

AGENDA

NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING

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

TUESDAY 6 MARCH 2018

Beginning at 1:00pm 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 & Infrastructure – 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 Egwin Herbert
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 6 March 2018

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 1:00pm

1.0 APOLOGIES

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

2.1 Minutes of Northern Beaches Council Local Traffic Committee held 6 February 2018

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 DELEGATION2

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5.0 MATTERS FOR NOTATION

NEXT MEETING Tuesday 3 April 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 6 FEBRUARY 2018

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 6 February 2018, copies of which were previously circulated to all Members, be confirmed as a true and correct record of the proceedings of that meeting.

2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1 **BEACON AVENUE, BEACON HILL - NO STOPPING RESTRICTIONS**

REPORTING OFFICER **TRAFFIC OFFICER**

TRIM FILE REF **2018/098843**

ATTACHMENTS **1 Beacon Avenue, Beacon Hill - Plan**

UBD Ref: 177J9

REPORT

BACKGROUND

Council has received safety concerns from local residents when vehicles are parked on the bend near No. 31 Beacon Avenue, Beacon Hill. They have requested that a parking restriction be imposed around the inside bend on Beacon Avenue to ensure accessibility for the garbage trucks and better visibility for the vehicles to drive through the bend.

To improve the safety and accessibility, Council is proposing the installation of 'No Stopping' yellow edge lines for a length of 14m on the northern side of Beacon Avenue, opposite to No. 33 Beacon Avenue, and for the length of 18m between the driveway of No. 29 Beacon Avenue and No. 31 Beacon Avenue. This proposal will also improve the visibility of the vehicles entering and exiting the shared driveway of No.s 25, 27, 29 and 31 Beacon Avenue.

LOCATION

- Beacon Avenue, Beacon Hill, is a local road with a 50km/h speed limit
- The section of the road under consideration has a variable pavement width between 6.8m and 7.3m with the kerb and gutter on both sides of the road
- There is only one driveway for a length of 65m around the bend between the driveway of No. 29 and No. 35 Beacon Avenue, Beacon Hill
- There are difficulties for drivers to pass each other if the vehicles are parked on both sides of the street

ISSUES

- The inside bend opposite to No. 33 Beacon Avenue and the second inside bend between the driveway of No. 29 Beacon Avenue and common driveway of No.s 25, 27, 29 and 31 Beacon Avenue are generally clear of parking
- When the vehicles are parked around the bend, sight distance to oncoming vehicles is restricted on the approach to the bends due to the curvature of the road
- The 'No Stopping' restriction will also improve the sight distance for the residents exiting the shared driveway of No.s 25, 27, 29 and 31

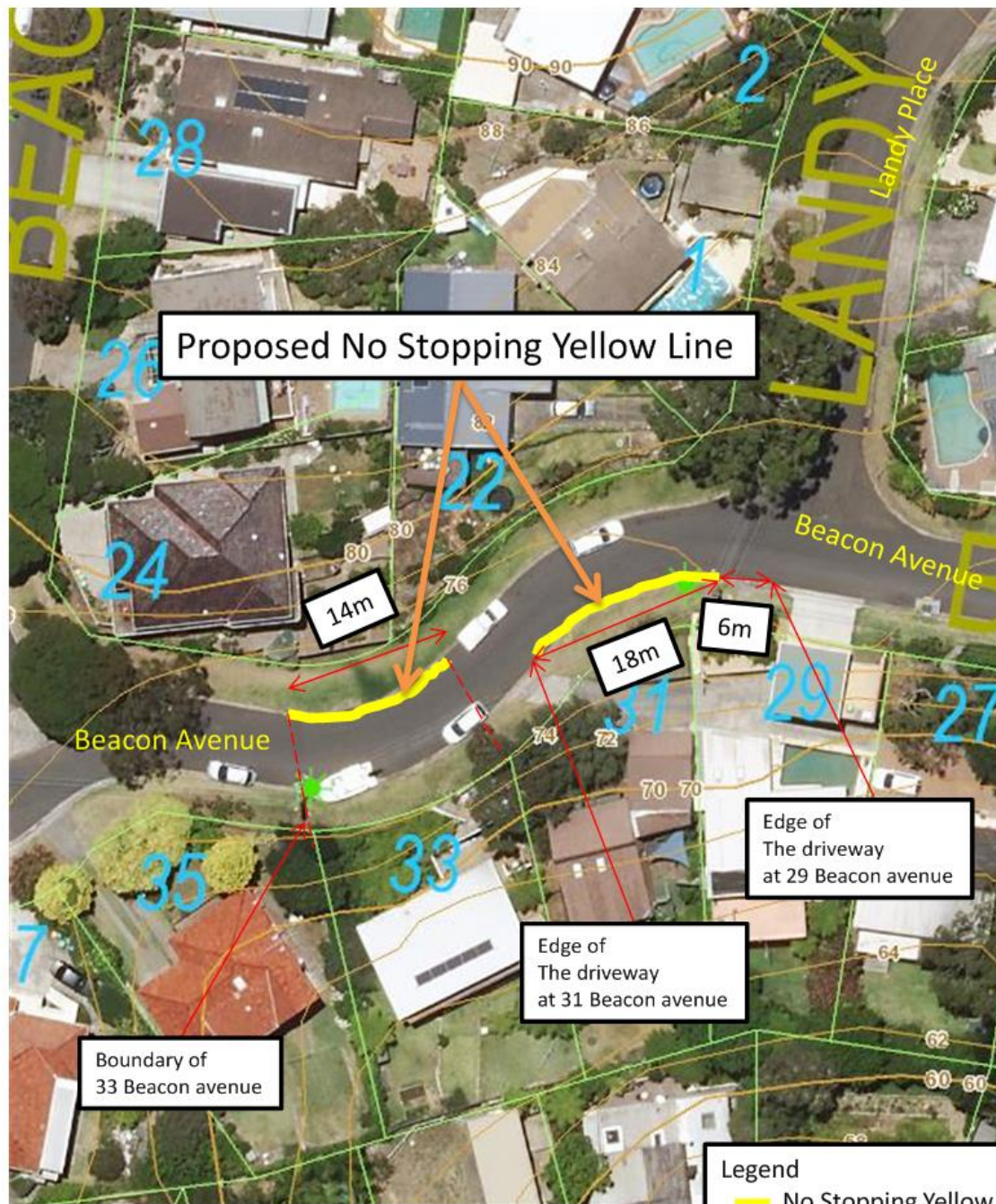
CONSULTATION

A Resident Survey letter was sent to all residents within approximately 50m radius of the proposed location. Council has received five replies at the time of reporting, four replies supported the proposal and one resident opposed the proposal on the basis that it impacts on parking. Two residents suggested the 'No Stopping' should be extended on both sides from the corner of Landy Place, Beacon Hill, to the boundary of No.s 35 and 37 Beacon Avenue, Beacon Hill.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 'No Stopping' yellow edge lines on the southern side of Beacon Avenue, Beacon Hill, for the length of 18m east from the driveway of No. 31 Beacon Avenue.
 - B. 'No Stopping' yellow edge lines on the northern side of Beacon Avenue, Beacon Hill, for the length of 14m opposite to No.33 Beacon Avenue.
-



PROPOSAL

Beacon Avenue, Beacon Hill
Parking Restriction



northern
beaches
council

ITEM 4.2	COOK STREET, FORESTVILLE - NO PARKING RESTRICTION EXTENSION
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2018/121829
ATTACHMENTS	1 Cook Street, Forestville - Plan

UBD Ref: 176 G11

REPORT

BACKGROUND

The Manager of Anglicare St Davids Village has requested that Council extend the 'No Parking' area in front of the Retirement Village at 45 Cook Street, Forestville, to allow the Village Bus to park more conveniently in front of the alighting concrete pad located in the 'No Parking' area.

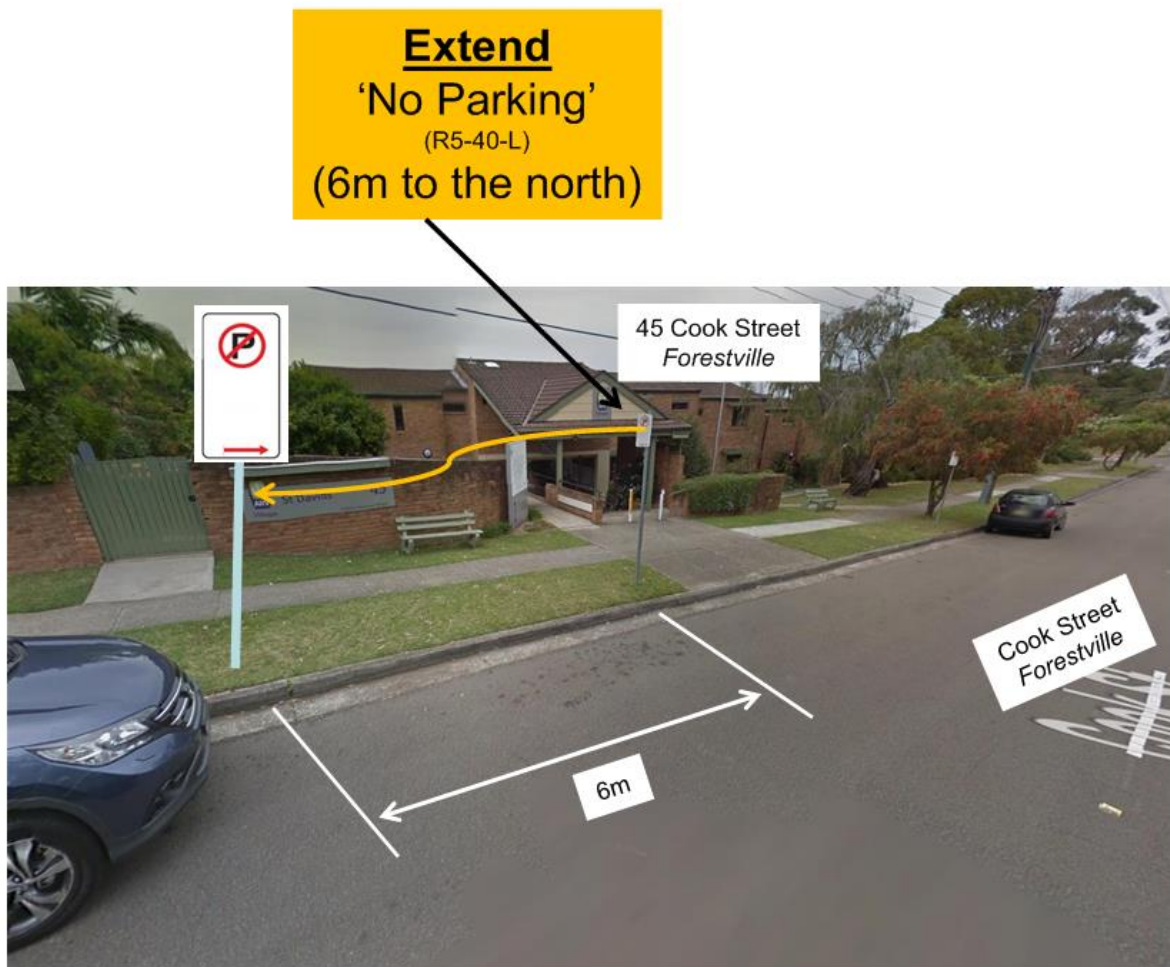
The proposal is to extend the 'No Parking' by 6m to the north.



