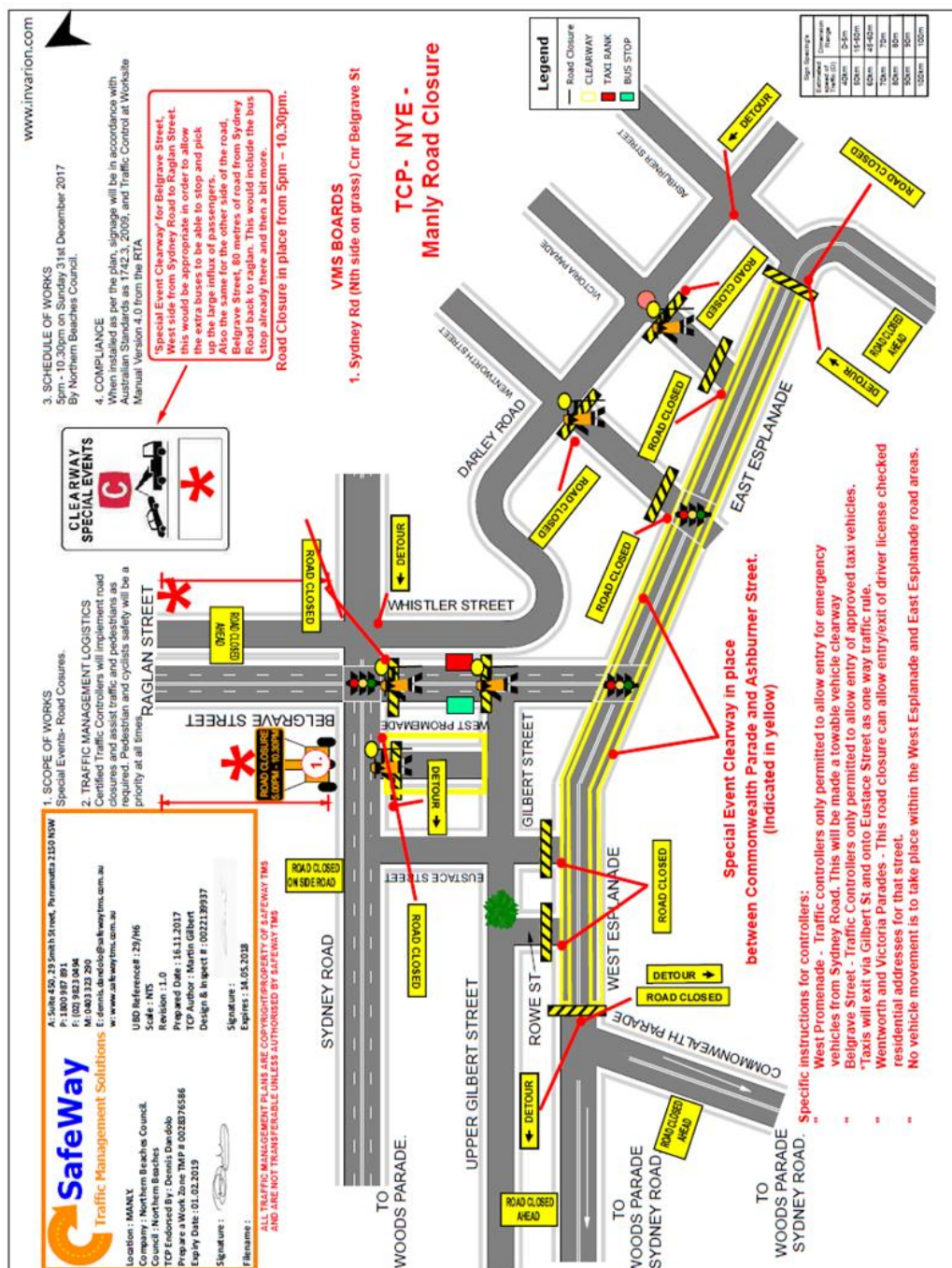
New Year's Eve is an annual event which has operated successfully for many years with the Traffic Control Arrangements proposed for this year's event being mostly unchanged from those employed for the event last year.

