


AGENDA

NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING

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

TUESDAY 6 JUNE 2017

Beginning at 9.30am for the purpose of considering and determining matters included in this agenda.



Ben Taylor
Deputy General Manager
Environment and Infrastructure

Voting Members

Chair – Deputy General Manager Environment & Infrastructure – Northern Beaches Council	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	Ms Lisa Nagle
Member for Manly Mr J Griffin MP Representative	Mr John O’Connor
Roads and Maritime Services	Mr Alex Coates
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 & Urban	Mr Andy Davies
Acting Manager Traffic Engineering	Mr James Brocklebank
Civil Design & Traffic Engineer	Mr Ricky Kwok
Traffic Engineer	Mr Sunny Jo
Traffic Engineer	Mrs Rezvan Saket
Traffic Engineer	Mr Velsamy Sankaran
Traffic Engineer	Mr John Gill
Traffic Officer	Mr Shankar Pandey
Road Safety Officer	Mrs Karen Menzies
Road Safety Officer	Ms Robynann Dixon
Active Travel Officer	Ms Michelle Carter
Active Travel Officer	Mr Phillip Gray
Administration Officer	Ms Lisa Monk

Visitors

General Manager - Development at Scentre Group	Mr Chris Barnett
The Transport Planning Partnership (TTPP)	Mr Michael Lee
Residents	Mrs Jodi Keall and Zena Du Vernet

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

to be held on Tuesday 6 June 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 2 May 2017

2.2 Declaration of Pecuniary and Conflicts of Interest

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5.0 MATTERS FOR NOTATION

NEXT MEETING Tuesday 4 July 2017

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

2.1 MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD 2 MAY 2017

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 2 May 2017, 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 TO NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE

ITEM 4.1	HOP SKIP JUMP BUS - BUS STOP RESTRICTIONS
REPORTING OFFICER	MANAGER TRAFFIC TRANSPORT
TRIM FILE REF	2017/105449
ATTACHMENTS	1 Hop Skip Jump bus stop audit

UBD Ref: Various

REPORT

BACKGROUND

Manly's Hop Skip Jump bus service operates on a daily basis over four different routes between 6:00am and 7:00pm. Buses operate on a hail and ride basis but in busier locations and where parking pressures are higher bus stops have been established to allow the bus to pull over close and parallel to the kerb to pick up and set down passengers. On parts of the routes, and in liaison with Sydney Buses, the Hop Skip Jump buses share use of State Transit bus stops.

Drivers have recently raised safety concerns at some locations where parked vehicles are preventing the buses from pulling off the road to pick up or set down passengers and the installation of parking restrictions to allow this to happen has been requested.

Details of the specific locations, issues and the proposed course of action are outlined below.

ISSUES

Suwarrow Street, Fairlight – North of Jamieson Avenue

Drivers are having difficulty pulling in close and parallel to the kerb. There are no Hop Skip Jump Bus stops on Suwarrow Street and passengers tend to wait at inappropriate locations which often means the driver needs to park illegally to collect the passenger or, alternatively, cannot see the passenger.

To address the problem it is proposed to create a No Parking restriction of 15m in length applying 7am to 7pm Mon-Fri and 9am to 7pm Sat & Sun on the west side of Suwarrow Street north of Jamieson Ave. The site has good visibility and is on a relatively flat grade. The site is approximately midblock and will provide a location for drivers to pull over for up to two minutes to drop off and pick up passengers. Drivers will progressively educate passengers on where the pick up point is located to catch the bus.

Balgowlah Road, Manly – south of Golf Parade

A Hop Skip Jump Bus Stop is already present at this location but it is sited with a 2P parking zone and is frequently occupied by parked vehicles. There is an adjacent driveway but it is too small for drivers to pull completely off the road and the tail of the bus is left exposed blocking traffic. Given the volume of traffic using Balgowlah Road, this is unsafe.

To address the situation it is proposed to create a No Parking restriction of 15m in length applying 7am to 6:30pm Mon-Fri and 9am to 6pm Sat & Sun on the east side of Balgowlah Road, south of Golf Parade.

23-29 Osborne Road, Manly

There is a string of three driveways along the frontages of No.21 to 29 Osborne Road. A gap of approximately 3m exists between two of the driveways which is frequently occupied by a small car and prevents access by buses to the bus stop as well as partly blocking property access. On occasion, parking also takes place across the driveways. To improve access, a full time No Parking restriction is to be established across all three driveways. This is merely a restatement of the law but will assist in keeping the driveway area clear for drop off and pick up of passengers.

Fairlight Street, east of Woods Parade Fairlight

The Hop Skip Jump bus utilises the State Transit bus stop which has been created on the south side of Fairlight Street east of Woods Parade. Drivers report that cars often park in the Bus Stop area which is not supported by a Bus Zone. It is proposed to create a Bus Zone of approximately 20m in length to ensure buses can pull in and out of the bus stop. The predominant user of this bus stop is the Hop Skip Jump bus, although the infrequent 135 Sydney Bus service also uses the stop. A 20m Bus Zone will be sufficient for use by STA buses given the presence of a narrow kerb nib west of the Bus Zone which allows for draw out. A Bus Zone applying 7am to 7pm Mon-Fri and 9am to 6pm Sat & Sun will also be sufficient as buses do not service this bus stop at other times.

CONSULTATION

Consultation letters have been distributed to residents impacted by the creation of the proposed No Parking and Bus Zone restrictions. Feedback has been to the effect that parking is effectively lost as residents have few options given parking pressures in the area. The Bus Zones & No Parking Zones will merely be reinforcing existing restrictions; however, it is apparent that full time restrictions are not required in some locations so restrictions have been minimised in both length and duration to maximise parking retained and to allow parking when the bus stops are not in use.

Further reporting

Further reporting on additional aspects of the audit will be presented at a later Traffic Committee meeting following consultation with impacted residents.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the following restrictions be introduced:

- A. 15m of No Parking applying 7am to 6:30pm Mon-Fri and 9am to 6pm Sat & Sun on the west side of Suwarrow Street north of Jamieson Ave
 - B. 15m of No Parking applying 7am to 6:30pm Mon-Fri and 9am to 6pm Sat & Sun on the east side of Balgowlah Road, south of Golf Parade
 - C. A full time No Parking restriction be established across the three driveways serving No.s 21 to 29 Osborne Road
 - D. A Bus Zone of approximately 20m in length and applying 7am to 7pm Mon-Fri & 9am to 6pm Sat & Sun be introduced to support the existing Bus Stop on the south side of Fairlight Street, east of Woods Parade.
-

Hop Skip Jump Bus stop and efficiency issues. – audit Tuesday 28th March

Suwarrow Road – North of Jamieson Avenue – No Parking (7am to 7pm M-F & 9am – 7pm Sat & Sun) needed with Hop Skip Jump bus stop. – drivers having difficulty pulling in close and parallel to pick up passengers on a hail and ride basis and passengers waiting at inappropriate locations – needs consultation



23-



Balgowlah Road, south of Golf Parade - No Parking(7am to 7pm M-F & 9am – 7pm Sat & Sun)
needed to support Hop Skip Jump bus stop – cars usually parked in 2P zone north of driveway and bus cannot pull in close to driveway to pick up/set down passengers – prepare TC item and notify residents



23-29 Osborne Road – Full time No Parking needed across driveways – cars often parked here and bus cannot pull in close and parallel to pick up passengers – prepare TC item and notify residents



Marshall Street at Wood street – bent post on Give Way sign – will be addressed as sign maintenance



Fairlight Street west of Woods Parade – Bus Zone needed to prevent parking at Bus Stop – prepare TC item and notify residents





Cutler Road at Barrabooka Street & Vista Street, Clontarf – No Parking needed opposite Barrabooka Street to allow for turning/through access – needs consultation

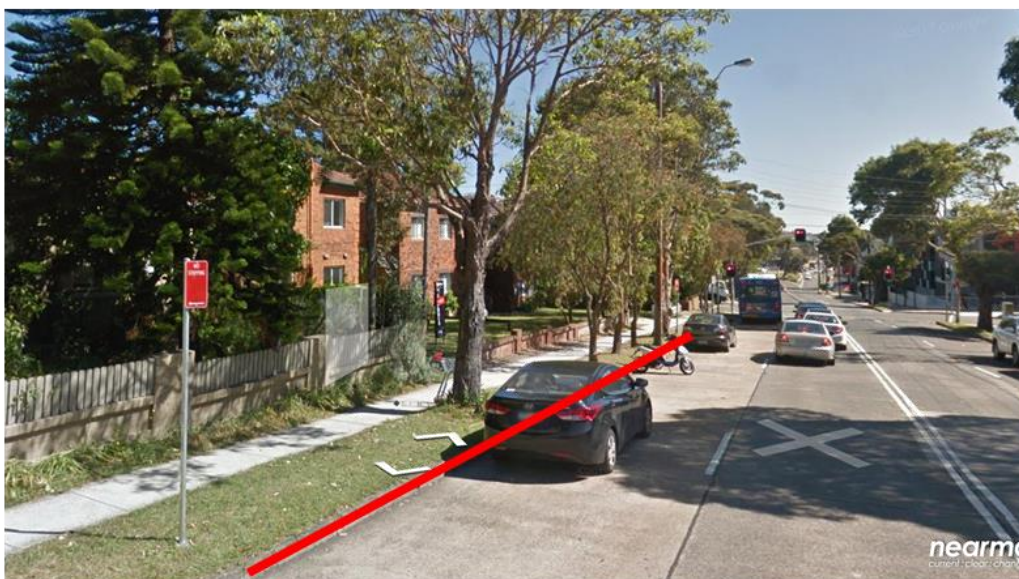




Wanganella Street on southbound approach to Sydney Road – No Parking (7am to 9:30am) needed between Sydney Road and driveway to No.72 – vehicles waiting to turn right onto Sydney Road block through traffic as they can't get past parked vehicles. – needs consultation



Condamine Street on northbound approach to Balgowlah Road – need No Parking in pm peak (3:30 to 6:30) as far south as Lodge Street to ease congestion – vehicles waiting to turn right block left and through due to parked vehicles – needs consultation



Sydney Road westbound turning right into Condamine Street – consider introduction of right turn phase. Vehicles wishing to turn right at this intersection currently have little opportunity and generally have to complete the right turn on orange or start of red phase. Buses have no option but

to turn right here as this is their route. Intersection is a State Road/signalised intersection and therefore RMS responsibility. – refer to RMS for consideration



ITEM 4.2	CROSS STREET, BROOKVALE - WARRINGAH MALL TRAFFIC REVIEW
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2017/109469
ATTACHMENTS	1 Cross Street - Traffic Report

UBD Ref: 177 K11

BACKGROUND

Council is in receipt of a submission from the Scentre Group with a proposal to improve traffic flow and operations in Green Street, Brookvale adjacent to the Warringah Mall Shopping Centre.