CONSULTATION

There was no consultation as the proposal to extend the 'No Parking' area is in front of Anglicare St Davids Village.

RECOMMENDATION TO TRAFFIC COMMITTEE

That Traffic Committee supports extending the existing 'No Parking' in front of Anglicare St Davids Village by 6m to the north.



	PROPOSAL	
	COOK STREET, FORESTVILLE EXTEND NO PARKING	 northern beaches council

ITEM 4.3 MADISON WAY, ALLAMBIE HEIGHTS - NO STOPPING RESTRICTIONS**REPORTING OFFICER TRAFFIC ENGINEER****TRIM FILE REF 2018/079920****ATTACHMENTS 1 Madison Way Allambie Heights - Plan****UBD Ref: 176 Q7****REPORT****BACKGROUND**

Council has received complaints from local residents that there is a traffic safety issue when cars are parked on Madison Way, Allambie Heights, too close to the intersection with Aquatic Drive, Frenchs Forest.

The issue is that when vehicles are turning into Madison Way from Aquatic Drive they often have to avoid cars travelling on the wrong side of the road because these vehicles are passing cars parked on Madison Way near the intersection. Madison Way is only approximately 6m wide which is just wide enough for two cars to pass each other when travelling in opposite directions.

Council is proposing to resolve this issue by installing 'No Stopping' yellow edge lines on both sides of Madison Way for approximately 25m from the intersection with Aquatic Drive.

CONSULTATION

Council sent 70 resident survey letters to all residents with an address on Madison Way and to those residents in the aged care village on the western corner of Madison way and Aquatic Drive.

Council received six replies supporting the proposal. Madison Avenue residents would like the 'No Stopping' yellow edge lines extended further south down Madison Way.

Residents in the aged care home did not want the 'No Stopping' yellow edge lines extended any further because at times they or medical care personnel have a need to park on Madison Way from time to time. The aged care residents often receive rude notes on their windscreen when they are parked on Madison Way. The aged care residents also mentioned that cars were turning into Madison Way at high speed which was the main reason for extending 'No Stopping' area.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of 'No Stopping' yellow edge lines on both sides of Madison Way, Allambie Heights, for approximately 25m from the end of the existing 'No Stopping' Yellow Edge Line at the intersection with Aquatic Drive, Frenchs Forest.



PROPOSAL

MADISON WAY, ALLAMBIE HEIGHTS
'NO STOPPING' YELLOW EDGE LINES



ITEM 4.4 COASTVIEW PLACE, FRESHWATER - NO STOPPING RESTRICTIONS**REPORTING OFFICER TRAFFIC ENGINEER****TRIM FILE REF 2018/080268****ATTACHMENTS 1 Coastview Place - Plan****UBD Ref: 178 E16****REPORT****BACKGROUND**

Council has received complaints from local residents in Coastview Place, Freshwater, that their garbage bins are frequently not emptied and sometimes they cannot even access their driveway because cars parked on either side of Coastview Place are blocking the road. This is supported by the garbage truck drivers.

Council is therefore proposing to install 'No Stopping' parking restrictions on both sides of Coastview Place.

The 'No Stopping' area will be indicated by a painted Yellow Edge Line and 'No Stopping' signs where possible. The 'No Stopping' area will in part replace sections of the existing 'No Parking' area.

CONSULTATION

Council sent 28 Resident Survey letters to all residents within approximately 50m of this area. Three replies were received basically supporting the proposal but requesting minor changes to where the 'No Stopping' Yellow Edge Lines start and finish. These adjustments have been included in this proposed plan.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of 'No Stopping' Yellow Edge Lines and 'No Stopping' signs as follows:

- (i) Eastern side of Coastview Place, Freshwater:
Add the 'No Stopping' Yellow Edge Line and two 'No Stopping' signs (L & R) from the end of the guard rail in front of No.7 Wyndora Avenue to 11m west of the driveway to No.1 Coastview Place.
 - (ii) Eastern side of Coastview Place:
Add a new 'No Parking' sign (L) to the 'proposed 'No Stopping' sign (R) at the western end of the guardrail opposite No.7 Wyndora Avenue.
 - (iii) Western side of Coastview Place, Freshwater:
Add the 'No Stopping' Yellow Edge Line and 'No Stopping' signs (L & R) if possible from immediately east of the driveway to No.2 Wyndora Avenue to immediately west of the driveway concrete pad to the off-street car parking spaces for No.1 Lodge Lane, off Coastview Place.
 - (iv) Replace the existing faded 'No Parking' sign (R) on the ELP opposite No.7 Wyndora Avenue.
-



COASTVIEW PLACE, FRESHWATER
NO STOPPING SIGNAGE



ITEM 4.5	GORE STREET, FRESHWATER - GIVE WAY SIGNS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2018/095501
ATTACHMENTS	1 Gore Street, Freshwater - Linemarking Plan 2 Gore Street, Freshwater - Yellow No Stopping Lines Plan

UBD Ref: 198 C2

REPORT

A request has been received regarding the intersection of Gore Street and Koorala Avenue, Freshwater. The resident has put forward the request in the following terms:

Last summer the carparking was overflowing even on days outside the holidays. With Sunday nippers it is often full about 8.30 a.m. so the carparking is the first thing that affects us. Cars come down Gore St. and can see the overflow parking full as they come and, in their hurry, often do not stop at the corner of Kooloora Ave. but just whiz round the corner. This is dangerous to me backing out as with cars parked outside No. 27 one cannot see them. This would still be a problem with this new plan so I am asking COULD THERE BE A STOP SIGN ON THE CORNER OF KOOLOORA AVENUE AND GORE STREET. There is one on corner of Kooloora Ave. and Albert St. which rarely gets as much traffic at a time as we get on public holidays or when nippers is on and even at ordinary weeks that are very hot.

The immediate areas near the Freshwater Beach carpark experience high levels of parking with drivers seeking on-street parking spaces particularly during the peak summer seasons. During the summer season these areas are subject to a higher level of enforcement by Council's Compliance Officers to ensure safe and correct parking.

The beach carpark areas are subject to a 12P meter parking requiring those without a Northern Beaches Council beach permit to pay for parking through the parking meters.

The provision of Stop signs at the intersection should be installed only at locations where there is a demonstrated accident history or at an intersection where the sight distance is substandard. As this location does not meet these criteria, it would be suitable to implement a Give Way line and sign with a double centre line on Gore Street on each approach to Koorala Avenue and Moore Road, which could help reduce vehicle speeds.

To improve intersection safety it is recommended that the two T-intersections of Gore Street be installed with give way lines and double barrier lines.

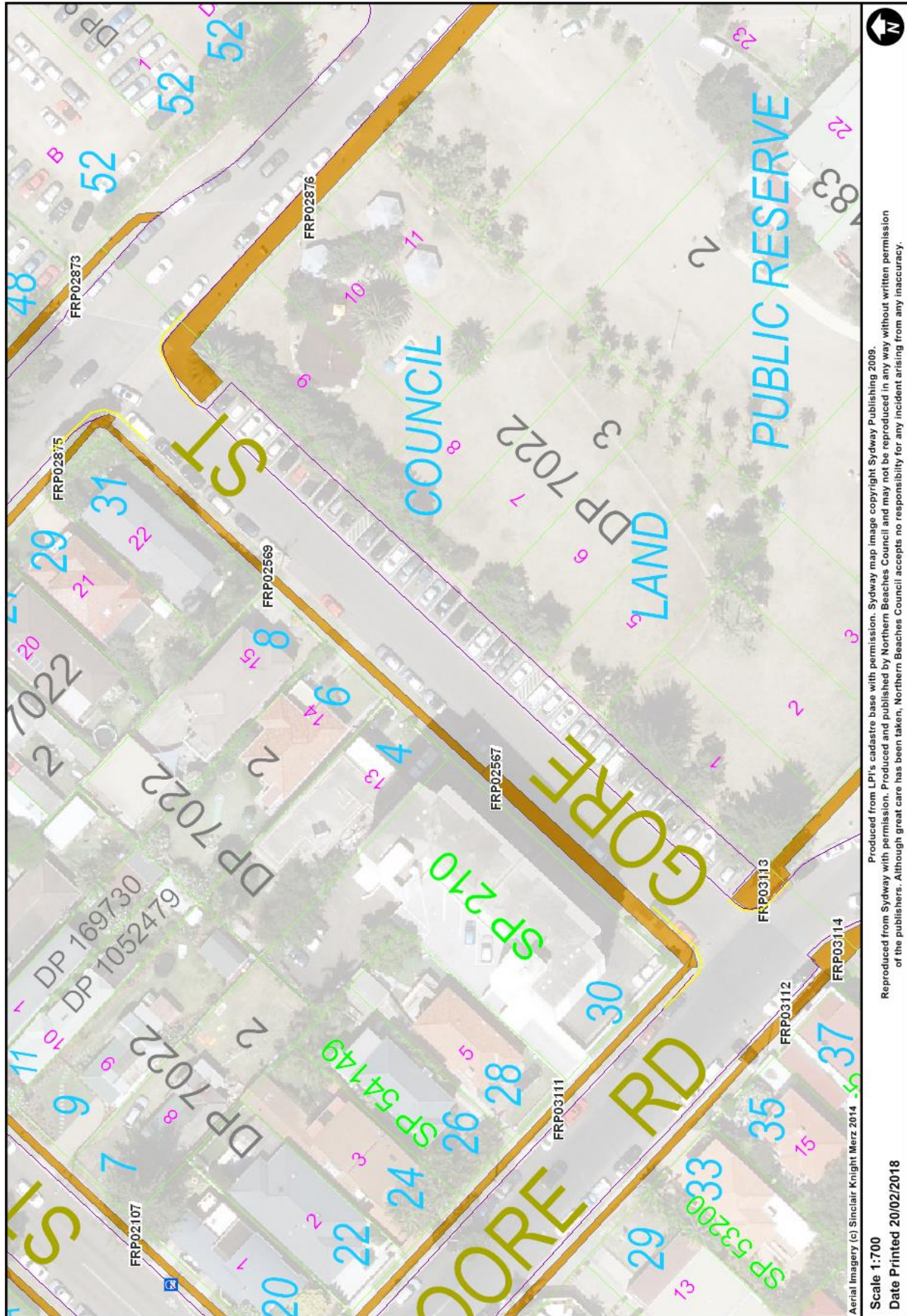
To reinforce the road rules, yellow no stopping lines spanning for 10m in each direction is proposed at the intersections of Gore Street, Koorala Avenue and Moore Road.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of:

- A. Give way lines and double barrier lines at the intersections of Gore Street, Koorala Avenue and Moore Road, Freshwater.
 - B. Yellow no stopping lines 10m from the intersection.
-





ITEM 4.6 **VICTOR ROAD AND PARR PARADE INTERSECTION, DEE WHY
- GIVE WAY SIGNS****REPORTING OFFICER** **TRAFFIC ENGINEER****TRIM FILE REF** **2018/123499****ATTACHMENTS** **1 Victor-Parr Intersection, Dee Why - Plan****UBD Ref:** 177 Q4**REPORT****BACKGROUND**

A resident has complained about the confusing nature of the two intersections on Parr Parade with Victor Road, Dee Why. The Victor Road intersections are staggered "T" intersections approximately 20m apart. The resident states that it is confusing on who has right-of way.