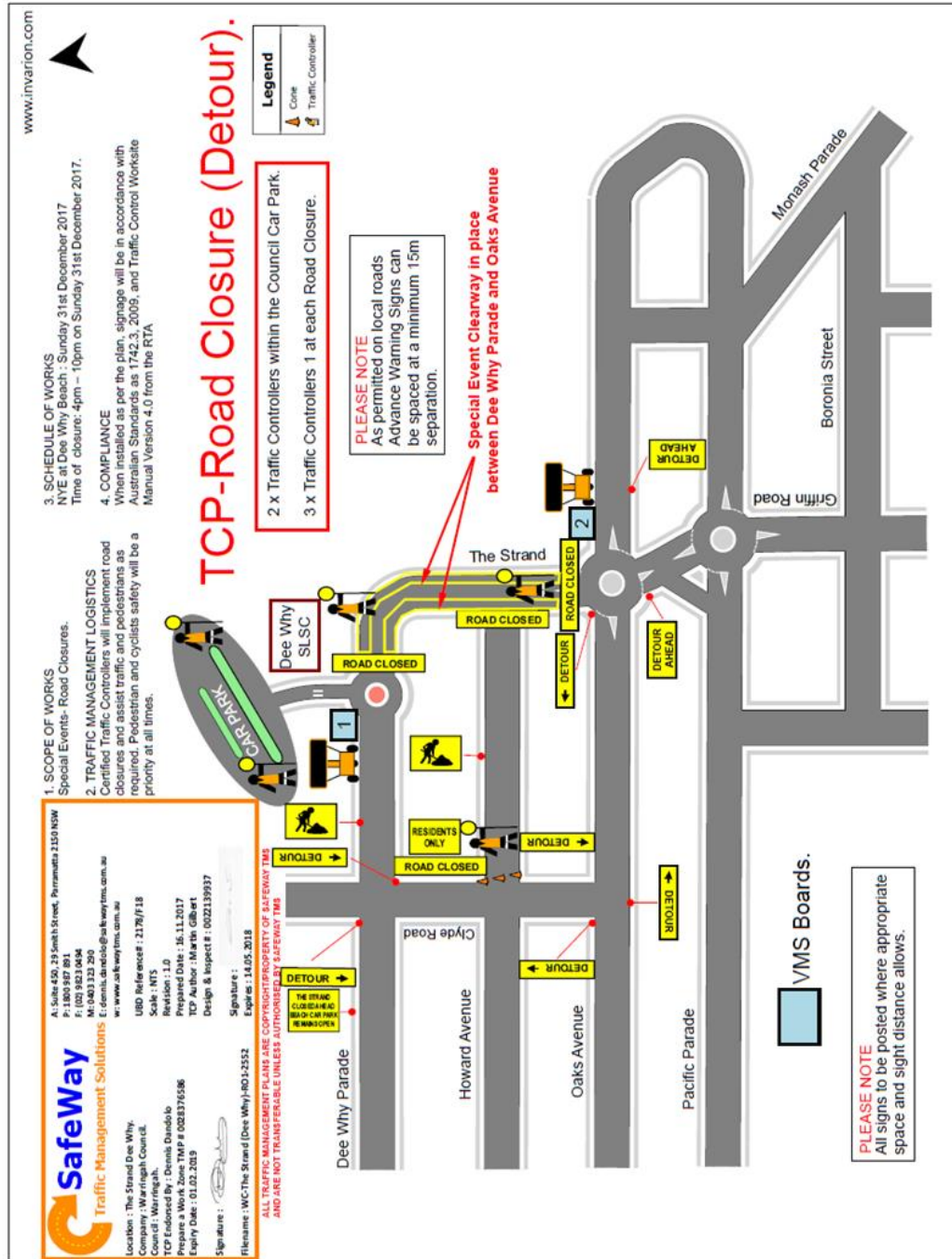
The event draws large crowds and traffic conditions within the Manly CBD and Dee Why beachfront will be congested throughout the event however implementation of the road closure assists in the safe delivery of the event and ensures the safety of pedestrians visiting the event and viewing the fireworks.

## **RECOMMENDATION**

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That the TMP plan be approved.







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|--------------------------|--|
| <b>ITEM 4.28</b>         | <b>THE STRAND, DEE WHY - ROAD CLOSURE FOR AUSTRALIA DAY 2018</b> |
| <b>REPORTING OFFICER</b> | <b>SENIOR TRAFFIC ENGINEER</b>                                   |
| <b>TRIM FILE REF</b>     | <b>2017/465319</b>   |
| <b>ATTACHMENTS</b>       | <b>1 The Strand - TMP and TCP for Australia Day 2018</b>         |

**UBD Ref:** 178 F6

## **REPORT**

Council's Events Management team has submitted for consideration a Traffic Management Plan (TMP) for the closure of The Strand to hold the annual Australia Day Celebrations Day 2018.

The proposed Australia Day Celebrations at Dee Why Beach are Class 2 events as defined in the Special Event Guidelines published by Roads and Maritime Services (RMS). Consequently the Traffic Management Plan for the event requires the approval of RMS and the Transport Management Centre (TMC). The events are the same as successfully conducted in previous years and involve the closure of The Strand between Dee Why Parade and Oaks Avenue, Dee Why, from 12:00pm on Thursday 25 January 2018 until 4:00pm on Friday 26 January 2018. Howard Avenue between The Strand and Clyde Road will also be closed to traffic other than residents who live in the closed section of Howard Avenue. At the discretion of Police, The Strand may remain closed until 10:00pm on the 26 January 2018. On the day, if it is deemed safe to do so, the road closure may be removed at 4:00pm.