The report provided proposes the following changes in Green Street:

1. Changes to the existing roundabout at Cross Street to provide a second circulation lane for traffic leaving the Warringah Mall Carpark.
2. Removal of on-street parking in Cross Street between Pittwater Road and Cross Street roundabout to improve traffic flow along Cross Street.
3. Modifications to the signalised intersection of Cross Street and Green Street to increase capacity for traffic leaving the shopping centre.

Items 1 and 2 are discussed in this report whilst item 3 has already been referred to the Roads and Maritime Services (RMS) by the applicant for review and approval.

In August 2015, works commenced to demolish the at grade carpark adjacent to the intersection of Cross Street and Green Street, and construct a multi-floor carpark along with other redevelopment works within the Warringah Mall Shopping Centre. The construction of the carpark was completed circa July 2016.

The new multi-floor carpark has two exit lanes entering the roundabout at Green Street; however, traffic flow issues were identified during November and December 2017, where significant delays were experienced along Old Pittwater Road and Cross Street.

Cross Street Roundabout

Currently the left lane exiting from the multi-floor carpark in Warringah Mall cannot legally turn right into Cross Street. As such, vehicles were seen merging lanes within the roundabout in order to complete a right turn at the roundabout which is not desirable. The proposal put forward by Scentre Group was to introduce a dual turning lane for exiting traffic, including the repositioning of the roundabout splitter island on the east side, with a 1.4m wide gap to enable pedestrians to cross the road in two stages. The works will require the repositioning of a stormwater pit, kerb and gutter along the north eastern kerb return, and a reconstruction of the roundabout to reduce the diameter by 1m to enable a dual turning lane.

The traffic consultant for Scentre Group has also provided truck turning movements at this location.

On-Street Parking in Cross Street

To improve traffic flow in Cross Street the applicant has proposed a full time No Stopping zone on both sides of Cross Street between the roundabout and Pittwater Road. Currently the north side has a combination of No Parking, No Stopping, and Bus Zones which already provides a two lane arrangement for approximately 360m.

The establishment of a full time No Stopping zone along the south side of Cross Street will remove about 7 legal parking spaces between Dale Street and Green Street, and approximately 15 spaces between Green Street and the roundabout. Currently these spaces appear to be parked by employees to the shopping centre, the nearby towing business, visitors and employees to the nearby industrial units in Dale Street and Green Street.

Scentre Group has advised that the redevelopment of the Warringah Mall has resulted in approximately 250 extra parking spaces within the premises for their employees.

The parking restriction will reduce the on-street parking supply; however, the applicant has advised that this arrangement will be important for customer traffic leading to their new carpark entry with a ramp access to the upper levels.

The applicant has made contact with the State Transit Authority (STA) and Forest Coachlines, and it is understood that their buses at times occupy this Bus Zone as a layover area for their buses entering the Warringah Mall area. Concurrence has been sought from both bus operators for a 'No Stopping, buses excepted' restriction. Whilst this arrangement would be acceptable, there have been complaints received in the past when buses have occupied this area, restricting exiting road capacity from two lanes into one. As an alternative 'No Stopping 4pm-7pm Mon-Fri, Bus Zone all other times' is recommended and the bus operators have indicated that their operations could work around this arrangement.

Whilst the proposed restrictions along the north side of Cross Street are supported, the removal of parking along the south side would not improve the westbound road capacity leading to the shopping centre carpark. It is recommended that the unrestricted on-street parking spaces be retained.

RECOMMENDATION TO TRAFFIC COMMITTEE

- A. That the proposed changes to the Cross Street roundabout and additional lane markings in Cross Street, as shown in the attached plan, be approved. All design and installation is to be at no cost to Council.
- B. That the on-street parking restrictions in Cross Street be marked as follows with all installation at no cost to Council:

North side, commencing from the western kerb alignment of Pittwater Road and proceeding westerly:

	11.2m:	No Stopping (LR)
	88.7m:	No Stopping (LR)
	140.0m:	No Stopping (LR)
	174.7m:	No Stopping 4pm-7pm Mon-Fri (L), Bus Zone, all other times (L) No Stopping (R)
No	195.9m:	No Stopping 4pm-7pm Mon-Fri (R), Bus Zone, all other times (R) Stopping (L)
	258.4m:	No Stopping (LR)
	290.0m:	No Stopping (LR)
	308.3m:	No Stopping (LR)
	341.4m:	No Stopping (LR)

South side to remain unchanged.

-
- C. That yellow no stopping lines be installed in Cross Street along the signposted full time Stopping zones, from Pittwater Road to the roundabout entrance to Warringah Mall. Lines are to be installed at no cost to Council.
 - D. That it be noted that Scentre Group is currently seeking to change the signal operations at the intersection of Cross Street and Green Street to increase capacity for traffic leading to the shopping centre. The matter is subject to consideration by the RMS, with the Scentre Group to undertake all design and associated works at no cost to Council.
-

**The Transport
Planning Partnership**

Our Ref: 16111

29 March 2017

Scentre Group
85 Castlereagh Street
SYDNEY NSW 2000

Attention: Mr Anthony Iannuzzi

Dear Anthony,

**RE: WESTFIELD WARRINGAH MALL REDEVELOPMENT
STAGE 1 SECTION 138 TRAFFIC REVIEW**

As requested, please find herein The Transport Planning Partnership's (TPPP) review of traffic and parking matters in relation to a proposed Section 138 application.

Background

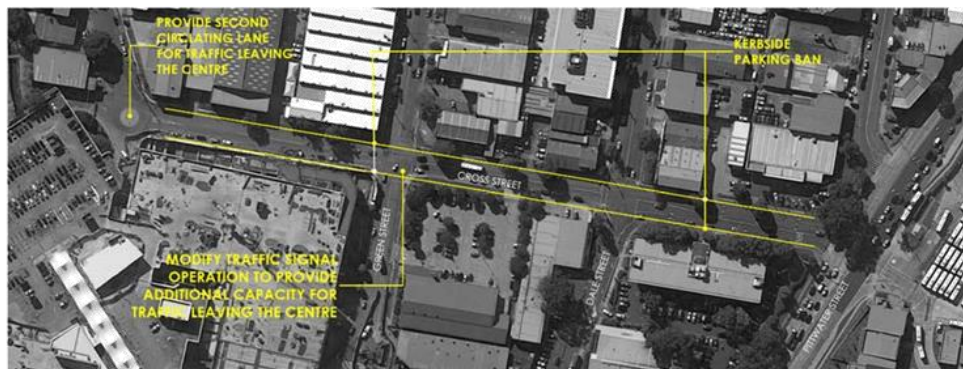
Scentre Group is a part owner of the Warringah Mall Shopping Centre at Brookvale. Scentre Group is proposing to undertake road improvement works near the Centre through a Section 138 application to the Northern Beaches Council. The Section 138 application will seek approval for the following proposed works within the road reserve on Cross Street and Green Street:

- providing a second circulation lane at the Cross Street roundabout for traffic leaving the Green Car Park
- modify the operation of the Green Street traffic signals at its intersection with Cross Street to increase the capacity for traffic leaving the Centre, and
- removal of on street parking spaces on Cross Street between Pittwater Road and the Cross Street roundabout.

Figure 1 shows the location of the proposed works.

The Transport Planning Partnership Pty Ltd
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Figure 1: Locations of Proposed Works



TTPP has been engaged by Scentre Group to conduct a traffic review of the above proposed changes to Green Street and Cross Street.

Proposed Works

Proposed Changes to Cross Street Roundabout

At present, the Cross Street roundabout at the western end of Cross Street is a single lane roundabout. It provides ingress and egress movements to/from the Green Car Park at Warringah Mall.

The egress from the Green Car Park is currently configured as a two lane approach to the roundabout. The left lane is designated as a shared left and through lane for traffic from the ground level car park. The right lane is designated as an exclusive right turn lane for traffic leaving the car park from the higher levels.

From observations made on site during a Thursday evening peak period, the demand for the right turn movement from the car park is greater than the combined shared left and through turning movements.

In addition, traffic from the ground level wanting to turn right into Cross Street would do so by taking the left lane to enter the roundabout and then merge to the right within the roundabout so it can turn right. This would require the follow up vehicle on the right lane to yield to the vehicle turning right in front.

To mitigate the above issues, it is proposed to provide a second circulating lane to facilitate a second right turn lane from the car park. This will require pavement arrows on the approach to the roundabout to be amended accordingly. A turn line is also required within the existing circulating lane to delineate two turn lanes through the roundabout.

The proposed changes would require the refuge island on the eastern approach to be relocated. The existing kink in the north eastern quadrant of the intersection would also require to be removed. In addition, the outer roundabout island, subject to further investigation, may be required to reduce in diameter by 1.0m.

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Figure 2 shows a schematic diagram of the proposed changes to the Cross Street roundabout. The civil design plan for the proposed modifications is contained in Attachment One of this letter.

Figure 2: Proposed Modifications to Cross St Roundabout



Proposed Changes to Green Street Traffic Signals

At present, the Green Street traffic signals at the Cross Street intersection operates with two signal phases. This phase arrangement allows the Cross Street traffic to run in one phase and the Green Street traffic in the other phase.

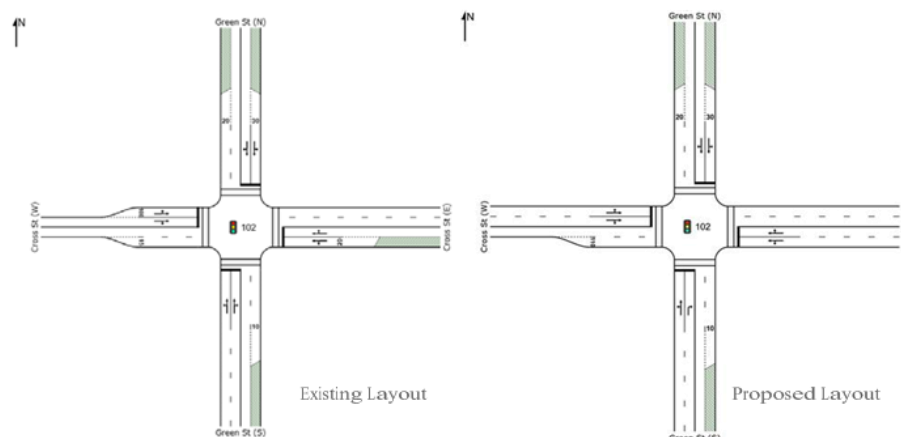
The road approaches at this intersection each has two approach lanes and two departure lanes. The kerbside lanes approaching and departing the intersection (except for the approach lane on the southern approach and the departure lane on the eastern approach) are configured as short lanes due to kerbside parking.