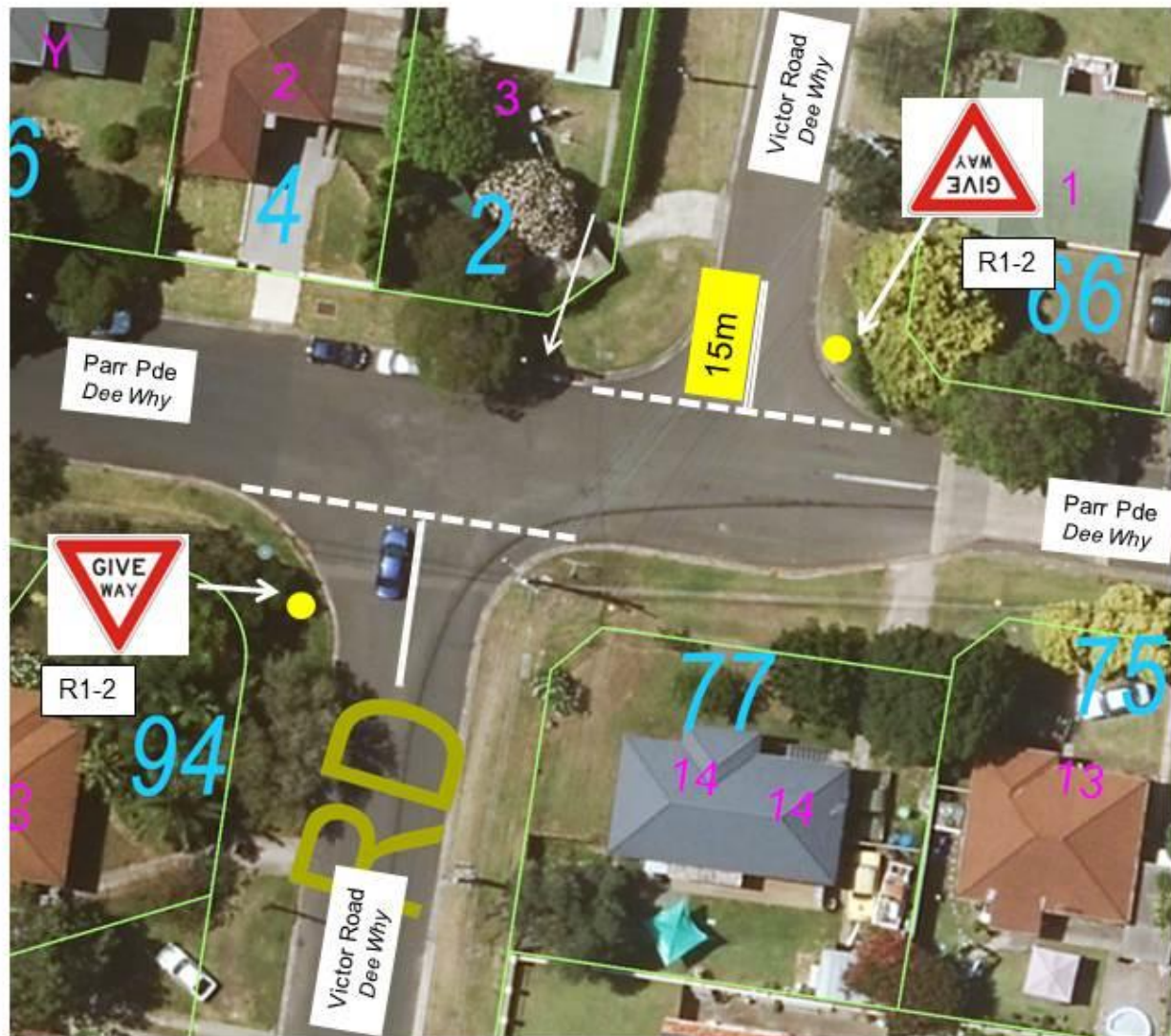
Sight distance has also been restricted for Victor Road drivers approaching Parr Parade from the north due to trees and other vegetation encroaching onto the road reserve. A request has been sent to Council's Park Operations to trim these trees but there may be some resistance from local residents if some of these trees are on private property.

CONSULTATION

There was no consultation because this proposal is for safety reasons.

RECOMMENDATION TO TRAFFIC COMMITTEE

That Traffic Committee supports the installation of two Give Way signs and associated line marking on each Victor Road intersection at Parr Parade, Dee Why.



6.4.1.3 Give Way Sign

Transverse markings at a give way sign are shown in Figure 6.9.

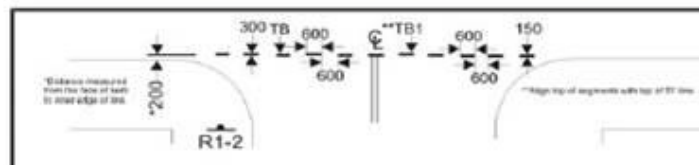


Figure 6.9: Transverse line at a give way sign
(Dimensions are in mm unless otherwise stated)



PROPOSAL

VICTOR ROAD / PARR PARADE
DEE WHY

GIVE WAY SIGNS

ITEM 4.7 DIXON AVENUE, FRENCHS FOREST - NO PARKING RESTRICTIONS

REPORTING OFFICER TRAFFIC ENGINEER

TRIM FILE REF **2018/079834**

ATTACHMENTS 1 Dixon Avenue, Frenchs Forest - Plan

UBD Ref: 177 B4

REPORT

BACKGROUND

Council has received complaints from local residents that cars parked around the bend at the southern end of Dixon Avenue, Frenchs Forest, are causing a safety issue for cars travelling around the bend and for garbage trucks. Vehicles parked around the bend limit sight distance for approaching vehicles particularly when vehicles are travelling too fast to stop or give-way to approaching vehicles.

Council is proposing to resolve this problem by installing 'No Parking' signs on both sides of Dixon Avenue around the bend.

CONSULTATION

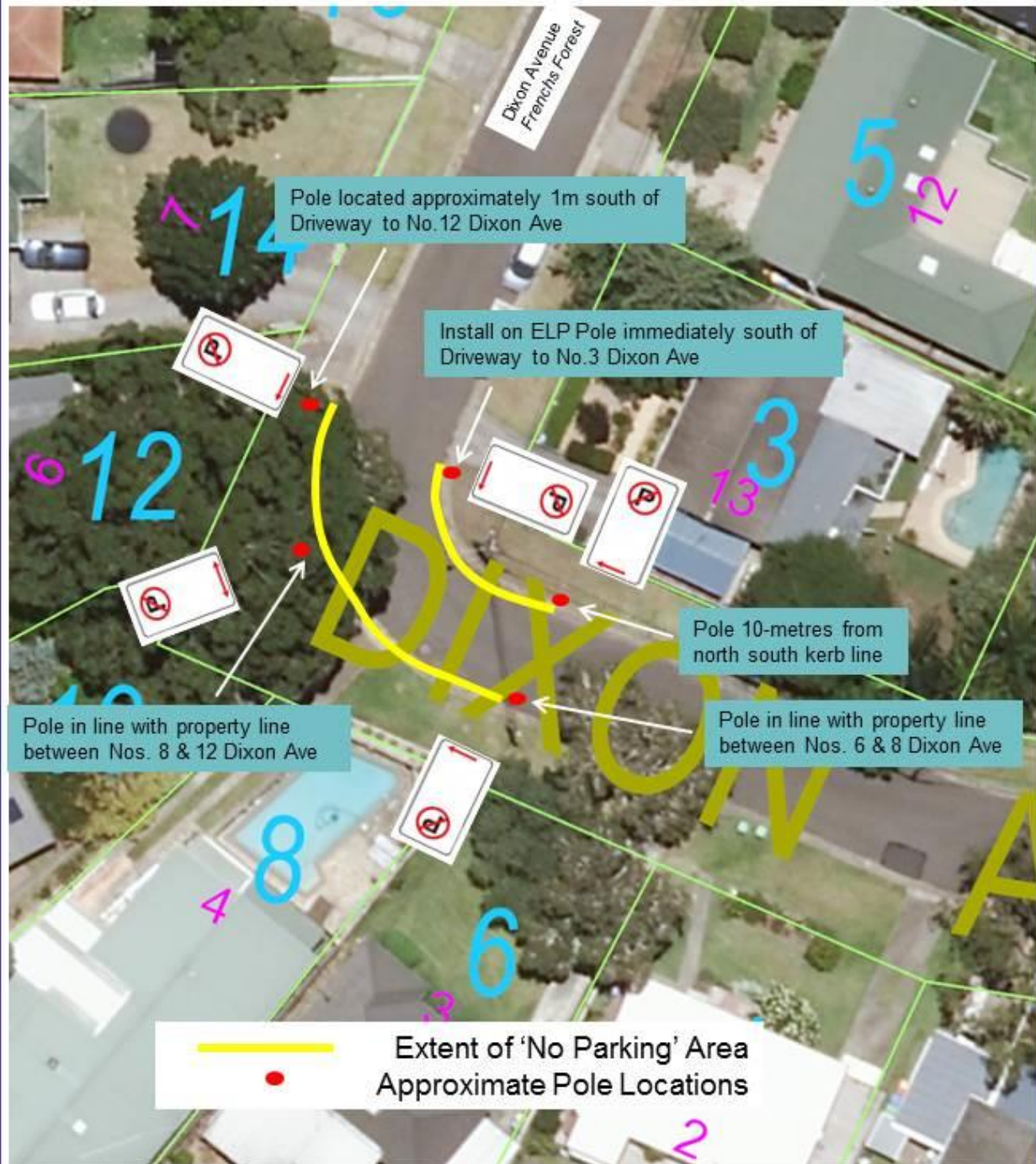
Council sent 14 resident survey letters to local residents and received five replies all supporting the proposal.