A Special Event Clearway will also be introduced along the west side of The Strand to assist with crowd management and security. This will be introduced by the TMC who will also facilitate towing of vehicles from that zone as required.

Further details on the event are included in the attached TMP. Also attached, as part of the TMP, is the traffic control plan to affect the closure of The Strand for the event. The traffic management plan as well as the traffic control plan are the same as for last year's event, which was successfully conducted.

## **CONSULTATION**

Council's Events team will arrange notice to the public regarding the event and the associated traffic changes through local media, letterbox drops, signage and VMS displays.

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## **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee recommends the temporary closure of The Strand to conduct the Australia Day Celebrations in 2018 noting that:

- (i) Council's Events Manager will forward the TMP to the Transport Management Centre of the RMS for approval.
  - (ii) The Traffic Committee supports the event road closures for the next five years and that the item is not to be resubmitted to the Traffic Committee during this period unless there are significant changes to the traffic management arrangements for the event.
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# **Traffic Management Plan**

**[Australia Day:  
Dee Why - The Strand) ]**

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[2018]

About this release

Record Number: 2017/383455 Edition 1 / Revision 0  
Title: Australia Day 2018 – Dee Why - Traffic Management Plan (TMP)  
Author: Northern Beaches Council – Traffic & Transport

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| <b>Issue</b> | <b>Date</b> | <b>Description / Amendment</b> | <b>Author</b> | <b>Reviewed / Approved</b> |



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## TRAFFIC MANAGEMENT PLAN

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This document provides a Traffic Management Plan (TMP) for the proposal to temporarily close roads at The Strand at Dee Why for Australia Day 2018 celebrations.

Australia Day celebrations take place in Ted Jackson Reserve and James Meehan Reserve as well as the beach foreshore. The closure allows for the safe movement of people within the events space as well as the temporary use of staging, rides, entertainment and BBQ areas. The Strand in Dee Why will be closed between Dee Why Parade and Oaks Avenue.

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

### A. DESCRIPTION OR DETAIL PLAN

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Australia Day festivities are an annual event and will be held on Friday 26 January 2018. Entertainment includes a performance stage, amusement rides, car and bike show, community BBQ, camel rides and roving entertainment. The event is run from 7.00am – midday, with amusement rides continuing until 2.00pm. Approximately 20,000 people attend the event.

As a result of large groups of people attending the event, temporary road closures will be put in place at Dee Why – The Strand.

While there is currently no intelligence indicating a direct threat, recent national and international incidents of vehicle-borne attacks targeting innocent people in mass gatherings have placed the NSW Police Force on 'high alert' for similar activities at major public events. In order to minimise this threat, police have directed that barriers be used to prevent vehicles driving into crowds of people. These road blocks will be placed across selected intersections to block any vehicular traffic from midday on Thursday 25 January 2018 until 4.00pm on Friday 26 January 2018.

NOTE: THERE WILL BE NO RESIDENT, BUSINESS OR TAXI VEHICLE MOVEMENTS PERMITTED ALONG THE CLOSED SECTIONS OF THE STRAND IN DEE WHY DURING THE ROAD CLOSURE PERIOD. ONLY EMERGENCY VEHICLES WILL BE PERMITTED AT THESE TIMES.

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

#### **Dee Why – Traffic Points**

##### Dee Why Parade and The Strand

Barriers to be positioned across Dee Why Parade west of The Strand and east of the roundabout to stop any eastbound vehicle access into The Strand. Two police on site to ensure compliance.

##### Howard Avenue and The Strand

Barriers to be positioned across Howard Avenue at The Strand (west side) to stop any eastbound vehicle access into The Strand. Two police on site to ensure compliance.

##### Howard Avenue and Clyde Road

Barricades and traffic management staff across Howard Avenue at Clyde Road (east side) will restrict access only to residents and businesses of this section of Howard Avenue and The Strand as verified by a licence inspection.

##### Oaks Avenue and The Strand

Barriers to be positioned across The Strand north of Oaks Avenue at the roundabout. Positioned to stop northbound vehicle access into The Strand. Two police on site to ensure compliance. Barriers will also be positioned on the footpath area next to the roadblock on the beach side to stop vehicle access into The Strand via the open path area.

In addition a Special Event Clearway:

- Will be put in place on the western side of The Strand, Dee Why for the entire period of the road closure from midday on Thursday 25 January 2018 until 4.00pm on Friday 26 January, 2018. RMS will organise a contract towing company to tow away any vehicles still on site after midday on 25 January, 2018.