The Green Street southern approach is currently configured with two approach lanes and two departure lanes. The approach lanes are marked as shared left and through, and shared right and through. It is proposed to retain the two approach lane and two depart lane arrangement, but mark the second approach lane as an exclusive right turn lane.

It is also proposed to introduce an additional third signal phase. This will provide additional green time for traffic on Green Street southern approach.

The existing and proposed intersection layout at this intersection are shown in Figure 3.

Figure 3: Existing and Proposed Green St Intersection Layouts



Proposed Cross St Kerbside Parking Changes

At present, Cross Street between Pittwater Road and the Cross Street roundabout has a mix of parking restrictions. The current posted parking restrictions generally include “NO PARKING” restrictions on the northern side of Cross Street, while the southern side permits unrestricted parking. In addition, both sides of Cross Street have “NO STOPPING” parking restriction imposed at the respective intersections.

It is proposed to remove all kerbside parking and the “NO PARKING” restriction, and replaced these with “NO STOPPING” parking restriction on both sides of Cross Street between Pittwater Road and the Cross Street roundabout.

In addition, a solid yellow edge painted line on both sides of Cross Street is proposed to reinforce the “NO STOPPING” parking restrictions.

The existing and proposed parking restrictions are shown in 16111DA05 Figure 1 which is contained in Attachment Two of this letter. The figure also shows chainages of the existing and proposed sign posts from Pittwater Road kerb.

Traffic Review and Assessment

Traffic Capacity Analysis

The proposed improvement works have been reviewed for traffic effects to the surrounding road network.

The proposed changes to the Cross Street roundabout and the changes to the parking restrictions are not expected to have any adverse traffic effects to the operation of nearby intersections in the local road network. However, the changes at the Green Street intersection could result in changes to the traffic capacity performance of the nearby intersections.

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As such, any potential traffic effects of the proposed changes have been assessed through intersection modelling using SIDRA. SIDRA is a computer program specifically designed to assess the performance of intersections under prevailing traffic conditions including changes to intersection layout as proposed in this case.

The analysis was conducted for a Thursday evening peak period and a Saturday late morning/early afternoon peak period. These are the traditional peak activity periods of a major shopping centre like Warringah Mall and any traffic effects due to the proposal would be the greatest during these periods.

The analysis was conducted at the following intersections:

- Cross Street Dale Street
- Cross Street Green Street, and
- Cross Street roundabout.

These intersections have been assessed as linked intersections taking in accounts the queuing effects of upstream and downstream intersections.

Intersection turning movement counts and queue length surveys were conducted at these three intersections during the Thursday and Saturday peak periods. In addition, traffic signal data was also purchased from Roads and Maritime Services (RMS) for input into the traffic model.

The modelled scenarios include:

- Scenario S1 – existing conditions with surveyed traffic volumes and intersection layout
- Scenario S2 – future conditions with 2026 traffic demand (including traffic from the proposed Stage 2 expansion of Warringah Mall with existing intersection layout, and
- Scenario S3 as per Scenario S2, but with proposed works as described above including changes to the Cross Street roundabout, Green Street intersection layout change and parking restrictions changed on Cross Street.

It is noted that RMS uses the level of service as a performance measure to determine how efficient an intersection is operating. It is directly related to traffic delay experienced by vehicles travelling from the intersection. The level of service ranges from A to F. RMS adopts LoS A to indicate the intersection is operating exceptionally well with minimal delays and progressively deteriorating to LoS F when the demand exceeds available capacity. LoS D is the long term desirable level of service.

The results from the analysis are presented in Table 1.

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Table 1: Intersection Analysis Results

Modelling Scenario	Intersection	Intersection Control	Thursday Evening Peak Period		Saturday Peak Period	
			Delay (sec)	LoS	Delay (sec)	LoS
S1 – Existing Condition	Cross St Roundabout	Roundabout	23	B	17	B
	Green St Cross St	Signals	26	B	30	C
	Dale St Cross St	Signals	13	A	14	A
S2 – Future with Existing Geometry	Cross St Roundabout	Roundabout	36	C	20	B
	Green St Cross St	Signals	46	D	34	C
	Dale St Cross St	Signals	32	C	28	B
S3 – Future with Proposed Works	Cross St Roundabout	Roundabout	36	C	20	B
	Green St Cross St	Signals	30	C	35	C
	Dale St Cross St	Signals	32	C	34	C

The analysis results indicate that all three assessed intersections under existing conditions (Scenario S1) are currently operating satisfactorily in all assessed peak periods.

Under future traffic demand without the proposed works in Scenario S2, the intersections would continue to operate satisfactorily, albeit with some increases in traffic delays for some traffic movements.

In Scenario S3 traffic conditions, the analysis results indicate that the proposed works would not have any impact to the surrounding road intersections. The intersections would continue to operate satisfactory.

Turning Geometry

Swept path analysis has been conducted to assess the effects of the proposed works at the Cross Street roundabout and the Green Street intersection.

The swept path diagrams are contained in Attachment Three of this letter.

Swept path analysis of the Cross Street roundabout indicates two 5.2m long passenger vehicles (Australian Standard B99 vehicles) can turn right simultaneously from the car park into Cross Street. The swept path analysis also found that a passenger vehicle can also turn left into the car park from Cross Street satisfactorily.

In addition, an Australian Standard 19m articulated vehicle can also travel through the roundabout along Cross Street from the east to access the loading dock. However, they would need to mount the centre island which is no different to existing case.

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Conclusion

From our review, it is expected that the proposed works on Green Street and Cross Street are not expected to create any adverse impacts to the operation of nearby intersection.

We trust the above is to your satisfaction.

Yours sincerely,



Michael Lee

Associate Director

- Encl. Attachment One – Cross St Roundabout Proposed Modifications Civil Design Plan
 Attachment Two – Existing and Proposed Cross St Parking Restrictions
 Attachment Three – Swept Path Diagrams

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Attachment One

Cross St Roundabout Proposed Modifications Civil Design Plan

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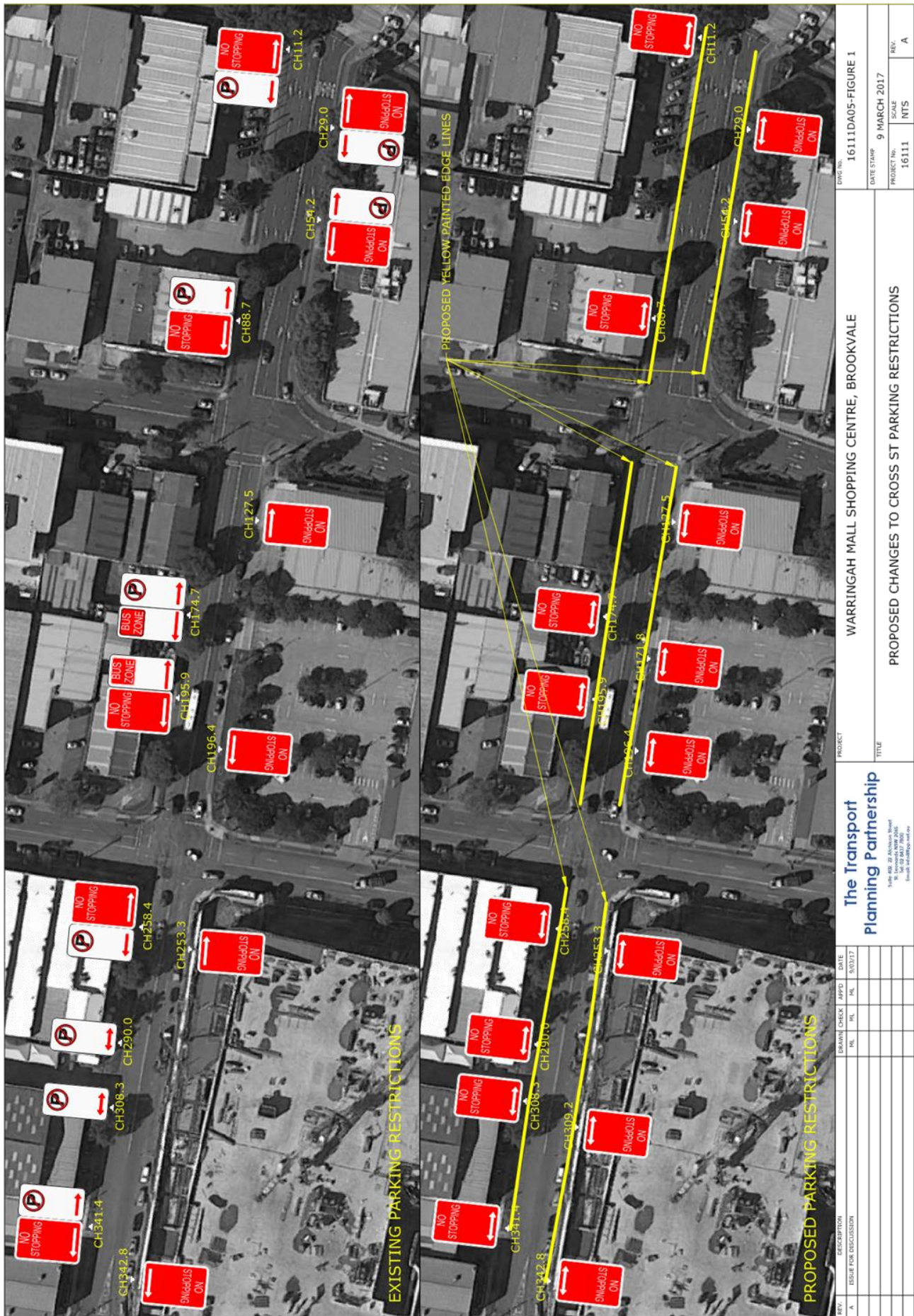