There was a discussion on extending the 'No Parking' further east along Dixon Avenue; however, residents affected did not want the 'No Parking' in front of their property.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 'No Parking' signs on the southern side of Dixon Avenue, Frenchs Forest, from between Nos.6 and 8 Dixon Avenue to approximately 1m south of the driveway to Nos.12 and 14 Dixon Avenue.
- B. Installation of 'No Parking' signs on the northern side of Dixon Avenue, Frenchs Forest, from approximately 10m east of the bend in Dixon Avenue to the ELP located just south of the driveway to No.3 Dixon Avenue.



PROPOSAL

DIXON AVENUE, FRENCHS FOREST
NO PARKING



**ITEM 4.8 GRAFTON CRESCENT, DEE WHY - NO PARKING
RESTRICTIONS****REPORTING OFFICER TRAFFIC ENGINEER****TRIM FILE REF 2018/090534****ATTACHMENTS 1 Grafton Crescent, Dee Why - Plan****UBD Ref: 178 C2****REPORT****BACKGROUND**

Residents have complained that cars and vans are parking between driveways on short sections of kerb (less than 4m) and then partially or fully blocking the adjacent driveways. These parked vehicles are also preventing garbage trucks from turning the corner when cars are parked on the other side of the road.

Council is proposing to install 'No Parking' signs across driveways of No.s 14, 15 and 16 Grafton Crescent, Dee Why.



CONSULTATION

There has been no resident consultation as it is proposed to install the 'No Parking' signs across existing driveways and sections of kerb that are too short to accommodate parked vehicles.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of 'No Parking' signs across driveways to Nos.14, 15 and 16 Grafton Crescent, Dee Why.



	PROPOSAL	 northern beaches council
	GRAFTON CRESCENT, DEE WHY PARKING RESTRICTIONS	

ITEM 4.9 **EDGECLIFFE ESPLANADE, SEAFORTH - RELOCATE NO PARKING SIGN****REPORTING OFFICER** **TRAFFIC ENGINEER****TRIM FILE REF** **2018/080138****ATTACHMENTS** **1 Edgecliffe Esplanade, Seaforth - Plan****UBD Ref:** 197 C10**REPORT****BACKGROUND**

Council has received a complaint from the resident at No.4 Edgecliffe Esplanade, Seaforth, saying that it is difficult to back out of her driveway when cars are parked in the short 3.5m section of kerb between the existing 'No Parking' sign and the edge of their driveway because the parked vehicle often partially blocks their driveway.

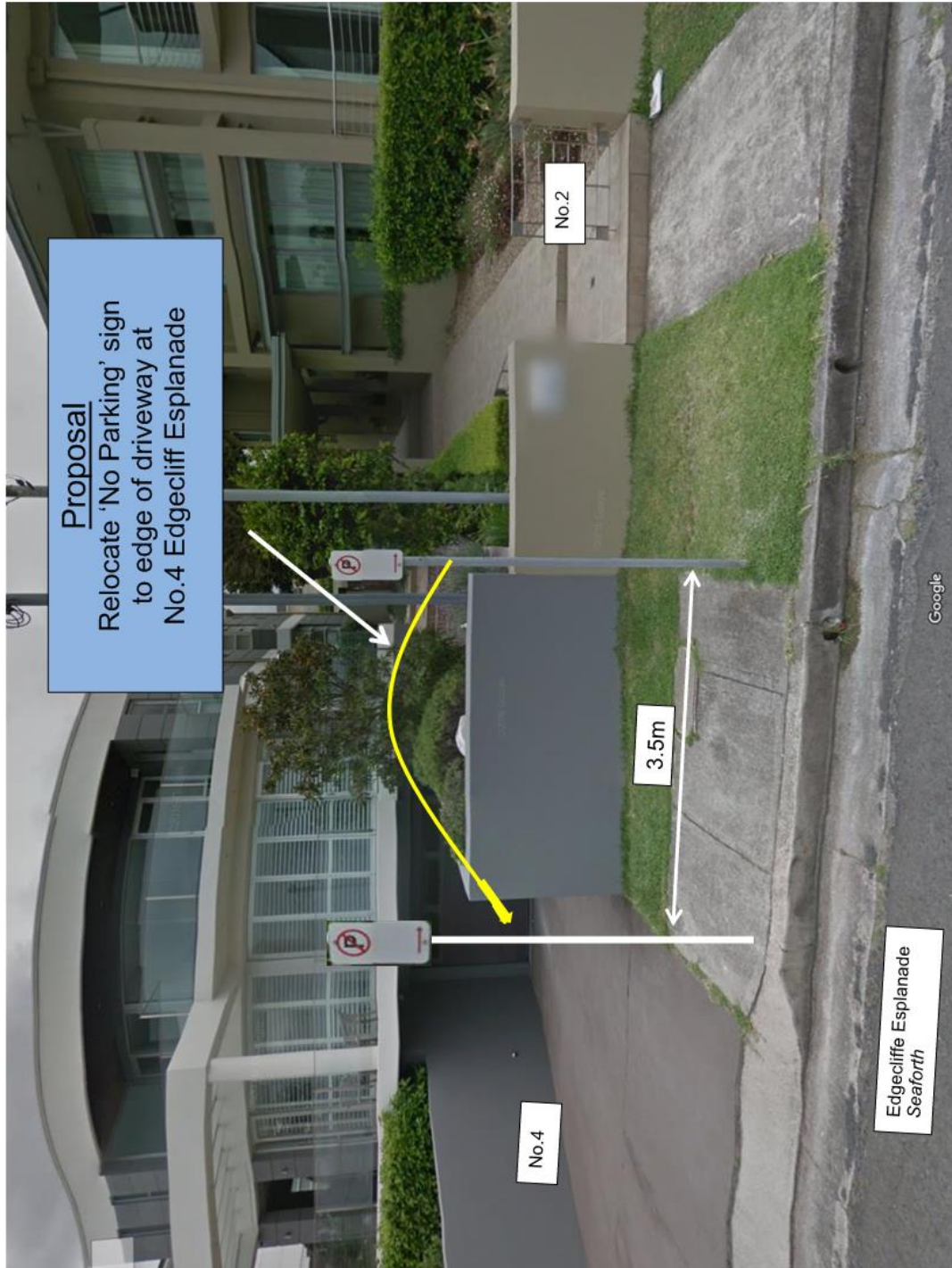
Council is proposing to relocate the 'No Parking' sign to the eastern edge of the driveway at No.4 Edgecliffe Esplanade approximately 3.5m to the west.

CONSULTATION

Council sent approximately 11 resident survey letters to local residents and received three replies supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the relocation of the existing 'No Parking' sign to the eastern edge of the driveway at No.4 Edgecliffe Esplanade, Seaforth, approximately 3.5m to the west.



ITEM 4.10	EVANS STREET, FRESHWATER - RELOCATION OF BUS STOP
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2018/124610
ATTACHMENTS	1 Evans Street - Plan

UBD Ref: 198 E2

REPORT

Council has received a request from Ganellen Built on Experience on behalf of the Harbord Diggers mixed use development to relocate the existing bus stop on Evans Street, Freshwater.

The subject bus stop is currently located in front of the Harbord Diggers Club on its southern corner and is proposed to be relocated to approximately 20m south in front of the car park.

Council has previously received a similar request from a local resident. It was requested to relocate the bus stop to further south, adjacent to the trees, for pedestrians to be able to wait at the bus stop in the shade.

The proposed relocation of the bus stop will not impact the current and future road configurations approved in Evans Street as part of the Harbord Diggers mixed use development. Also, the proposal will not change the overall parking conditions in the area as there are 'No Parking' restrictions all along the eastern side of Evans Street. The proposal will only exchange the existing bus zone and 'No Parking' restrictions.

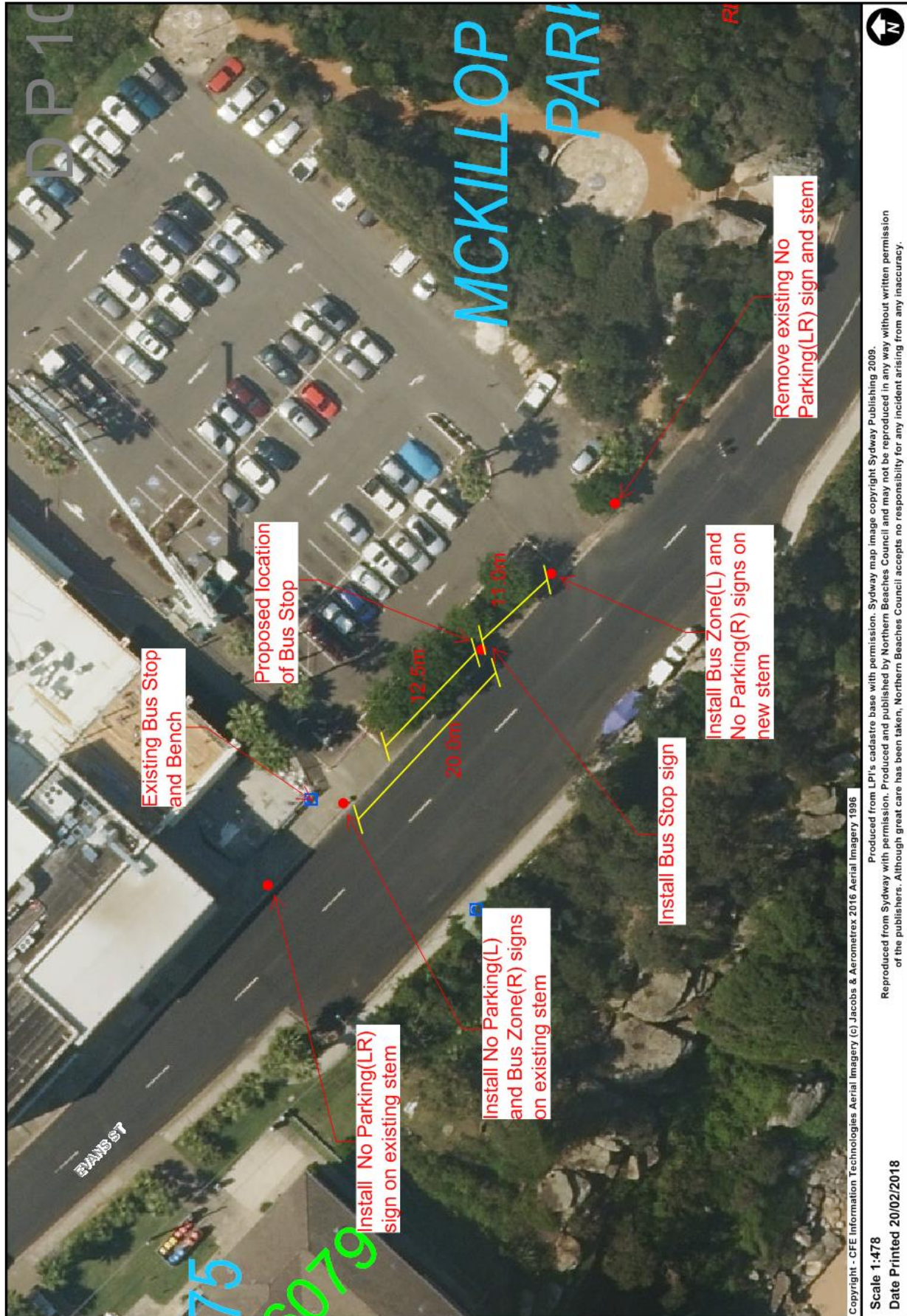
The State Transit Authority (STA) was consulted on the proposal and no concerns were raised on the proposal.