Appropriate road signage complying with the requirements of AS 1742 will be displayed advising of the change in road traffic conditions and detouring traffic around the impacted area. AN RMS authorised traffic management company will be employed to set up signage and staff the road closure during the day. Signage advising of the upcoming traffic changes will be installed in advance of the event by Council.

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

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

## **B. IDENTIFICATION AND ASSESSMENT OF IMPACT**

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Closures at Dee Why will result in some inconvenience for businesses and residents. Again this is unavoidable and considered to be a consequence that is accepted by the Dee Why residential and business community to facilitate this event.

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

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

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

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Council will be widely promoting the event through local media, on its website and through the Chambers of Commerce. A letterbox drop to residents and businesses in the immediate area of the closures will also be conducted. Promotional materials will be encouraging visitors to use public transport, carpool or walk/cycle to the event.

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

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



## **D. ASSESSMENT OF PUBLIC TRANSPORT SERVICES AFFECTED**

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No impact.

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

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

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

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

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No Impact

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

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No Impact

## **H. PUBLIC CONSULTATION PROCESS**

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The Event will be widely publicised through local media, via Council's website, through local Chambers of Commerce and local residents. A letterbox drop to residents and businesses in the immediate area of the closures will also be conducted.

The event is an annual highlight on the Council Events program and strongly supported by the local community and Chamber of Commerce.

## **CONCLUSION**

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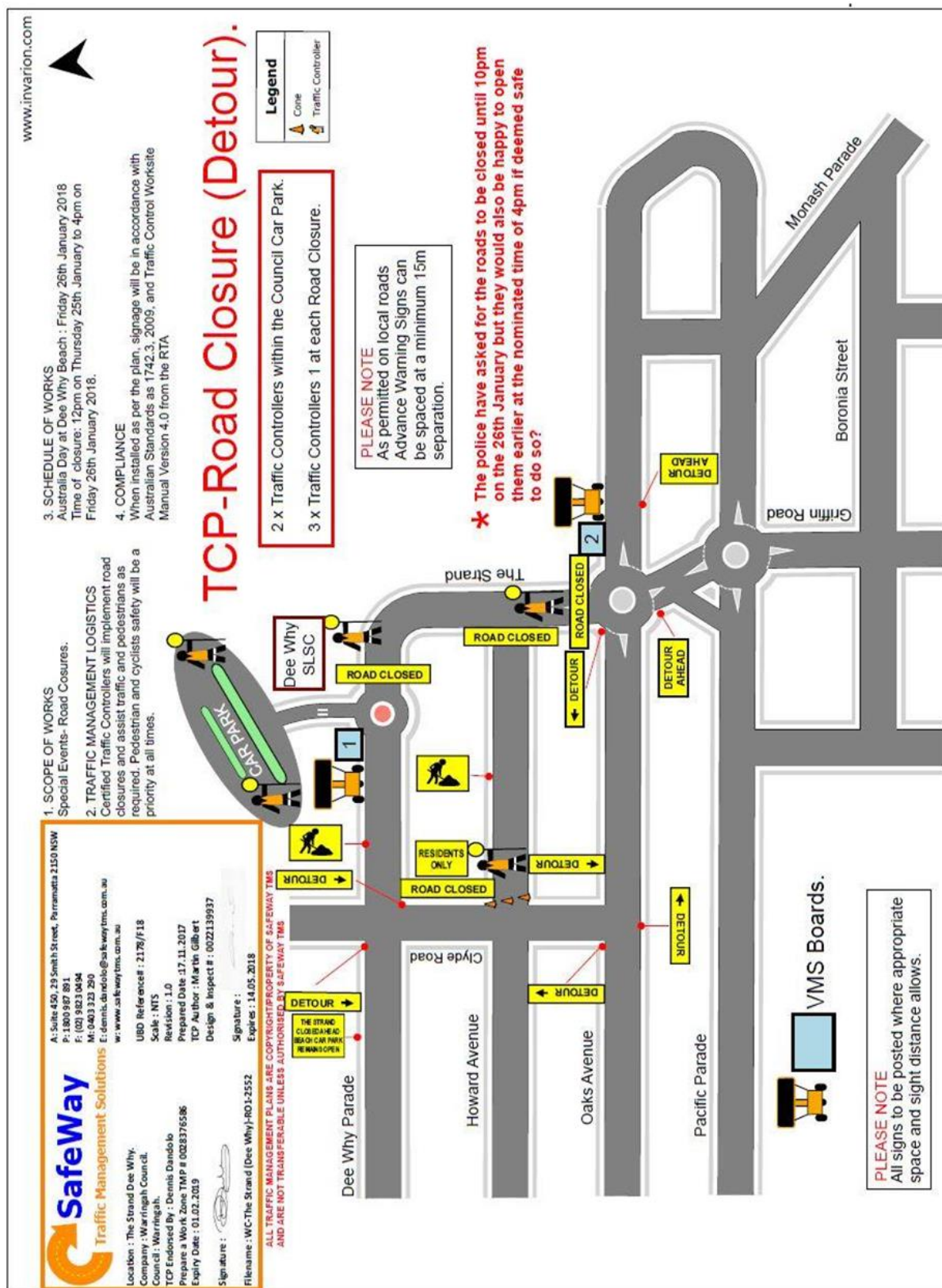
Australia Day celebrations are an annual event which has operated successfully for many years with the Traffic Control Arrangements proposed for this year's event being mostly unchanged from those employed for the event last year.