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Attachment Two

Existing and Proposed Cross St Parking Restrictions

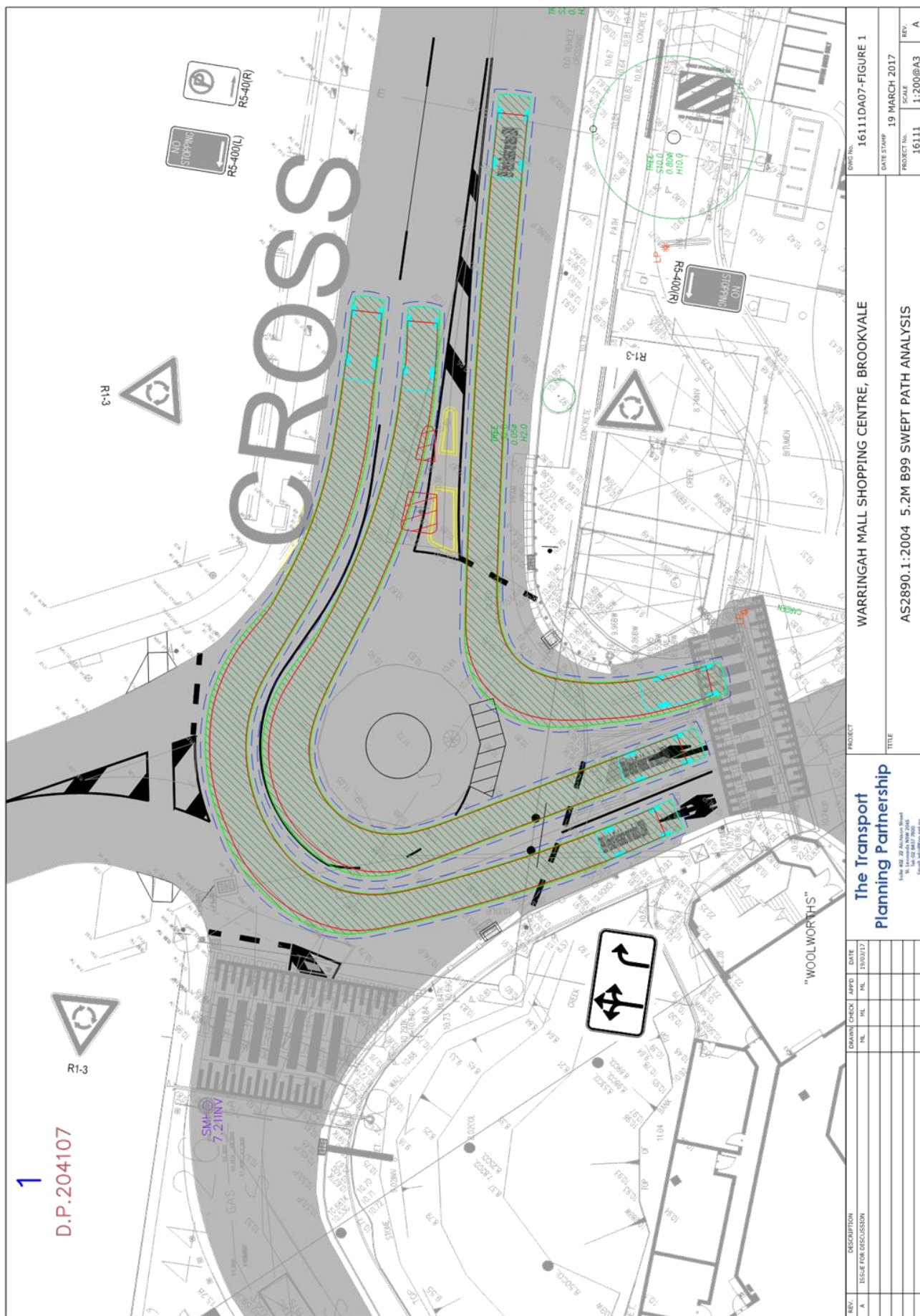
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ST LEONARDS NSW 2065



**The Transport
Planning Partnership**

Attachment Three

Swept Path Diagrams





ITEM 4.3	CONDAMINE STREET AT NEW STREET - NO STOPPING
REPORTING OFFICER	MANAGER TRAFFIC TRANSPORT
TRIM FILE REF	2017/136455
ATTACHMENTS	1 Condamine & New Streets images

UBD Ref: 197 J11

REPORT

BACKGROUND

Council has received a number of emails and letters from residents of streets to the east of Condamine Street who access Condamine Street from New Street. The residents are asking for action to address a perceived road safety issue at the Condamine Street/New Street intersection with many of the residents proposing a roundabout as a solution.

LOCATION

- Condamine Street is a major collector road and New Street is a residential collector road.
- Condamine Street intersects New Street and forms a cross intersection.
- Condamine Street has priority for N-S traffic flow.
- New Street East and West both have STOP control at the intersection with Condamine Street.
- New Street has entry treatments and a concrete median at the intersection with Condamine Street to alert motorists of the approaching intersection, to separate turning traffic flows and prevent vehicles cutting corners.
- Extended length No Stopping zones currently exist on both sides of Condamine Street, north and south of the intersection with New Street.

ISSUES

- To the north of the intersection, at approximately 50m, there is a vertical curve which limits visibility. A recently installed No Parking zone has improved visibility to the north for traffic exiting New Street (east).
- Traffic speeds as measured by 7 day tube counts in May 2017 reveal that speeds, in general, are within the posted 50km/h speed limit although there is evidently some speeding mainly to the south of New Street. The 85th percentile speed south of New Street was found to be 56km/h and the 85th percentile speed north of New Street was found to be 50km/h.
- A review of traffic crash data for the subject intersection shows only one reported crash at the intersection for the period from 2010 to June 2016 (latest data available to Council). This was a cross traffic crash involving a vehicle exiting New Street (west) and colliding with a northbound vehicle, which had priority, on Condamine Street. The crash history does not indicate a safety problem at the intersection.
- On-street parking is permitted in the vicinity of the intersection (outside the existing No Stopping zones). At times the parking of vehicles on the east side of Condamine Street, south of New Street (outside a childcare centre) beyond the limits of the existing No Stopping zone, hinders visibility for traffic exiting from New Street (east).
- A turning movement count at the intersection conducted in May 2017 has revealed that traffic volumes in New Street east of Condamine Street in peak periods are around 200 vehicles per hour with a majority of westbound traffic turning right into Condamine Street. Volumes on Condamine Street are significantly higher at around 600 vehicles per hour. Traffic Inspections undertaken during peak AM and PM periods have identified that the

intersection is operating at satisfactory service levels with little or no delays and minimal queuing.

It is not considered that the existing traffic volumes, speeds and crash data are of sufficient magnitude to justify the introduction of a roundabout at the intersection. The above findings show that the existing traffic control measures provided at the intersection of New Street and Condamine Street adequately support the satisfactory performance of the intersection. The sightline issues south of New Street appear to occur when oversized vehicles such as Four Wheel Drive vehicles, utilities and trucks park adjacent to the existing No Stopping zone. This can be improved by extending the existing No Stopping zone (which is 17m in length) by approximately 10m removing one parking space and incorporating the driveway to No.38 Condamine Street. The No Stopping zone would then be approximately 27m in length. No other changes at this time are considered necessary although, given the fact that the 85th percentile speed of vehicles south of New Street is high, the intersection should continue to be monitored and consideration given to introducing a roundabout if speeds or crash rates show an upward trend in the future.

CONSULTATION

The residents at No.38 Condamine Street and the Rosey Pot Kindergarten at No.36 Condamine Street have been notified by mail of the proposed change and the reasons why the change is being made. Only positive feedback regarding the change has been received.

RECOMMENDATION TO TRAFFIC COMMITTEE

That:

- A. The existing No Stopping zone on the east side of Condamine Street, south of New Street, be extended by a further 10m to the south.
 - B. Speeds on Condamine Street, south of New Street, and crash history at the intersection continue to be monitored.
-

Condamine Street – east side, south of New Street



Visibility to south when exiting New Street



ITEM 4.4 BALGOWLAH HEIGHTS PUBLIC SCHOOL - PEDESTRIAN CROSSINGS

REPORTING OFFICER MANAGER TRAFFIC TRANSPORT

TRIM FILE REF 2017/136494

ATTACHMENTS 1 Crossing location images

UBD Ref: 197 G13

REPORT

BACKGROUND

Council has received correspondence and a petition from 121 parents (supported by the school Principal) for a review of pedestrian safety around the Balgowlah Heights Public School and in particular for improvements to pedestrian safety on Radio Avenue and at the intersection of Radio Avenue and Ernest Street.

LOCATION

The school is situated on Lewis Street, Balgowlah Heights, with the Primary School sited on the west side of Lewis Street and the Infants School located on the east side of Lewis Street. The Infants School also has a frontage to Radio Avenue, which runs parallel to Lewis Street. The request has come from parents of the Infants School.

A children's crossing is sited midblock on Radio Avenue.

Marked pedestrian crossings are present on Lewis Street (midblock) and on Ernest Street at Woodland Street and at Lewis Street.

A school crossing supervisor assists with the safe operation of the pedestrian crossing on Lewis Street.

ISSUES

The parents seek additional crossing facilities on Ernest Street at Radio Avenue and an upgrade of the children's crossing on Radio Avenue to a full time crossing. A pedestrian crossing on Abbott Street at its intersection with Radio Avenue is also sought.

The Austroads Guide to Traffic Management has established a "warrant" which must be met before a site is considered suitable for a marked pedestrian crossing. Roads & Maritime Services (RMS) has adopted this warrant for use within NSW. For locations used predominantly by school children the warrant requires that for a one hour period before and after school the number of pedestrians must exceed 30 pedestrians crossing the road AND the number of vehicles passing the proposed crossing location must exceed 200 vehicles. Vehicle and pedestrian counts have been undertaken on all legs of the following intersections:

- Ernest Street/Radio Avenue
- Ernest Street/Woodland Street
- Abbott Road/Radio Avenue/Adelaide Street
- Radio Avenue midblock at existing children's crossing

The traffic counts have revealed the following:

Thursday 31st May 2017 – Ernest Street west of Radio Avenue

Time	Number of Vehicles	Number of Pedestrians
08:15 – 09:15 am	481	39
15:00 – 16:00 pm	414	36

Thursday 31st May 2017 – Abbott Street west of Radio Avenue

Time	Number of Vehicles	Number of Pedestrians
08:15 – 09:15 am	241	75
14:30 – 15:30 pm	186	90

Thursday 31st May 2017 – Radio Avenue – midblock at children's crossing

Time	Number of Vehicles	Number of Pedestrians
08:30 – 09:30 am	132	19
14:30 – 15:30 pm	118	11

- The volumes of pedestrians and vehicles meet the warrant for the provision of a new marked pedestrian crossing over Ernest Street, west of Radio Avenue.
- At Abbott Road west of Radio Avenue the warrant is comfortably met in terms of pedestrian numbers but falls just short in terms of vehicular traffic numbers in the PM school pick up period. Given that the pedestrian numbers are significantly above the threshold of 30 pedestrians per hour it is considered that the location is appropriate for introduction of a marked crossing.
- At all other locations not currently having a marked crossing the volume of pedestrians and/or vehicles was insufficient to support the provision of a marked pedestrian crossing.
- The volume of pedestrians and the traffic volume on Radio Avenue at the site of the existing children's crossing is insufficient to support upgrading that crossing to a full time marked pedestrian crossing.