The proposed relocation of the bus stop, bench and the associated signage will be installed by the Harbord Diggers mixed use development at no cost to Council.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The proposed relocation of the bus stop and bench.
 - B. The installation of signage as per the proposal.
-



ITEM 4.11	ALLAMBIE ROAD, ALLAMBIE HEIGHTS - ROAD SAFETY IMPROVEMENTS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2018/108304
ATTACHMENTS	1 Allambie Road - Recommended Action Items 2 Allambie Road and Kentwell Road - Linemarking Plan 3 Allambie Road - Signage and Linemarking Plan

UBD Ref: 177 G13

REPORT

In response to ongoing concerns from local residents, Council has undertaken a review of traffic conditions in Allambie Road, Allambie Heights, between Allenby Park Parade to Kentwell Road.

Allambie Road is a regional road under Council's road hierarchy carrying approximately 7,000 vehicles per day and features a moderate grade with a number of sweeping road bends. Parking is generally permitted on most sections of the road, and the road has been marked to allow on-street bicycle riders. The surrounding environment is predominantly urban with residential houses and reserves. The road is an on-road bicycle route and a bus route.

Council has implemented a number of treatments in the past including a series of roundabouts, refuge islands, and warning signage. Recent treatments include resurfacing and adjustments to the road superelevation and crown from the roundabout at Allenby Park Parade to Nargong Road, and installation of Chevron Alignment Markers on all road bends along this length.

A list of recommended action items from the review is attached. Most of the items involve signage and linemarking improvements, which can be undertaken immediately.

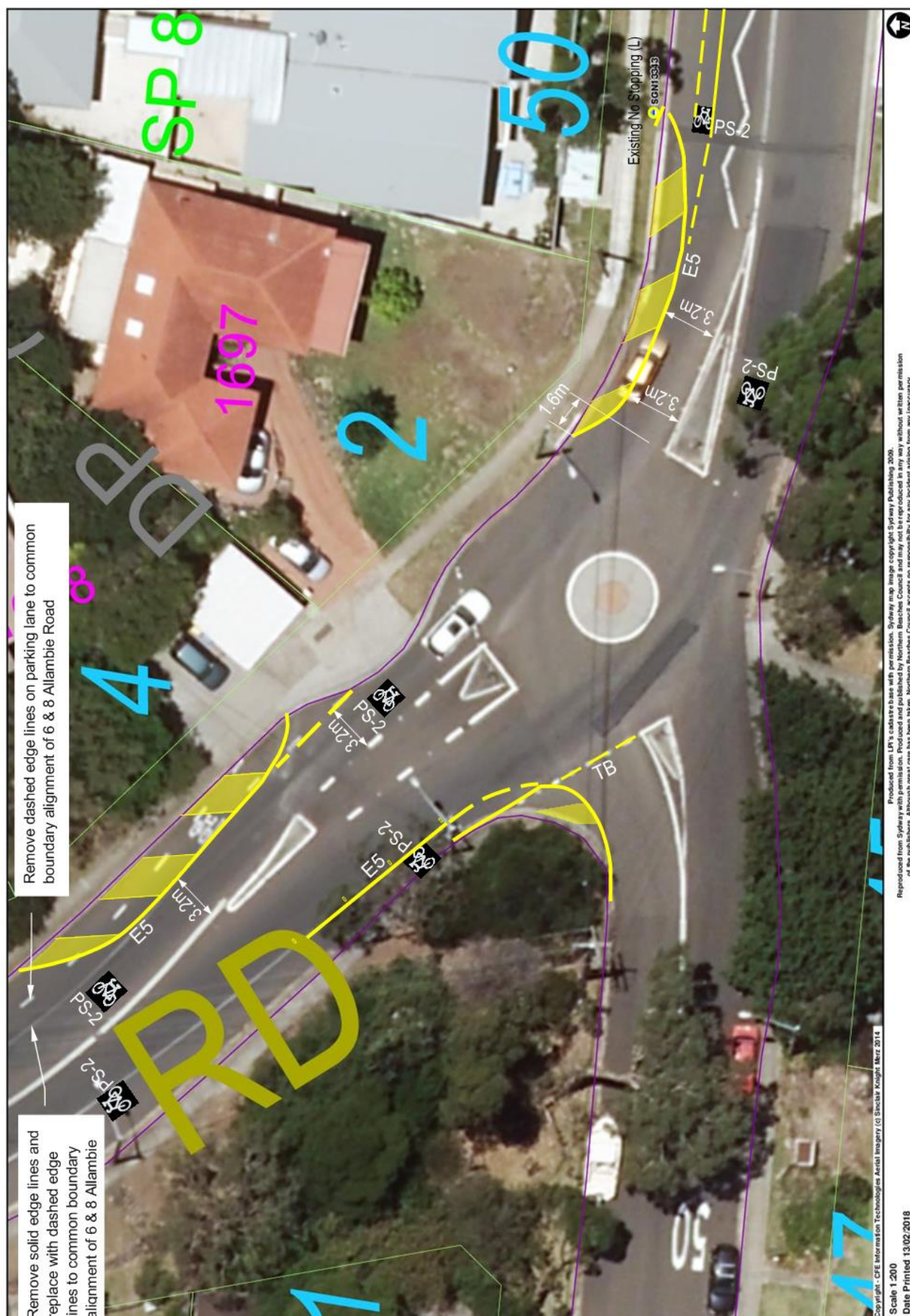
RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the proposed action items for Allambie Road, Allambie Heights.

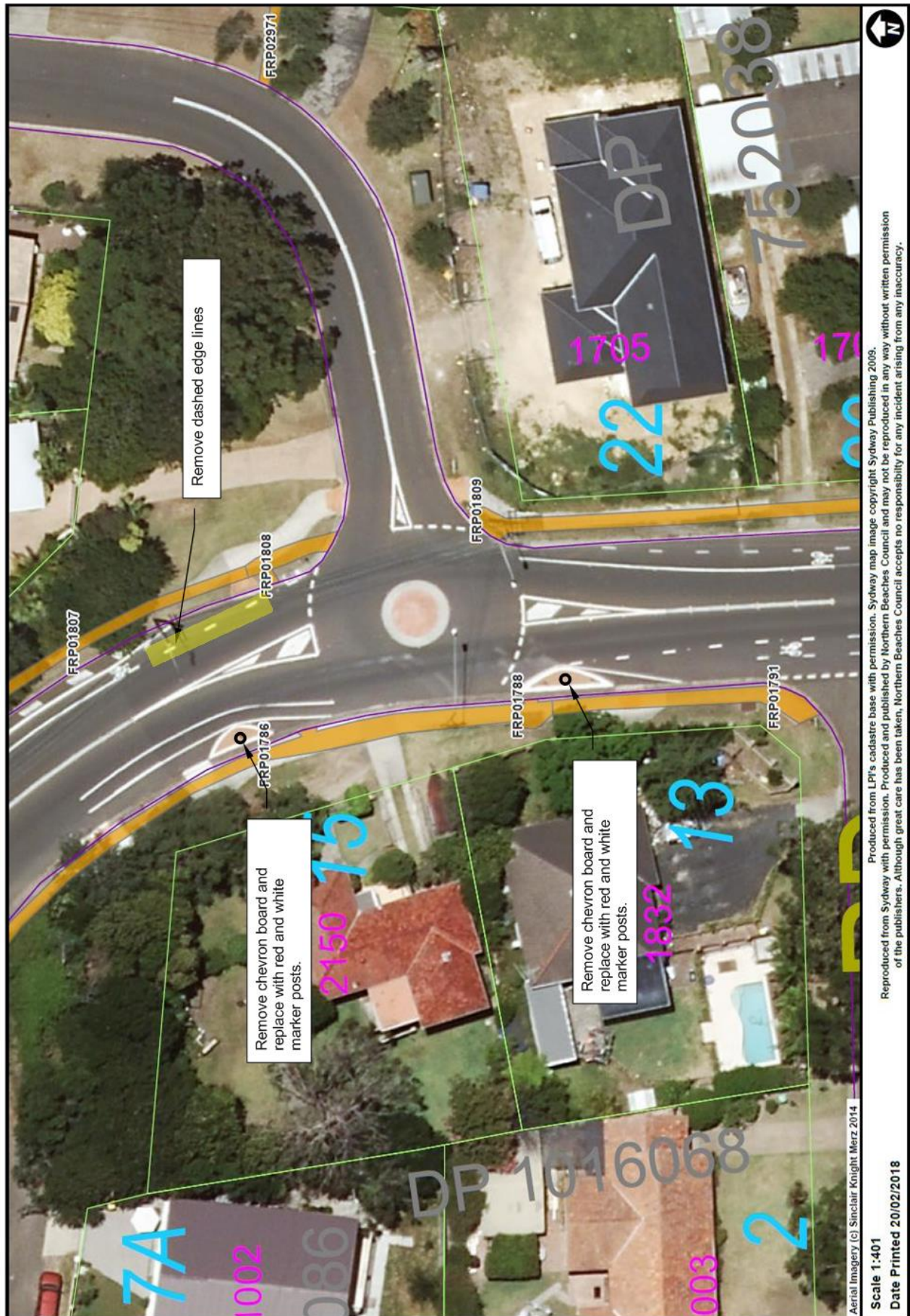
Allambie Road, between between Allenby Park Parade to Kentwell Road
Recommended Action Items