The event draws large crowds and traffic conditions within Dee Why beachfront will be congested throughout the event however implementation of the road closure assists in the safe delivery of the event and ensures the safety of pedestrians visiting the event.

## **RECOMMENDATION**

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That the TMP plan be approved.



**ITEM 4.29**

**REQUEST FOR WORKS ZONE**

**REPORTING OFFICER**

**CONTRACTOR - TRAFFIC OFFICER**

**TRIM FILE REF**

**2017/444116**

**ATTACHMENTS**

- 1 Works Zone Sign Installation - 12 Innes Road, Manly Vale**
- 2 Works Zone Sign Installation - 62 Evans Street, Freshwater**
- 3 Works Zone Sign Installation - 105 McIntosh Road, Narrabeena**

**UBD Ref:** Various

**REPORT**

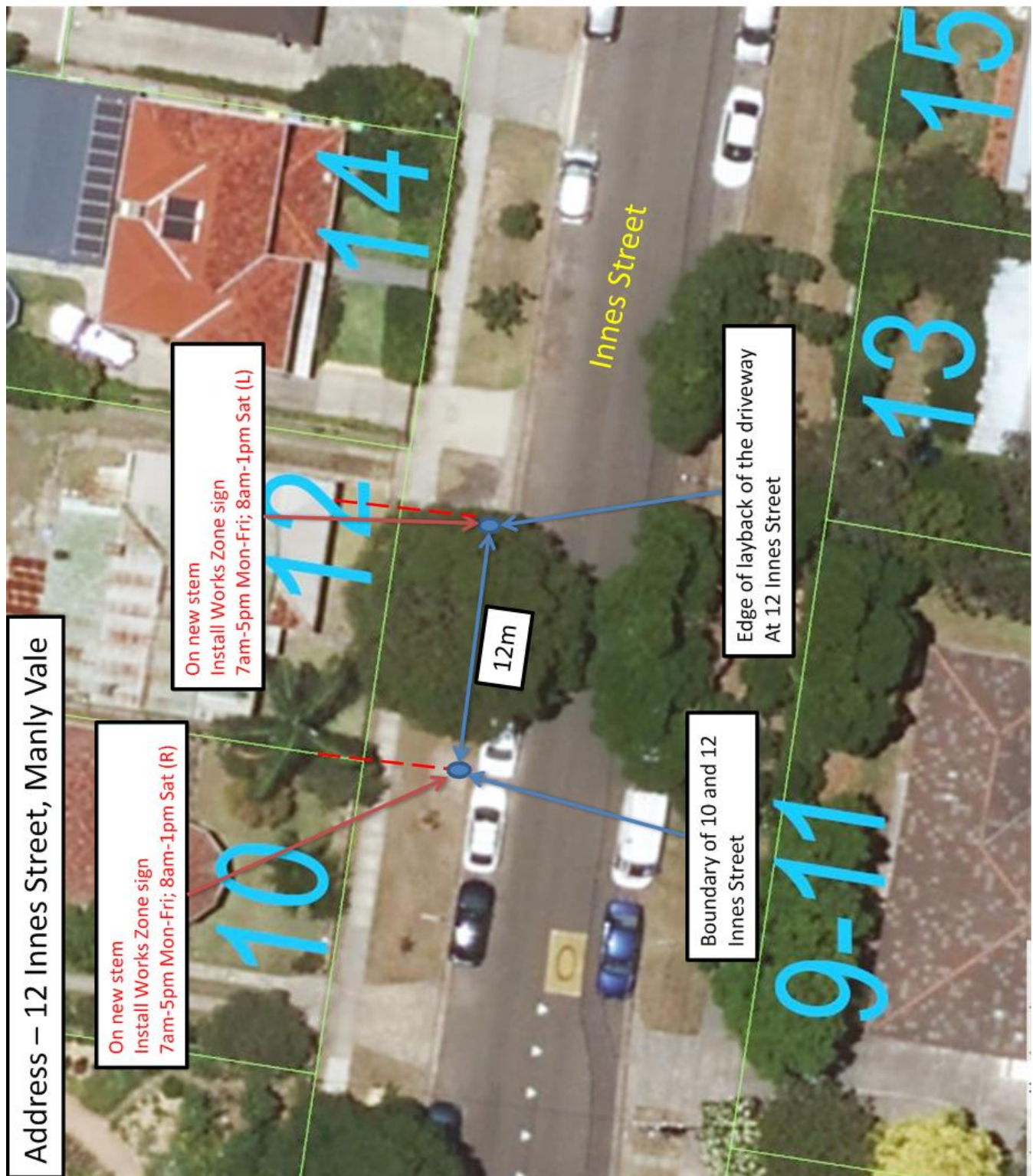
Council has approved the following Works Zone under delegated authority from the Northern Beaches Council Local Traffic Committee to the Traffic Engineer. The Works Zone signs are installed by Council and the applicant is to advise Council of any extension of Works Zone periods prior to the expiry date.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