The residents have also requested the provision of flashing lights to support the 40km/h School Zone signage. The introduction of school zones and the supporting flashing lights are undertaken by the Transport for NSW Centre for Road Safety. 40km/h School zone signage is present on both the Radio Avenue and Lewis Street frontages of the school with flashing lights in place to support the School Zone in Lewis Street. The Centre for Road Safety's website advises that "Schools within high risk school zones may have more than one set of school zone flashing lights. Roads and Maritime uses a risk model to consider factors such as the speed limit, vehicle and pedestrian volumes, lane numbers, sight distance and the type of pedestrian facilities at the school. Now that all schools in NSW have at least one set of school zone flashing lights, additional sets of lights will be installed at about 400 schools that have multiple busy entrances, using the risk model to prioritise installations." Unfortunately, Balgowlah Heights Public School is not listed within the 400 schools to receive additional flashing lights. Council intends to approach the Centre for Road Safety on the school's behalf to have Radio Avenue considered for introduction of school zone flashing lights.

It has also been noted that no 40km/h School Zone signage is present on Ernest Street. Ernest Street does not have a direct frontage to the school however given the high volume of traffic using the street (400-500 vehicles/hour in school drop off and pick up periods) and the relatively high number of students crossing the road (greater than 30 students per hour at both Radio Avenue and Woodland Street and undoubtedly also at Lewis Street) it is considered that a case for extending the 40km/h School Zone to Ernest Street could be mounted. The Centre for Road Safety will also be requested to consider extending the 40km/h school zone to Ernest Street

CONSULTATION

As outlined above, liaison has taken place with the school. A number of phone calls and emails have been traded with the head petitioners who are supportive of additional crossings being established on Ernest Street west of Radio Avenue and on Abbott Road west of Radio Avenue.

The petitioners also urge Council to approach RMS in regard to expansion of the 40km/h School zone and introduction of an additional set of school zone flashing lights.

RECOMMENDATION TO TRAFFIC COMMITTEE

- A. That support be given for the introduction of marked pedestrian crossings at a) Ernest Street west of Radio Avenue and b) Abbott Road west of Radio Avenue and that designs be prepared for their installation.
 - B. That it be noted that Council will write to the Centre for Road Safety supporting the schools request for an additional set of School Zone flashing lights on Radio Avenue.
 - C. That it be noted that Council will write to the Centre for Road Safety requesting the extension of the existing 40km/h school zone onto Ernest Street between Woodland Street and Lewis Street.
-

Ernest Street west of Radio Avenue



Abbott Road west of Radio Ave



Radio Avenue – midblock children’s crossing



ITEM 4.5	ROUNDHOUSE CHILDCARE CENTRE CARPARK - DROP OFF RESTRICTIONS
REPORTING OFFICER	MANAGER TRAFFIC TRANSPORT
TRIM FILE REF	2017/137511
ATTACHMENTS	1 Proposed parking changes images

UBD Ref: 197 P6

REPORT

BACKGROUND

A concern has been raised by Council's Executive Manager Children's Services on behalf of parents of children attending the Roundhouse Childcare Centre about a lack of available parking within the carpark during drop off and pick up periods. She has requested changes to increase parking availability for parents.

LOCATION

The carpark is accessed from Balgowlah Road near Daintrey Street and provides parking for 29 vehicles, including 1 disabled parking space, in a 90 degree parking arrangement either side of a central aisle. A turning area at the northern end of the parking area allows drivers to turn around to exit the carpark in a forwards direction and to circulate for a space. The turning area also provides for maintenance access to the adjacent LM Graham Reserve.

Apart from providing parking for the childcare centre, the carpark also serves as a parking area for the adjacent dog exercise area and provides some of the parking to serve the LM Graham Reserve.

The parking supply within the carpark is utilised as follows:

- 11 x spaces on the west side of the carpark are zoned 1/2P (6am-9am & 3pm-6pm) and 2P at other times
- 6 spaces on the west side are zoned 1/4P (6am-9am & 3pm-6pm) and 2P at other times
- 11 x spaces on the east side are zoned 1/2P (6am-9am & 3pm-6pm) and 2P at other times
- 1 x space on the east side is zoned for disabled parking

ISSUES

The Childcare Centre has 80 students and the existing 6 drop off spaces (1/4P) are proving inadequate as the spaces are often occupied by users of other facilities near the carpark. The centre advises that parents need 15 minutes to bring children into the centre, sort out their bags and lunches etc., settle them and depart. Similarly, at departure, many need time to discuss issues with the teacher, find bags/paintings etc. After liaising with the Children's Services section, reducing the time restriction on the 1/4 P spaces was not considered suitable as a 5 or 10 minute restriction was thought inadequate for many parents. Reducing the time limit on some of the other spaces from 1/2P to 1/4P was considered a better option as it will increase the number of spaces and increase turnover while still leaving the balance of the 1/2P spaces for dog walkers. This change coupled with a request for greater enforcement of the restrictions should address the problem. It was agreed that approval would be sought to convert six of the AM and PM peak 1/2P spaces to an AM and PM peak 1/4P restriction. The six spaces to be converted are sited on the east side of the carpark and are the spaces located nearest to the childcare centre.

The adjacent dog exercise area also creates a demand for short term parking but this would generally be outside the designated drop off and pick up periods and, if not, is generally catered for by the 1/2P restriction. In the afternoon pick up hours the adjacent LM Graham Reserve generates sporting related parking activity within the carpark. However, those users also have the option of parking in the 4P zones on Kenneth Road which during the hours in question are largely unoccupied.

CONSULTATION

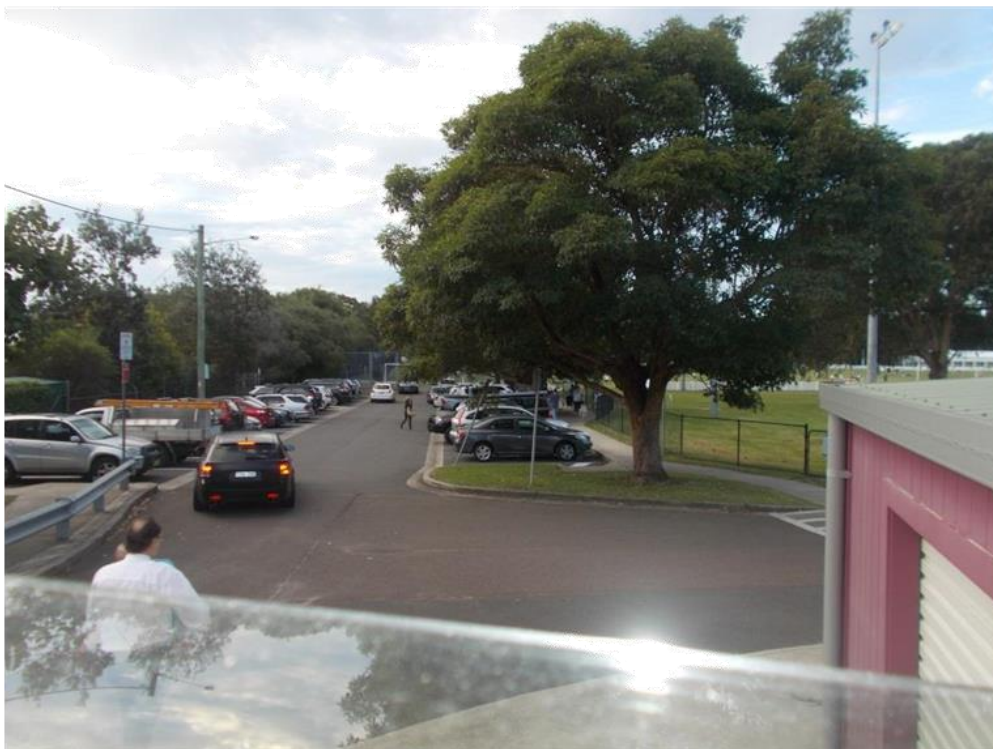
As outlined above, the proposal for changes has been developed in liaison with Council's Executive Manager Children's Services following input from staff at the Childcare Centre. Council's Executive Manager Parks & Reserves has been consulted and he has discussed the issue with the dog walkers and sporting clubs. While the dog walkers do not oppose the change they have advised that half an hour is not really long enough for dog walking and so have requested that some of the peak period 1/2P parking be converted to full time 2P parking to cater for early morning and evening dog walkers. The request is reasonable and is not opposed by the Executive Manager Children's Services.

RECOMMENDATION TO TRAFFIC COMMITTEE

That:

- A. Six parking spaces on the east side of the carpark nearest to the Roundhouse Childcare Centre be converted from "1/2P (6am-9am & 3pm-6pm) Mon-Fri, 2P at other times" to "1/4P (6am-9am & 3pm-6pm) Mon-Fri, 2P at other times".
 - B. The balance of the parking on the east side of the carpark (5 spaces) be converted to a full time 2P parking restriction.
-

View of carpark from Roundhouse Childcare Centre during pick up period



Existing & proposed signage



Proposed location for additional 1/4P parking



ITEM 4.6	WEST NEWPORT PARKING DEMAND MANAGEMENT STRATEGY
REPORTING OFFICER	ACTIVE TRAVEL OFFICER
TRIM FILE REF	2017/137964
ATTACHMENTS	1 West Newport Parking Demand Management Strategy 2 West Newport Community Engagement Summary - October - December 2016 3 West Newport Community Engagement - 28 day exhibition period 4 Kalinya Street, Newport - Bus Zone Relocation Map

UBD Ref: 118 K12

REPORT

To seek a technical review by the Traffic Committee of the recommended strategies outlined in the West Newport Parking Demand Management Strategy (refer to Attachment A), prior to adoption at a future Council meeting.