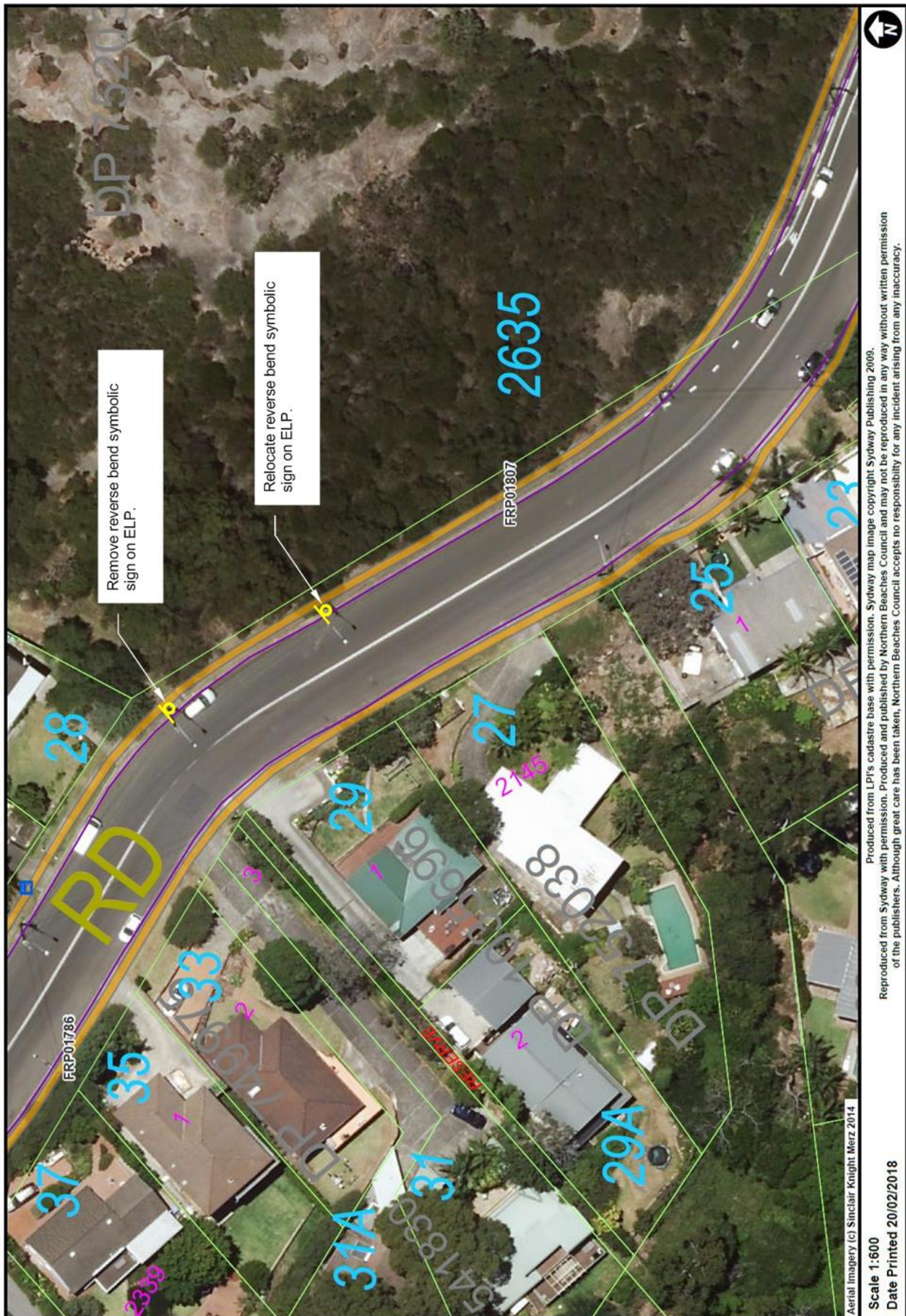
Mar 2018

Item No.	Description	Location	Timeframe
1	Install linemarking and RRPMS as shown in attached plan	Allambie Road, northern approach to roundabout at Kentwell Road	Immediate
2	Remove two existing Chevron Alignment Markers and replace with red and white poles with reflective markers	Allambie Road, at intersection of Lyly Road	Immediate
3	Relocate curve symbolic sign and advisory 45km/h sign south on new stem.	Allambie Road, at intersection of Lyly Road	Immediate
4	Reposition existing Reverse Curve Symbolic further south on new stem. Install additional advisory 35km/h sign below sign.	Allambie Road, between Corkery Road and Lyly Road	Immediate
5	Replace existing stormwater pit grate with cyclist friendly grate	Allambie Road, north of Kentwell Road	This has been included in Council's Cycling Infrastructure Program for completion within the current 2017-18 year.
6	Remark bicycle lane on northern approach to Lyly Road as shown in attached plan.	Allambie Road, north of Lyly Road	Immediate
7	Relocate Curve right symbolic sign and 45km/h advisory sign north of existing location.	Allambie Road, south of Allenby Park Parade	Immediate
8	Remove existing bicycle logo	Allambie Road, at Corkery Road southern leg	Immediate











ITEM 4.12	PRINGLE AVENUE, BELROSE - TRAFFIC AND PEDESTRIAN SAFETY
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2018/117116
ATTACHMENTS	1 Pringle Avenue - Linemarking Plan 2 Pringle Avenue - Kerb Blister Concept Plan 3 Pringle Avenue - Signposting Plan

UBD Ref: 156 E13

REPORT

Council has received representations from MP Jason Falinski who has forwarded concerns from a local resident regarding safety in Pringle Avenue, Belrose.

The resident has raised three road safety issues in Pringle Avenue, consisting of the following:

- (i) Pedestrian safety crossing Pringle Avenue, immediately south of Hews Parade intersection
- (ii) Intersection safety for traffic turning right from Hews Parade into Pringle Avenue
- (iii) Lack of any signage or road elements to reduce speed in Pringle Avenue on southbound approach to Hews Parade

Pringle Avenue is a collector road carrying higher traffic volumes and provides a north-south connection between Belrose and Frenchs Forest. The road carriageway is between 9.6m and 9.8m and has a mild descending southbound grade leading to Hews Parade. The T-intersection between Hews Parade has been treated in the past with a Stop control as there is limited sight distance to the north. The speed limit of Pringle Avenue and Hews Parade is 50km/h.

Examination of the traffic accident database for the five year period ending in June 2017 revealed the following accidents:

- Four (4) accidents between Ralston Avenue and Hews Parade, one rear-end and three off-carriageway accidents. One of the four accidents resulted in an injury and three tow-away
- Nil accidents between Hews Parade and Haigh Avenue
- Two (2) accidents between Haigh Avenue and Glen Street, one on-path into parked vehicle, one off-carriageway accident. One of the two accidents resulted in an injury

The locations of the above crashes also indicate that there were no accidents within 200m of the intersection of Pringle Avenue and Hews Parade.

A previous investigation undertaken by staff for pedestrian refuge islands near the bus stops was not considered feasible due to the position of the bus stops, driveways, no stopping distance requirements, and truck turning movements from Hews Parade. As an alternative, kerb blisters treatment for traffic travelling in both directions in Pringle Avenue approximately 12m south of Hews Parade could provide reduced crossing distances and would offer some improvements compared to the prevailing conditions. As this proposal is a capital works project, it is recommended that the kerb blister treatment at this location be included as an overall traffic calming scheme of Pringle Avenue from Glen Street to Ralston Avenue, Belrose.

Council's road resheeting program currently has this section of Pringle Avenue commencing 150m and 220m to the north and south respectively planned for resheeting during the 2018-2019 year. The program should improve skid resistance of general traffic at this location.

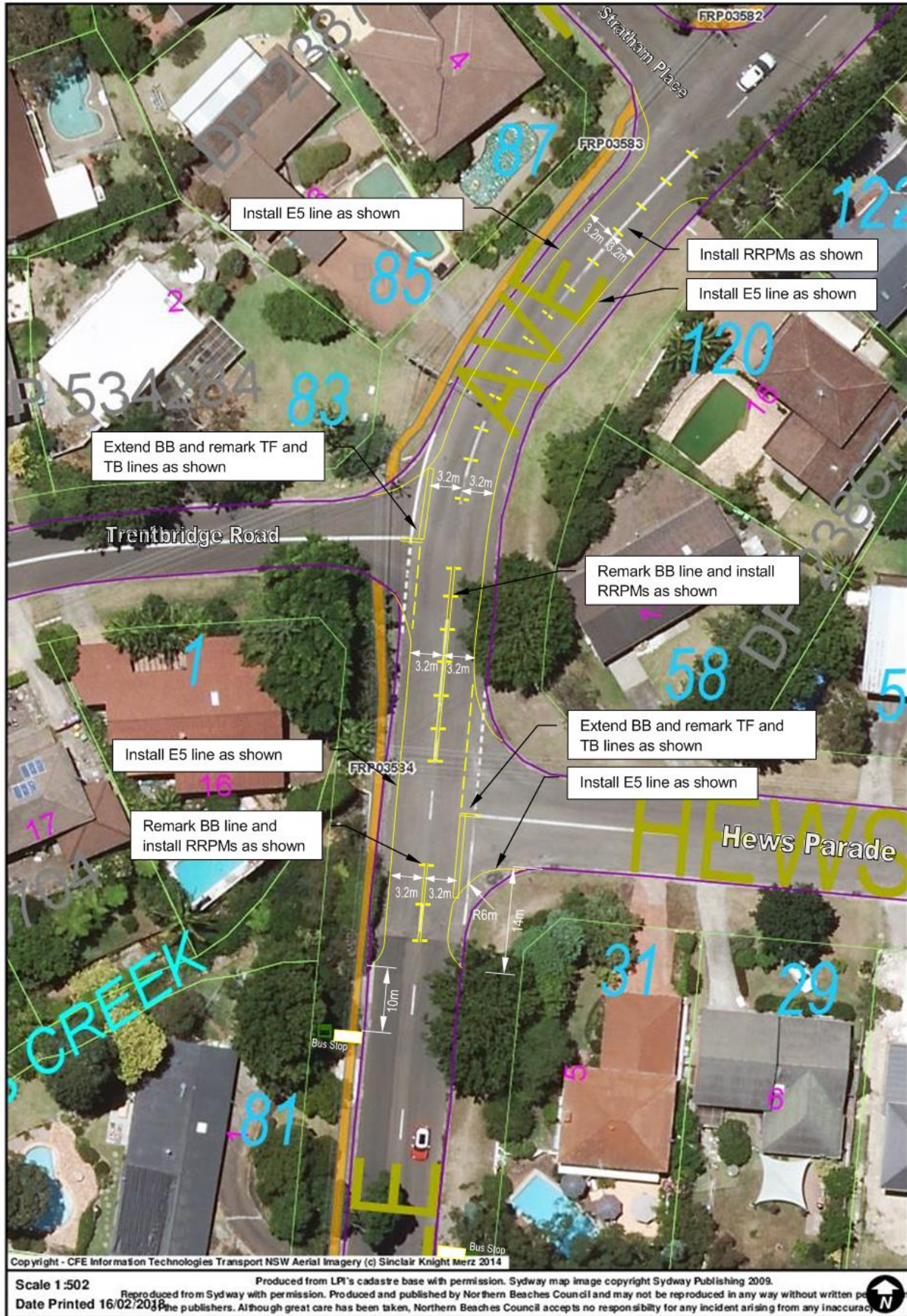
Measurements undertaken on site show that stopping sight distance (SSD) to the north and south when exiting Hews Parade is currently 47m and 105m respectively, based on a 2.0 second reaction time. As the vision to the north from Hews Parade is limited due to the presence of a large tree, it would be advisable to consider pruning the tree to increase sight distance. Further to this an edge line treatment at the road bend to allow a 3.2m carriageway would result in lower speeds at the Pringle Avenue road bend north of Hews parade. The linemarking will result in a tighter channelisation of traffic through the road bend as well as bringing forward the holding lines for drivers exiting Hews Parade and Trentbridge Road. These measures should improve the measured SSD to 55m to the north, which would be an improvement compared to the existing arrangement. At this time the removal of the existing tree at the inside of the road bend of Pringle Avenue between Hews Parade and Trentbridge Road is not considered essential.