| Address                                     | Applicant                          | Works Zone Length, Time and Location   | Requested Period                       |
|---|------------------------------------|--|--|
| 12 Innes Road<br>Manly Vale<br>NSW 2093     | Metricon<br>Homes Pty Ltd          | Length: 12m<br><br>Time: 7:00am-5:00pm Mon-Fri<br>8:00am-1:00pm Sat<br><br>Location: 12 Innes Road<br>Manly Vale<br>(See the attachment 1)     | 30 October 2017 –<br>19 February 2018  |
| 62 Evans Street<br>Freshwater<br>NSW 2096   | Terry<br>Androutsos                | Length: 14m<br><br>Time: 7:00am-5:00pm Mon-Fri<br>8:00am-1:00pm Sat<br><br>Location: 62 Evans Street<br>Freshwater<br>(See the attachment 2)   | 13 November 2017 -<br>25 December 2018 |
| 105 McIntosh Road<br>Narrabeena<br>NSW 2099 | Champion<br>Homes Sales<br>Pty Ltd | Length: 12m<br><br>Time: 7:00am-5:00pm Mon-Fri<br>8:00am-1:00pm Sat<br><br>Location: 105 McIntosh Road<br>Narrabeena<br>(See the attachment 3) | 16 November 2017 -<br>17 May 2018      |

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the delegated approval of Works Zones as described above in the agenda item be noted.