BACKGROUND

The Newport Parking Demand Management Strategy recommended to be endorsed by Council is based on the following priority principles:

1. Prioritise the parking needs of local shop businesses within a 400m radius of them.
2. Prioritise the parking needs of the community to access local businesses.
3. Not prioritise the parking needs of staff of the local businesses.
4. Reduce availability of long term trailer/caravan parking on streets or in car parks.

Newport is a local shopping precinct located in West Newport and consists of several small businesses and medical services, Newport Kindergarten, Newport Public School and larger business such as The Newport and Metro Mirage Hotel Newport.

At the request of local businesses located in the west Newport Commercial area, Council recently undertook a parking occupancy and turnover study in the area which included Queens Parade, Queens Parade car park, Kalinya Street and Beaconsfield Street.

The attached West Newport Parking Demand Management Strategy (refer to Attachment A) outlines recommendations to the current parking conditions to assist in the management of parking in west Newport. These recommendations will provide parking alternatives for visitors and customers, and which will benefit local businesses and services.

These strategies have been developed through data obtained from the parking occupancy and turnover survey, written submissions, community survey feedback and conversations with the community through Listening Post sessions.

Amendments to Draft West Newport Parking Demand Management Strategy:

- Based on submissions received from the Newport Residents Association and Northern Beaches Enforcement Team, an amendment has been made to Area 1: Queens Parade Parking to change the parking conditions in the existing P10 (10 minute parking) outside Newport Kindergarten. This has been supported by Newport Kindergarten.
- Newport Public School would like Council to consider increasing parking supply in Stuart Street (between Queens Parade and Gladstone Street) through angled parking on the western side.
- Sydney Buses has requested that the outbound Bus Zone in Kalinya Street be relocated further north to the intersection of Kalinya Street and Gladstone Street to improve the turning arc in congested periods and to improve road safety. The bus stop will be upgraded to meet DDA requirements and the seat will also be relocated. The current Bus Zone will be returned to vehicle parking. Engagement with residents will take place once approved through the Traffic Committee process. Refer to Attachment D for a detailed map relating to the Bus Zone relocation. The relocation of the Bus Zone will result in no loss of parking spaces and will ensure that parking will be maximised at all times.

COMMUNITY ENGAGEMENT

Council undertook a community engagement process to hear from the community relating to their parking challenges in the West Newport area. Refer to Attachment B for a summary of the engagement process between October – December 2016 and Attachment C for a summary of comments received during the 28 day exhibition period.

ISSUES

- Parking has been in high demand during business hours, weekends and public holidays due to the number of employees from businesses seeking parking during the day, and patrons of The Newport (former Newport Arms) and Metro Mirage Hotel Newport, which are popular entertainment and social venues.
- It has been reported that since the re-opening of The Newport at Easter 2016, parking in the area has been operating at peak capacity and impacting on the availability of short term and high turnover parking to service businesses and medical services located in the area.
- The parking restrictions proposed to be introduced through the West Newport Parking Demand Management Strategy are considered reasonable to address the parking issues currently experienced.

RECOMMENDATION TO TRAFFIC COMMITTEE

- A. That the Traffic Committee supports the amended parking restrictions described in the West Newport Parking Demand Management Strategy, which will apply to Kalinya Street, Queens Parade west, Queens Parade car park and Beaconsfield Street.
 - B. That the Traffic Committee notes that a report be prepared for a future Council Meeting for consideration of the West Newport Parking Demand Management Strategy, which will include the parking restrictions supported by the Traffic Committee.
 - C. That parking restrictions will only be implemented subject to Council approval of the West Newport Parking Demand Management Strategy.
-

SUMMARY OF FINAL WEST NEWPORT PARKING DEMAND MANAGEMENT STRATEGIES

Final consideration of the Traffic Committee

Strategy One

On street user allocation and review time restrictions

1.1 Consider the needs and priorities of the various user groups to create a safe environment, improve kerbside road efficiency and support amenity in residential areas whilst fostering a vibrant environment in the retail and commercial hubs and ensure that the aged and disabled members of the community are not disadvantaged.

1.2 The closer the parking supply to the retail/commercial hub, the shorter the time restrictions.

1.3 Where occupancy levels exceed 85% on a consistent basis, implement a change in time restrictions to manage demand.

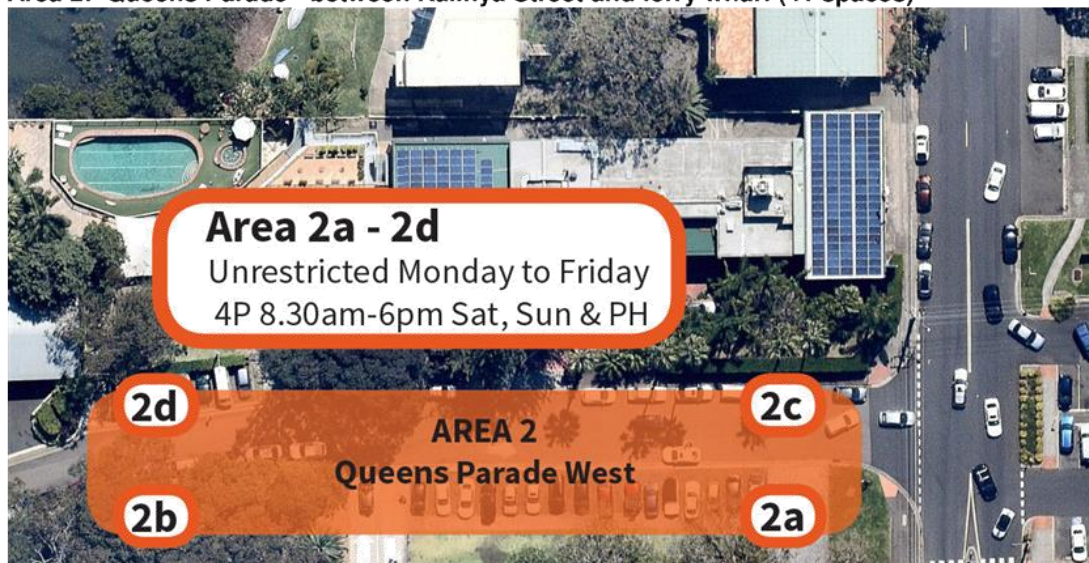
Area 1: Queens Parade car park (57 spaces + 2 disabled)



Existing Parking Conditions	Proposed Changes to Parking Conditions
Row 1: 11 parking spaces <ul style="list-style-type: none"> Two x disabled parking spaces Nine x P30 (30 minute) - 8.30am - 8pm Monday to Friday - 8.30am – 12.30pm Saturday and Sunday 	<ul style="list-style-type: none"> Nine x P15 (15 minute) - 8.30am - 8pm Monday to Sunday

Row 2: 18 parking spaces <ul style="list-style-type: none"> • 2P (two hour) <ul style="list-style-type: none"> – 8.30am - 6pm Monday to Friday – 2P 8.30am – 12.30pm Saturday and Sunday 	18 parking spaces <ul style="list-style-type: none"> • 1P (one hour parking) <ul style="list-style-type: none"> – 8.30am - 8pm Monday to Saturday • 4P (4 hour) <ul style="list-style-type: none"> – 8.30am - 8pm Sunday and Public Holidays
Row 3 24 parking spaces <ul style="list-style-type: none"> • Unrestricted parking 	24 parking spaces <ul style="list-style-type: none"> • 2P (two hour parking) <ul style="list-style-type: none"> – 8.30am-8pm Monday to Saturday. • 4P (4 hour parking) <ul style="list-style-type: none"> – 8.30am – 8pm Sunday and Public Holidays
Row 4 (parallel parking) Six (6) parking spaces <ul style="list-style-type: none"> • Unrestricted parking 	Six (6) parking spaces <ul style="list-style-type: none"> • 2P (two hour parking) <ul style="list-style-type: none"> – 8.30am-8pm Monday to Saturday. • 4P (4 hour parking) <ul style="list-style-type: none"> – 8.30am-8pm Sunday and Public Holidays
Row 5 – Parking outside Newport Kindy Three (3) parallel parking spaces <ul style="list-style-type: none"> • P10 (ten minute parking) <ul style="list-style-type: none"> – 7.30am – 9.30am Monday to Friday – 2.30pm – 6.30pm Monday to Friday – 6pm – 11.30pm Saturday (Pyjama Club no longer in operation) 	Row 5 – Parking outside Newport Kindy Three (3) parallel parking spaces <ul style="list-style-type: none"> • P10 (ten minute parking) <ul style="list-style-type: none"> – 7.30am – 8pm Monday to Sunday

Area 2: Queens Parade - between Kalinya Street and ferry wharf (41 spaces)



Existing Parking Conditions	Proposed Changes to Parking Conditions
2.a 15 x 90° parking spaces south side (outside The Newport) <ul style="list-style-type: none"> Unrestricted parking 	2.a – 15 x 90° parking spaces south side (outside The Newport) <ul style="list-style-type: none"> Unrestricted parking Monday to Friday 4P (4 hour parking) 8.30am – 6pm Saturday, Sunday and Public Holidays
2.b 8 x parallel parking south side <ul style="list-style-type: none"> Unrestricted parking 	2.b 8 x parallel parking south side <ul style="list-style-type: none"> Unrestricted parking Monday to Friday 4P (4 hour parking) 8.30am – 6pm Saturday, Sunday and Public Holidays
2.c 8 x parallel parking north side (outside Newport Mirage) <ul style="list-style-type: none"> Unrestricted parking 	2.c 8 x parallel parking north side (outside Mirage) <ul style="list-style-type: none"> Unrestricted parking Monday to Friday 4P (4 hour parking) 8.30am – 6pm Saturday, Sunday and Public Holidays
2.d 10 Ten (10) x 90° parking spaces (north side outside Newport Mirage) <ul style="list-style-type: none"> Unrestricted parking 	2.d 10 (Ten) x 90° parking spaces (north side outside The Mirage) <ul style="list-style-type: none"> Unrestricted parking Monday to Friday 4P (4 hour parking) 8.30am – 6pm Saturday, Sunday and Public Holidays

Area 3: Kalinya Street (36 spaces)