Further signage improvements in this area include advanced pedestrian warning signs and left/right curve sign with advisory 35km/h on each approach to this location. Additional improvements will include installation of chevron alignment markers to assist vehicle delineation through the road bend.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. Advice from Council's Transport & Civil Infrastructure Road Assets regarding the intersection of Pringle Avenue and Hews Parade, Belrose, is planned for Council's road resheeting program during the 2018-2019 year.
 - B. Further assessments of the traffic calming scheme in Pringle Avenue, Belrose, including the provision of kerb blisters south of Hews Parade, with the results of the study as well as the community consultation with the results reported back to Traffic Committee for consideration.
 - C. The linemarking and signage proposals for Pringle Avenue, Belrose.
-







**ITEM 4.13 MIDDLETON ROAD, CROMER - PROPOSED SHARED PATHS
AND KERB EXTENSION****REPORTING OFFICER TRAFFIC ENGINEER****TRIM FILE REF 2018/121576****ATTACHMENTS 1 Middleton Road - Design Plans****UBD Ref: 158 A14****REPORT**

As part of Transport and Civil Infrastructure's footpath program for the 2017-18 year, it is proposed to install a pedestrian and bicycle shared path in Middleton Road, from South Creek Road to Inman Road, Cromer.

During the planning stage it was identified that there was a high level of concern from the public of parents and children accessing the dance school and gym facility in 24 Middleton Road, with children and adults reported walking on the road and crossing at random locations due to the absence of footpaths on both sides of the road. A number of options were considered and a formal pedestrian refuge island was not considered feasible as it required the removal of a significant number of angle parking spaces and conflicted with existing driveway movements.

The works also propose a 2.5m wide pedestrian and bicycle shared path along the north side of Middleton Road from Dympna Street to the Council administration entrance, with a new 1.5m wide footpath proposed along the north side of the remaining sections of Middleton Road. The existing green bicycle path will be removed and replaced with an off-road shared path.

The proposal will result in the net reduction of the parking supply by 3 spaces; however, the extended kerb extensions and traffic islands should improve pedestrian safety by providing a common crossing location with enhanced sight distances to approaching traffic.

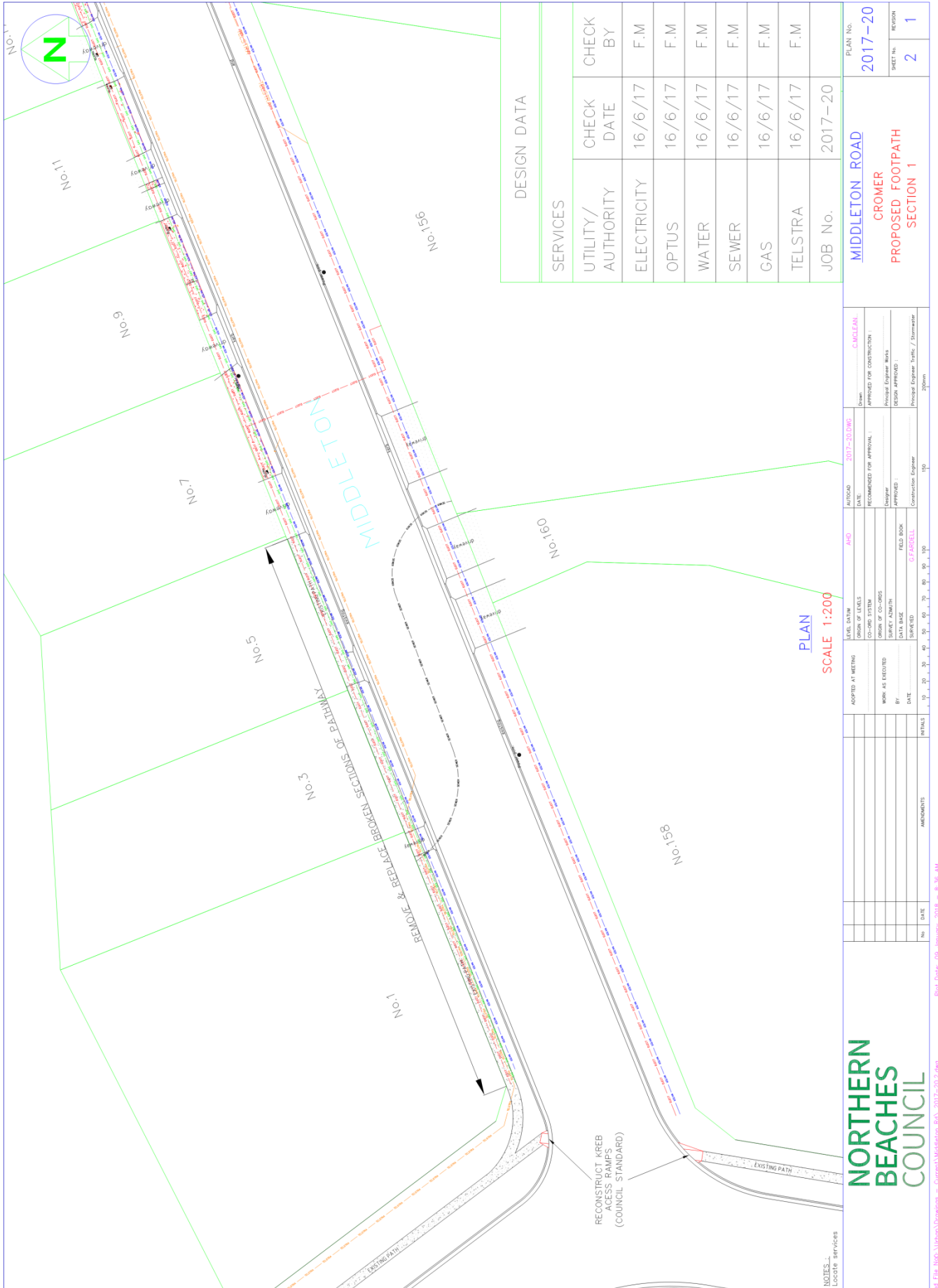
The angle parking bays along the south side of Middleton Road will be marked in accordance to Australian Standards AS2890.5:1993

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

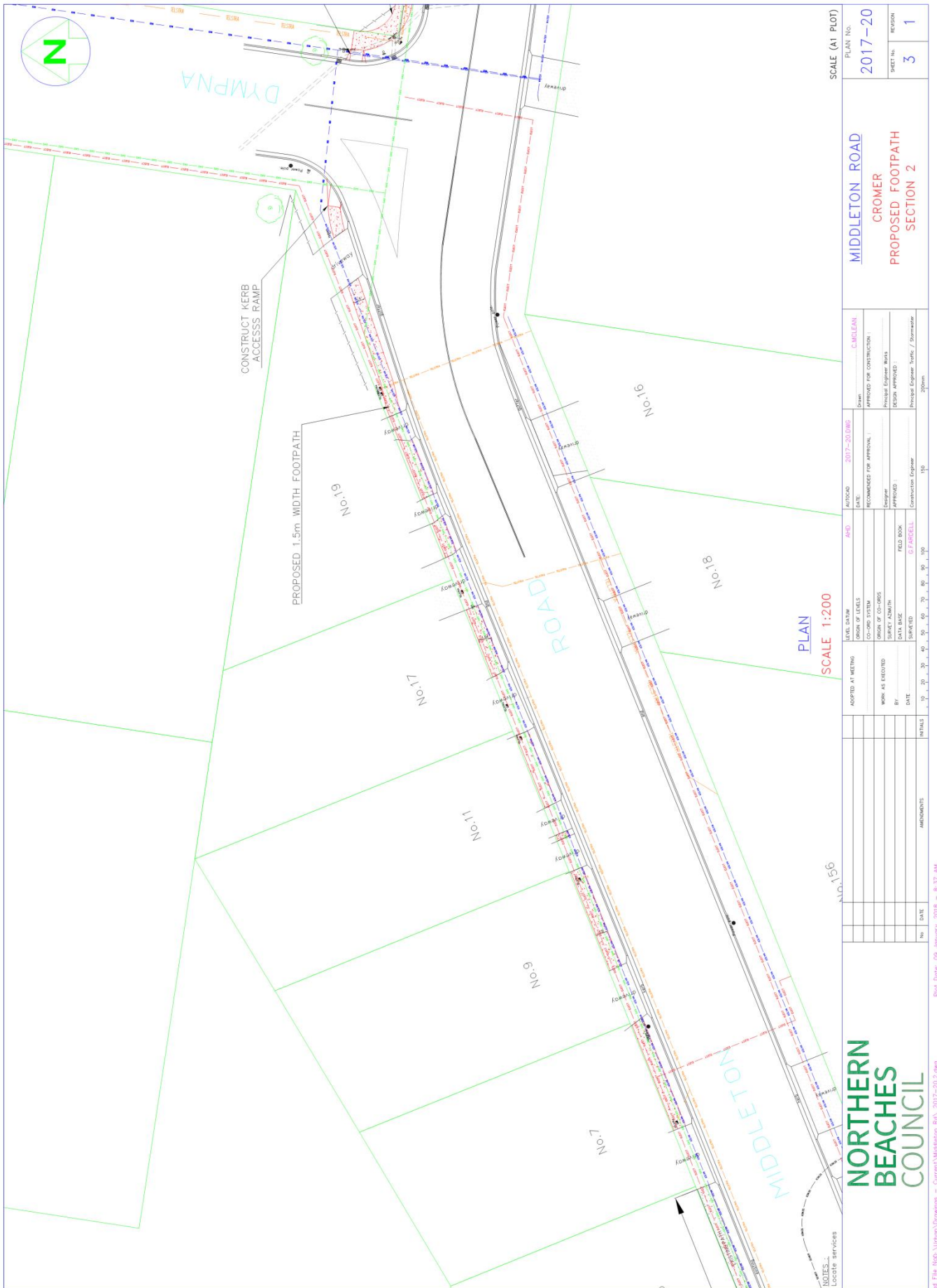
- A. The proposed design plans for the footpath, shared path, kerb extensions, blister islands and associated signage and linemarking work.
 - B. The project proceeding to construction for completion in the current 2017-18 year.
-