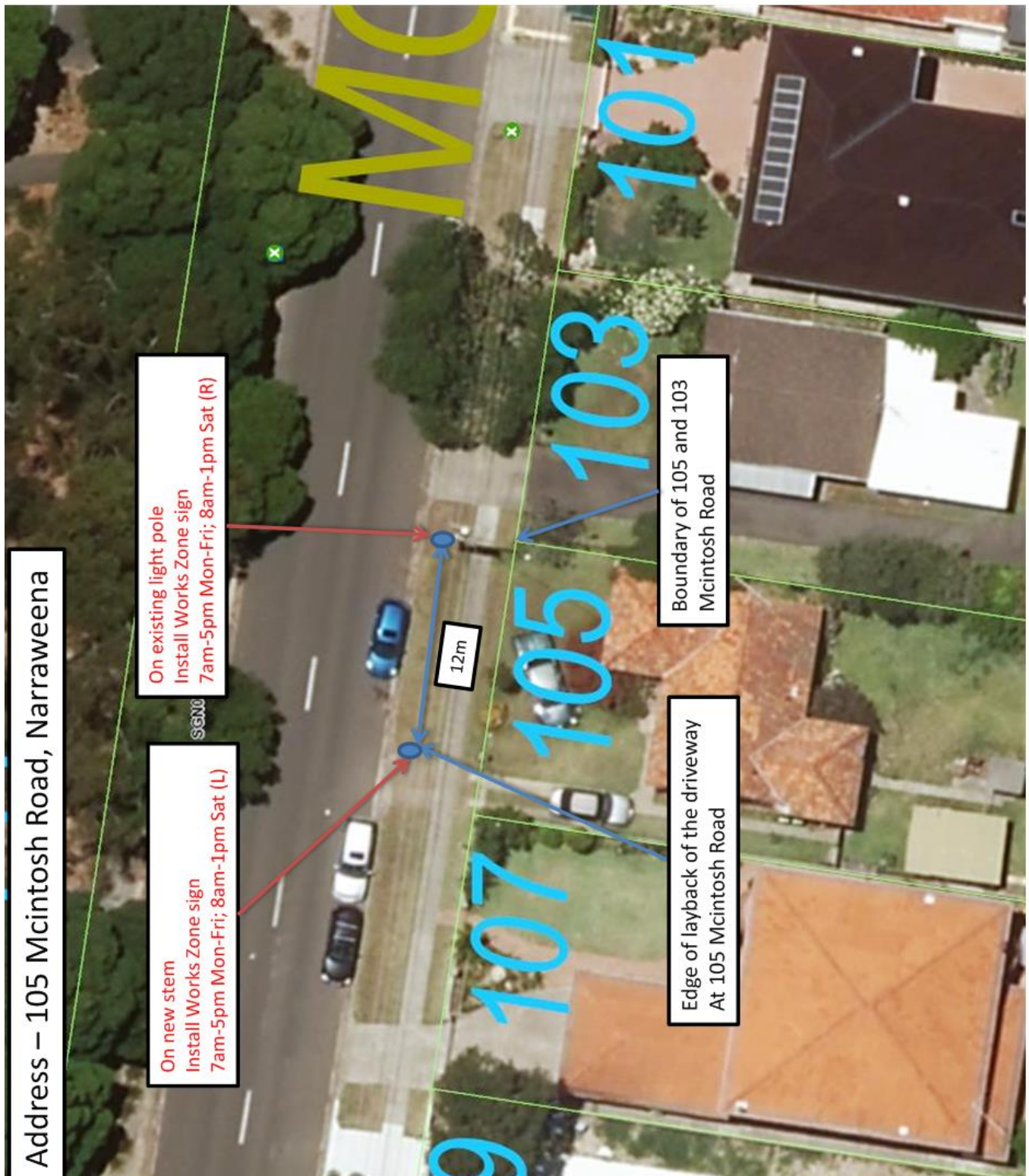












|                          |  |
|--------------------------|--|
| <b>ITEM 4.30</b>         | <b>ROAD SAFETY CAMPAIGNS 2017 - 2018</b> |
| <b>REPORTING OFFICER</b> | <b>ROAD SAFETY OFFICER</b>               |
| <b>TRIM FILE REF</b>     | <b>2017/467618</b>                       |
| <b>ATTACHMENTS</b>       | <b>NIL</b>                               |

UBD Ref: N/A

## REPORT

### RMS and Council Funded Programs

#### Car Child Restraint Checks

RMS statistics show that 2 out of 3 child restraints are incorrectly fitted. Using the wrong restraint or having it wrongly attached or adjusted offers far less protection in an accident.

We are running 6 free child restraint checking days this year with authorised fitters. We typically have about 50 restraints to check. To date 100% have needed adjustment. This program is highly successful in raising the awareness of the need for correctly fitted restraints.

#### Safe Cycling

In 2015 pedal cyclists in the Northern Beaches LGA represented 10.4% of the total crashes, compared with Sydney 3.7% and NSW 3.5%; and bicycle riding is increasing. From 2013 to 2016 recreational riding increased by 606%. We are therefore implementing a series of educational campaigns for safe cycling.

#### Drink Drive – Plan B

Police have caught 478 motorists drink driving up until the 3 November 2017. As of September 2017 the northern beaches was the third-worst police command in the state for drink driving. Police will continue enforcement operations leading up to Christmas and the New Year, including random breath testing and drug testing. (Manly Daily 8 Nov 2017)

To help educate during the holiday season Council, along with the RMS, will be promoting the Plan B campaign. This will include bottle bags, coasters and posters being given out to venues across the Northern Beaches before Christmas to promote the Plan B message.

Paid Facebook advertising for a selected demographic, time/date, and specific area will be set up by the Northern Beaches Council Media team to be promoted on the council Facebook site. In addition, several bus shelter sites in Manly will display the Plan B message.

Convenience advertising (bathroom advertising) is being used to promote this message in selected venues from Manly to Palm Beach.

#### Learner Driver Workshops

Younger Drivers only make up about 15% of all drivers in NSW, yet they represent more than a third of annual road fatalities. These workshops are designed to increase confidence and knowledge for supervisors who oversee learner drivers.

There has been one workshop which was run on 6 September 2017 and there is an upcoming workshop on the 6 December 2017. There will be two more workshops in 2018 in March and May.



The Roads and Maritime Services have just announced new requirements for learner drivers which come into effect on the 20 November 2017. The 6 December 2017 and following workshops will review the new legislative requirements so the supervisors are aware of the changes.

### **Speed – Slow Down in My Street**

According to the Centre for Road Safety, Speed is the number one biggest killer on NSW Roads. Approximately 41% of all fatalities involved speeding as a contributing factor.

In 2018 Council will promote the “Slow Down in My Street” campaign in which several streets will be targeted. These streets will have bin stickers placed on their rubbish bins with the slogan and a letter box drop to residents will be given out to promote the initiative. These streets are chosen based on traffic counts, customer complaints, and crash data.

Additional high traffic area streets will be targeted with bollard wraps with the message “Slow Down” or similar to encourage locals and tourists to slow down on local roads.