Existing Parking Conditions	Proposed Changes to Parking Conditions
<p>3.a 6 x parallel parking spaces (outside The Newport)</p> <ul style="list-style-type: none"> Unrestricted parking Bus Zone 7pm-7am Friday, Saturday and Sunday <p>Note: The Newport has a Traffic Committee approved Taxi Zone which will operate Friday, Saturday and Sunday between 7pm – 7am. Conditions of approval state that The Newport is to upgrade the pedestrian crossing with a kerb blister to provide for 26m of parking area for Taxi zone.</p>	<p>3.a 3 x parallel parking spaces (outside The Newport)</p> <ul style="list-style-type: none"> 1P (one hour parking) Everyday 8.30am – 6pm No Parking Everyday 6pm to 12am (midnight) <p>Note: No Stopping to be extended west side of Kalinya Street on north approach as per RMS requirements for 20m on approach to a pedestrian crossing (until kerb blister works). Loss of three (3) car parking spaces) Taxi Zone hours of operation to be reviewed with local businesses.</p>
<p>3.b 15 x parallel parking spaces west side between Queens Parade and Gladstone Street</p> <ul style="list-style-type: none"> Three (3) x 1P (one hour) 8.30am – 6pm everyday Remainder unrestricted parking 	<p>3.b 15 x parallel parking spaces west side between Queens Parade and Gladstone Street</p> <ul style="list-style-type: none"> 2P (two hour parking) Monday to Friday 8.30am-6pm. 4P (four hour parking) Saturday, Sunday and Public Holidays 8.30am – 6pm Relocation of bus zone through Traffic Committee process
<p>3.c 5 x parallel and 13 x 90° parking spaces east side between Queens Parade and Gladstone Street</p> <ul style="list-style-type: none"> Unrestricted parking 	<p>3.c 5 x parallel and 13 x 90° parking spaces east side between Queens Parade and Gladstone Street</p> <ul style="list-style-type: none"> 2P (two hour parking) Monday to Friday 8.30am-6pm 4P (four hour parking) Saturday, Sunday and Public Holidays 8.30am – 6pm

Area 4: Beaconsfield Street



Existing Parking Conditions	Proposed Changes to Parking Conditions
4.a Five (5) x parallel parking spaces (outside shops) <ul style="list-style-type: none"> • 2P (two hour parking) – 8.30am – 6pm everyday 	Five (5) x parallel parking spaces (outside shops) <ul style="list-style-type: none"> • 1P (one hour parking) 8.30am – 6pm everyday

STRATEGY TWO

Signage and wayfinding initiatives

2.1 Council to investigate opportunities to improve the awareness of available car parking areas by providing a parking signage and wayfinder plan for public and private car parks in the area:

- Queens Parade car park
- The Newport car park
- Trafalgar Park

2.2 Council to work in partnership with the larger business operators to develop initiatives to raise awareness of private and public car parking availability to customers, in particular at peak periods.

2.3 Council and business operators to promote car parking in the area through a variety of methods, such as social media, Northern Beaches Council website and print media.

STRATEGY THREE

Enforcement

- 3.1 Adopt more efficient methods to ensure that time restrictions are complied with to maximise turnover of spaces. The selected methodologies and policies are to be applied consistently across all streets and car parks.
- 3.2 Continue to work with Rangers and Parking Officers to monitor parking and enforcement complaints and issues in the area.
- 3.3 Monitor parking time restrictions in the area to determine effectiveness.
- 3.4 Replace and upgrade faded and damaged regulatory signs within the study area.

STRATEGY FOUR

Encourage more active and sustainable trips

- 4.1 Reduce car dependency particularly for local trips by providing incentives to use alternative modes of transport.
- 4.2 Council to work in partnership with the larger business operators in the area to develop initiatives to raise awareness of alternative modes of transport, such as private buses, public buses, Taxi and Uber services.
- 4.4 Increase supply of bicycle parking.
- 4.5 Encourage larger employers, including Newport Public School, Naked Wines, The Newport, and Newport Metro Mirage Hotel, to promote public transport, car-pooling, walking and cycling to employees.
- 4.6 Promote walking and cycling network to employee's, local residents, customers and visitors through a variety of methods, such as social media, Northern Beaches Council website, local business operator websites and print media.
- 4.7 Council to promote the courtesy bus provided by The Newport through social media and Northern Beaches Council website.

STRATEGY FIVE

Increase supply

- 5.1 Develop an overflow parking plan for main events and peak periods to better manage parking demand.
- 5.2 Engage with owners of privately owned parking areas which may be available to meet peak demand.
- 5.3 Possible reinstatement of six (6) parking spaces to the area, five (5) in Kalinya Street and one (1) in Queens Parade car park through the construction of apartments at 7 Kalinya Street (DA N0486/16).
- 5.4 Upgrade and formalise 90° parking outside The Newport with new surface and line marking to gain an additional three (3) parking spaces.
- 5.5 Investigate areas to provide motorcycle parking (note that this will result in the loss of car parking spaces).
- 5.6 Consideration of the provision of angled parking in Stuart Street (between Queens Parade and Gladstone Street).

STRATEGY SIX

Technology policy

Implement technology solutions to improve the efficiency of parking management (subject to cost/benefit analysis).

- 6.1 Undergo review of technology options available to better manage and enforce the identified issues.

STRATEGY SEVEN

Maintain pedestrian, cyclist and traffic safety for road users at all times

- 7.1 Liaise with The Newport regarding construction of the kerb blister and operational requirements relating to Traffic Committee approved Taxi Zone.
- 7.2 Ensure a safe and accessible environment for pedestrians and cyclists.
- 7.3 Implement No Stopping yellow line marking on the North West corner of Queens Parade west and Kalinya Street.
- 7.4 Work with Roads and Maritime Services (RMS) to implement a 40km High Pedestrian Activity Area on Kalinya Street.
- 7.5 Continued enforcement of local streets in the area to maintain safety by enforcing road rules.

Summary of Community Engagement to date: October – December 2016

Background

In early 2016, following a preliminary parking study and community feedback on the high demand for parking in some of the streets in Newport, we made changes to parking conditions and put in place a number of 30 (P30) minute and 2 hour (2P) parking restrictions in the Queens Parade West Car Park.

These changes have provided short term and high turnover parking spaces to support local businesses.

The current parking demand study is a continuation of this earlier work with a broader study area including:

- Queens Parade West Car Park
- Trafalgar Park Car Park
- Beaconsfield Street (up to Newport Primary School)
- Kalinya Street
- Queens Parade West (up to Newport Primary School)

These studies have assisted in developing Newport Parking Demand Management Strategy (NPDMS) in 2017.

Introduction

Over the past six months Northern Beaches Council has carried out a number of engagement activities with our community in relation to parking demands and challenges in Newport. During the engagement period we heard from over 250 residents and local businesses through the survey and listening posts.

The feedback gathered from our community, coupled with information from traffic consultants Parking & Traffic, engaged to undertake a parking occupancy and turnover analysis, has provided a better understanding of parking in the area.

This information will inform and guide the development and changes to parking conditions for the next stage of community engagement in 2017.

Study Area

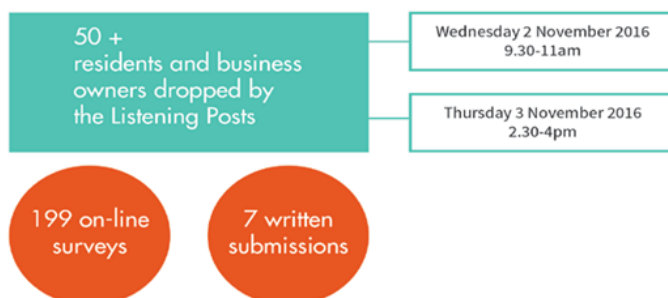


Community Engagement

To ensure we reached the relevant and directly affected members of the community in relation to the Newport Parking Demand Management Study, we applied a wide range of engagement techniques and methods to understand their needs and hear their views.

Engagement activity:

- Two Listening Posts:
Wednesday 2 November and Thursday 3 November 2016
- An online survey
- Communication with the Newport Residents Association
- Providing written communication via letterbox drop to households in Beaconsfield Street, Kalinya Street, Queens Parade and Gladstone Street Newport.
- Conducting on-site visits from Council's project team with local businesses in the area
- Public Notices published in the Manly Daily on Saturdays:
22 October; 29 October and 5 November 2016.
- Editorial on the NPDMS appeared in the November edition of Pittwater Life magazine,
- Project information sent electronically to The Newport, Metro Mirage Newport Hotel and Newport Primary School
- Providing information on the study for inclusion in the Newport Public School newsletter.



Newport Parking Demand Management Survey

General summary

A total of 199 responses were received between 19 October 2016 and 17 November 2016. The survey was conducted online and advertised through a letter box drop, Council's Have Your Say website, Manly Daily Council News Page and social media.

Feedback from the survey has been used to develop the final strategies detailed in the draft Newport Parking Demand Management Strategy.

A comprehensive summary of feedback obtained through the below listed engagement activity has been included on the following pages for reference.

Next steps – Stage Two

Parking in the study area is a limited resource which Northern Beaches Council aims to manage in a balanced, fair and transparent way in order to meet the parking needs for the many and varied stakeholders who rely on its availability.

Feedback obtained through the community engagement process and parking occupancy surveys will be used to form the Draft Newport Parking Demand Management Strategy scheduled to go to Council in February 2017.

Once endorsed by Council the Draft Newport Parking Demand Management Strategy will be placed on public exhibition seeking the community's views and feedback – as the second engagement stage on this strategy.

On-line community survey feedback can be viewed on the following pages.

ONLINE SURVEY FEEDBACK

Theme	Community Comments	Council Response
Boat and Trailer Parking	<ul style="list-style-type: none"> Trailers, boats and caravans are occupying valuable parking, thus robbing us of car spaces. Also restrictions on long term parking of boats and trailers. 	<ul style="list-style-type: none"> Northern Beaches Council (former Pittwater LGA only) has entered into a trial with Office of Local Government to monitor boat and trailer parking. Information can be found at: http://www.olg.nsw.gov.au/boattrailers Any future parking restrictions in this area will prevent long term trailers and boats from parking here.
Time Restrictions in area	<ul style="list-style-type: none"> Less non-restricted parking but instead, include one or more two hour parking to cater for medical visits. 2 hours parking would be enough to get to Dr appointment or have a meal. Friday and Saturday nights potentially need parking limits introduced! There should not be all day parking. Limit the parking time in the area to 15mins, 1 hour and 2 hour slots. Ask The Newport to increase their parking onsite significantly or they should be encouraging out of area visitors to take public transport - there are buses outside the door. Put up some time limit signs. Shorter time permits around Hotel/Shops /Units etc. Timed parking should be implemented along Queens Parade West so that the 24/7 parking of caravans, boats, trailers, motorbikes and motorhomes is stopped. Perhaps the wide grass verge can be turned into additional parking places to accommodate the overflow of recreational vehicles! 	<ul style="list-style-type: none"> These comments will be considered during the second stage of Community engagement on parking restrictions in the area early in 2017.