DESIGN DATA			
SERVICES		CHECK DATE	CHECK BY
UTILITY/ AUTHORITY			
ELECTRICITY		16/6/17	F.M
OPTUS		16/6/17	F.M
WATER		16/6/17	F.M
SEWER		16/6/17	F.M
GAS		16/6/17	F.M
TELSTRA		16/6/17	F.M
JOB No.		2017-20	

NORTHERN BEACHES COUNCIL		MIDDLETON ROAD CROMER PROPOSED FOOTPATH SECTION 1		PLAN No. 2017-20
NOTES: 1. Locate services		APPROVED FOR CONSTRUCTION: _____ APPROVED FOR APPROVAL: _____ WORK AS EXECUTED: BY: _____ DATE: _____ SUPERSED: _____ FIELD BOOK: _____ CONSTRUCTION ENGINEER: _____ PRINCIPAL ENGINEER: T. / Stormwater		SHEET No. 2
AMENDMENTS:		REGION: 1		















ITEM 4.14	180 SOUTH CREEK ROAD, WHEELER HEIGHTS - CIVIL WORKS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2017/366662
ATTACHMENTS	1 South Creek Road, Wheeler Heights - Aerial Plan 2 180 South Creek Road, Wheeler Heights - Design Plan

UBD Ref: 157 P13

REPORT

In December 2016 the Northern Beaches Development Assessment Panel approved the construction of a shop top housing development at 180 South Creek Road, Wheeler Heights, comprising of retail premises, residential apartments, basement car parking and strata subdivision.

As part of the consent conditions for the above development DA2016/0792, the developer was to apply for civil design and works for the reconstruction of kerb returns, new kerb extensions, angle parking and other works within Council's road reserve area. The proposed works will provide some level of traffic calming for traffic along South Creek Road as well as retaining similar levels of on-street parking near the shopping village.

The existing unrestricted angle parking is proposed to be replaced with 1P 8:30am-6:00pm Mon-Fri, 8:30am-12:30pm Sat; however, this arrangement may not be suited for retail businesses requiring patrons to stay longer than an hour such as a hairdresser or a restaurant. Having considered the previous retail uses of the site, a 2P 8:30am-6:00pm Mon-Fri, 8:30am-12:30pm Sat restriction should be acceptable for customers and any further longer stay patrons can utilise the available off-street basement retail visitor spaces.

To satisfy this condition the applicant has provided civil design plans illustrating the proposed works including linemarking and signage.

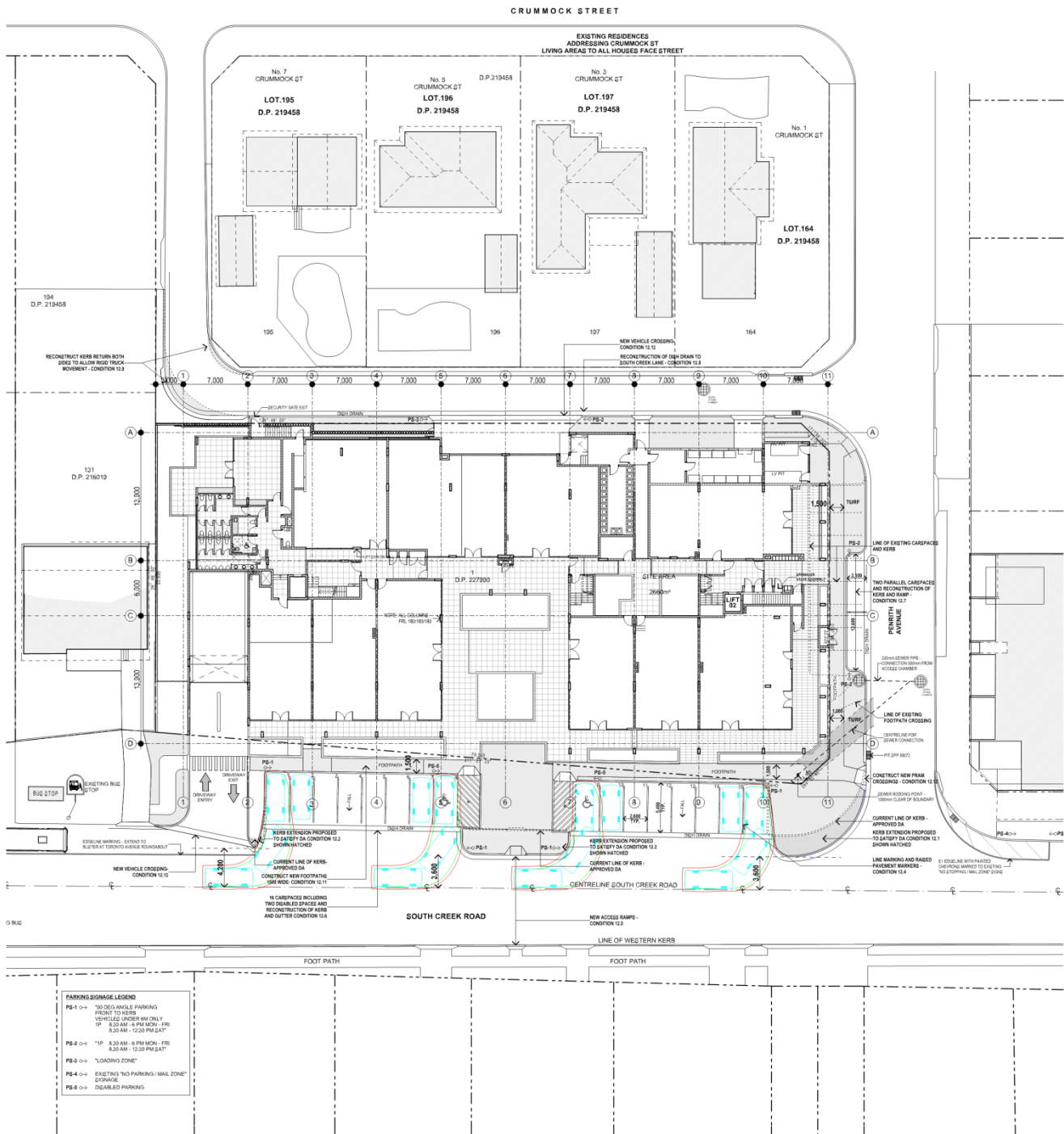
As this is a traffic facility on a public road it requires the approval of the Traffic Committee prior to installation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The signposting of parking spaces identified as No. 1-7 and 10-16 in South Creek Road, Wheeler Heights, and two parallel spaces along Penrith Avenue as 2P 8:30am-6:00pm Mon-Fri, 8:30am-12:30pm Sat.
 - B. The proposed design plan for kerb extensions, angle parking bays, and linemarking works at 180 South Creek Road, Wheeler Heights.
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NOT FOR CONSTRUCTION
CONSTRUCTION CERTIFICATE

DATE	NO	DESCRIPTION	STATUS	DATE	CLIENT	PROJECT	PROJECT	SCALE	STATUS	DATE	STATUS						
06/01/18	1	REQUEST TO ADDRESS CHANGE, LETTER IN CLIP	CLIP	05	 citeGROUP Suite 3, Level 10, 25 Bedford St Sydney, NSW 2000	 BARTNERTROVATO 4-100 RIVER VALLEY ROAD SYDNEY NSW 2000	LIVISTONA APARTMENTS SHOP TOP HOUSING 180 CROFT CREEK ROAD, CROFTON NEW LOT 11 P 22780	SITE SETOUT SITE PLAN SHOP TOP HOUSING 180 CROFT CREEK ROAD, CROFTON NEW LOT 11 P 22780	SCALE: 1:200 1:200 G A1 01/04/18 MARCH 2017	PROJECT NUMBER: 1433 DRAWING NUMBER: 02-01 1433 - A1	STATUS: 2000 01/04/18 MARCH 2017 02-01 E						
06/01/18	2	REQUEST TO ADDRESS CHANGE, LETTER IN CLIP	CLIP														
06/01/18	3	REQUEST TO ADDRESS CHANGE, LETTER IN CLIP	CLIP														

ITEM 4.15	DELEGATION TO ISSUE AN APPROVAL FOR A SINGLE SHIFT ROAD CLOSURE
REPORTING OFFICER	TRANSPORT NETWORK MANAGER
TRIM FILE REF	2018/122674
ATTACHMENTS	NIL

UBD Ref: Nil

REPORT

The Transport Network team issues road occupancy and numerous stand plant permits under legislation and by delegated authority on a daily basis, which is increasing due to the escalation in development on the Northern Beaches.

As the scale of development increases so does the number of requests for road closures to install cranes or for the use of the public road to allow for site works to be undertaken where the exclusion of vehicles from the public road is required on safety grounds.

To allow for a responsive service to be provided it is proposed that The Northern Beaches Council Local Traffic Committee grant the Manager – Transport Network, delegated authority to issue a road closure where the impact is for a single shift. The proposal is for these closures to be reported to the Committee each month as appropriate and communicate the decision to the voting members via email at the time of approval.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the:

- A. Traffic Committee authorises the Manager - Transport Network to approve under delegation single shift road closures and notify the voting members of the committee via email of the decision at the time.
 - B. Manager - Transport Network provides a report at each monthly Traffic Committee meeting for the decisions to be noted in the minutes.
 - C. Manager - Transport Network reports back in twelve months on the effectiveness of this measure in managing the applications.
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