Throughout the year Council communicates with Police and highway patrol on various areas to ask for speed enforcement. It is not always possible for the Police to enforce based on these requests for a number of reasons. Recently, Police were asked to enforce at a specific location and it was followed up with great success. Council appreciates any help the Police and highway patrol can give, but understand that the Police have their own competing priorities and resourcing issues.

## **Council Only Funded Programs**

### **Driver Fatigue**

In 2011-2015 fatigue was a contributing factor in motor vehicle crashes on the Northern Beaches LGA, particularly with controllers in the 30-39 group. The prevalence of the 24/7 lifestyle means that sleep is being underrated and people are driving at all times of the day and night.

This is a pilot project to identify potential education and other resources to raise awareness of the causes and risks of driver fatigue, and how to address it. The goal is to reduce crashes caused by fatigue. The pilot is being done within the Northern Beaches Council.

### **Road Safety Calendar**

The annual Road Safety Calendar has been delivered to Northern Sydney residents since 2001 with the aim of educating and encouraging positive behaviour in all road users, across all ages. It is a collaborated effort of Northern Beaches, Hornsby, Ku-ring-gai, Lane Cove, North Sydney, Ryde and Willoughby Councils.

Time to pick up your free Road Safety Calendar 2018! 8,350 copies are being delivered to 65 locations across the Northern Beaches including Council libraries; customer service centres sports clubs, medical centres and many other local services.

### **Seniors**

Across the Northern Beaches LGA the average of motor vehicle controllers aged 60 and over involved in all crashes between 2011 and 2015 was 16.5%, which is a higher than both NSW and Sydney averages. With pedestrians in the same age group the average was 21.6% of all pedestrian casualties.

To address this we are holding a series of road safety education workshops during the year focusing on driving and pedestrian road rules and tips. Feedback to date on these workshops is very positive.

**Pedestrian Safety – “Distracted”**

Pedestrians accounted for 9% of all casualties in the Northern Beaches LGA in 2015 which was above NSW at 6.1% and above the Sydney average at 7.9%. A pedestrian campaign was designed over the last 4 years to target distracted pedestrians and this will be the fifth and final year it will run. The campaign will run in 2018.

Advertising for the campaign will include: taxi backs, posters, vinyl banners, Facebook advertising, and internal advertising at customer service and the library.

**Safety around Schools**

Schools have a range of issues surrounding them around peak periods in the morning and afternoon. The police did a blitz at several schools on the 15, 16 November 2017 and caught 19 drivers ignoring No Stopping signs, 47 ignoring No Parking signs, 6 for stopping in the bus zone and 2 for parking across driveways. (Manly Daily 18 Nov 2017)

Council will be creating banners and corflute signs to educate parents to slow down around schools zones as children are around. Council rangers have a schedule to enforce at schools, but any problem schools will be flagged so the rangers can look at additional enforcement.

Articles on various road safety issues will continue to be emailed to the schools for placement in their newsletters.

**For more information on any of our programs please contact [roadsafety@nsw.gov.au](mailto:roadsafety@nsw.gov.au)**

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Road Safety Education Officer's Activity Report be received by the Traffic Committee.

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**ITEM 4.31**

## NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING DATES FOR 2018

**REPORTING OFFICER**

**ADMINISTRATION OFFICER**

TRIM FILE REF

**2017/468613**

## ATTACHMENTS

**NIL**

**UBD Ref:** N/A

## REPORT

The meetings of the Northern Beaches Council Local Traffic Committee (NBCLTC) for 2018 are to be held on the first Tuesday of each month as per established practice. The proposed meeting dates including the Agenda closing dates are shown in the table below. Also shown are the Council meeting dates at which, any minutes and/or recommendations of the NBCLTC that require Council's consideration would be considered.

| <b><u>NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING DATES 2018</u></b> |  |                              |
|---|--|------------------------------|
| To be held in the Flannel Flower Room, Civic Centre, Dee Why starting at 9:30am   |  |                              |
| <b>Traffic Committee<br/>Agenda Closing Date</b>                                  | <b>Traffic Committee<br/>Meeting Dates</b> | <b>Council Meeting Dates</b> |
| 19 January  | 6 February                                 | 27 February                  |
| 16 February   | 6 March                                    | 27 March                     |
| 17 March  | 3 April                                    | 17 April                     |
| 13 April  | 1 May                                      | 22 May                       |
| 18 May  | 5 June                                     | 26 June                      |
| 15 June   | 3 July                                     |                              |
| 20 July   | 7 August                                   | 28 August                    |
| 17 August   | 4 September                                | 25 September                 |
| 14 September  | 2 October                                  | 23 October                   |
| 19 October  | 6 November                                 | 27 November                  |
| 16 November   | 4 December                                 | 18 December                  |

## RECOMMENDATION TO TRAFFIC COMMITTEE

That the proposed Northern Beaches Council Local Traffic Committee meeting dates for 2018 be adopted.