Theme	Community Comments	Council Response
	<ul style="list-style-type: none"> • A lot of people using this area are visiting shops or medical/pharmacy premises and would not need longer than 1 hour generally. Problem is finding a space. • Timed parking should be implemented along Queens Parade West so that the 24/7 parking of caravans, boats, trailers, motorbikes and motorhomes is stopped. Perhaps the wide grass verge can be turned into additional parking places to accommodate the overflow of recreational vehicles. • 15 minute parking bays that are managed would be good. • Parking spots dedicated to the local shops/Dr's surgery which is off limits to patrons of The Newport. • Make three hour parking. • Parking should be limited to 1hr max which would enable customers to use the facilities and keep the customer turnaround running smoothly. • There is definitely a need for increased parking restrictions however I am concerned that tighter restrictions will push people parking for The Newport into streets beyond the study area, e.g. Crescent Road and further east along Beaconsfield Street. Study area need to be increased and/or consideration to the flow over effect of all day Arms parkers spilling out of the restricted parking area and into non restricted areas. Consideration must be given to this spill over effect by increasing the restricted parking areas and putting no parking signs on Crescent Road. • Need more timed parking to cater for patients and services in the area during 8.30am-5.00pm. • Changing parking/ adding more parking restrictions in this area will mean people will park in nearby streets causing issues for local residents with limited to no parking. I have onsite parking for myself yet my guests are finding it increasingly hard to find parking near my home namely because of restricted parking times in the study area. A lot of residents are already put out by the current parking times. • Shorter time limits on the short stretch of Beaconsfield Street in front of the shops would also be an advantage. We spend over 50 hours a week here and can see the parking availability getting worse and worse particularly between 11am and 3pm Monday-Friday and after 11am on Saturdays. 	

Theme	Community Comments	Council Response
The Newport	<ul style="list-style-type: none"> • Timed parking in nearby streets. • Reduce long-term parking by signage on centre of car park. • Needs to be much more short-term bays near the shops. This is the main problem; we cannot get parking near our shops. • Parking restrictions should support the local shops. • Due to increased parking pressure Kalinya street proper 3to 4 hr. • The parking in the Queens Parade car park near the shops needs to have more short stay spaces. • Minimum of 12 x 15 minute parking spots adjacent to Kalinya St shops. • Never going to be enough parking to satisfy everyone but more short-term parking Monday to Friday, if possible would be good. Restrictions should be put in place. • More 15min, 1 and 2 hour spots. The section of the bay that is currently unrestricted should be changed to 1-2hr spots. • More parking spaces required for the Kalinya Street shops. • Some type of parking station needs to be built to accommodate all the extra people who attend The Newport. • More time restrictions to stop off-site pub parking. • Parking needs to be increased on site at The Newport. • Staff at The Newport park in and near this area, making it difficult for customers of that hotel and other shops and restaurants. Perhaps their staff could park on premises or well outside the area with shuttle provided by the hotel's shuttle bus. • The Newport should provide more car parking facilities for its patrons. Inevitably cars are parked almost to Barrenjoey Road, to the Reserve in Crescent Road and along Kalinya Street. • The Newport has caused parking problems. The Newport will also cause major boating problems if allowed to build the proposed 14 berth marina in the only and major channel to Pittwater from the residents south of The Newport. This proposed marina is immediately opposite the popular sand spit that boating traffic must navigate around. <p>Very little free water would be left available for boats to safely pass at low tide and in a westerly wind - the prevailing wind in that area.</p>	<ul style="list-style-type: none"> • Council will work with The Newport on strategies to address parking demand in the area.

Theme	Community Comments	Council Response
	<ul style="list-style-type: none"> • Ultimately, The Newport should provide more car parking on its own property and not be granted approval for the proposed marina which will also impact on the natural flora on the waterfront in front of The Newport- for so many other reasons, the proposed marina should be refused. • More parking is needed now the hotel is operating. • Frequently hotel patrons over stay the time limits and park in disabled • The pub should provide their customers with sufficient parking. • The Newport has clearly created the parking problem. Staff are parking in back streets, outside of study area also, and it's a flow on effect. Princes Street Marina is now installing a boom gate to stop people parking on weekends. This Marina has been here for years without one so clearly the parking issue is actually further afield than just the study area. • At peak times, the popularity of "The Newport" makes it impossible for our visitors to find parking anywhere near here. • Encourage The Newport to incentivise their customers to use their underground car park. • The Merivale establishment is lovely but to say it is poorly planned is an understatement - I feel sorry for the residents and businesses in the area as it is absolute chaos. <p>There has been more than one occasion that I have tried to use a service in this area, including attending events at the pub itself, and just given up and gone elsewhere. Once we looked for a park for over 30 minutes and witnessed three separate road rage attacks as people fought over spaces.</p> <ul style="list-style-type: none"> • Hotel does not provide sufficient parking for number of diners (1000 seated) and will only get worse with upstairs dining area opening early next year. <p>Council should have insisted and enforced more onsite parking for size of venue. Owner shows no concern or interest in local resident's problems....god help us all this summer.</p> <ul style="list-style-type: none"> • The Newport hotel should cater for its own parking as it has always done over many years. • If The Newport had more parking it would alleviate the issues with the public parking area for the local shops. • The hotel does not need to take up long-term parking in the immediate vicinity of these essential services. 	

Theme	Community Comments	Council Response
	<ul style="list-style-type: none"> The Newport (Arms) causes most problems in the areathey should have more spaces. Parking for hotel should be provided elsewhere, not everyone is a patron of the hotel. The hotel needs to be more responsible and supply more parking spaces for their customers. We as residents need to be able to park our cars and go home. I have had to park on the nature strip. I cannot afford a fine but I am not able to walk kilometres to get home. 	
Small business impacts	<ul style="list-style-type: none"> We liked to eat out at Crocodile Smile but no longer do so because of parking issues. Main concern is the newsagent the chemist the doctor The cafe and lawn mower shop plus hairdresser who all look after the long term residents in the area. This is an important question and hopefully it will be solved once and for all. All the people who I mentioned need to be looked after it is a community and they are important. Loss of trade relating to no parking availability. 	<ul style="list-style-type: none"> Further parking restrictions being considered in this area will support local businesses in this area and will potentially remove the existing all day parking in some areas. Council will engage with the community early 2017 on a draft strategy to manage parking in the area.
Newport Village (Barrenjoey Road)	<ul style="list-style-type: none"> This is NOT the major problem in Newport. The main shopping centre is now a huge problem. This is a SMALL area of Newport. The main problem is in central Newport. Streets are crowded because of the new flats. Most flats have 2-3 single people. You CANNOT get down the streets. The area you are looking at is a small part of Newport, created because of the new Newport pub. It's ALWAYS crazy on Spring/Summer. 	<ul style="list-style-type: none"> Council acknowledges and notes the comments raised regarding the Newport Village. The parking study being currently being conducted does not cover the Newport Village.
Enforcement	<ul style="list-style-type: none"> Monitor increased parking demand due to 'The Newport' and changing demographic of apartment residents - and police illegal parking. Parking signs are seriously not adhered to. Much more monitoring by rangers is needed. 	<ul style="list-style-type: none"> Council conducts regular Enforcement Patrols of this area.

Theme	Community Comments	Council Response
	<ul style="list-style-type: none"> The area requires more vigilant parking time checks - we notice some cars stay in 2 hour zones all day. This is fine at quiet times, but as parking gets busier with the summer visitors to the hotel, it is going to be an ongoing problem. Include Traffic Warden Surveillance area. Cars parked in the parking area do not seem to move from their position in the required time limit. We now have many cars parked illegally on weekends thanks to The Newport Hotel and its patrons. More rangers policing the car park. Restrictions need to be enforced. Ensure that the rangers continually patrol the area. Hi vis paint the tar outside Beaconsfield "local shops" so people maybe think twice about parking there for extended periods, e.g. going to the cafe, medical centre or hairdresser. These visitors should park in the car park back at Queens Parade or further up the street. 	<ul style="list-style-type: none"> Comments regarding non-adherence to the timed parking restrictions is noted and we will work to increase patrols in the area.
Speed Limits	<ul style="list-style-type: none"> Speed zones enforced as buses are very dangerous. 	<ul style="list-style-type: none"> Comments have been noted.
Commuters	<ul style="list-style-type: none"> Do away with one side parking on Beaconsfield St which restricts people parking there all day and catching buses into City. Parking area should be used by people who are leaving their car there all day to catch a bus. Bigola residents park here to get the bus to the city - they should be directed to Newport Beach Park & Ride. People park there all day to commute to work. 	<ul style="list-style-type: none"> Further parking restrictions being considered in this area will potentially remove existing all day parking in some areas.
Public Bus and Shuttle Buses	<ul style="list-style-type: none"> New B-Line more parking spaces will be required. Instead of providing parking, provide shuttle buses around the suburbs to decentralise parking. Perhaps more public transport is needed to ferry people in and out of the area to 	<ul style="list-style-type: none"> Council is not considering shuttle bus option at this stage. Transport for NSW bus

Theme	Community Comments	Council Response
	<ul style="list-style-type: none"> reduce the congestion of parked cars. A bus service to Bilgola Plateau and Clareville would help ...as would a reliable taxi ! 	<p>services L90 and other express buses run regularly through this area.</p> <ul style="list-style-type: none"> Information on the B-Line project is available at: www.b-line.transport.nsw.gov.au/
Residential Parking Permits	<ul style="list-style-type: none"> If you provide restricted parking there should be no restrictions on the residents parking. Give residents full time parking permits. We firmly believe that "timed" parking for non-residents or some other method to keep the dangerous congestion from our streets. Local resident vehicles should have unrestricted parking. I frequently have to park outside your 'area of study' and walk back to my place but cannot carry my groceries that far, so they stay in the car and I bring them home bit by bit over the following few days. My family and friends don't visit much anymore as they can never get a street park daytime or evening, except Monday mornings when there are a few spaces. Resident permits would help. Parking stickers for residents in this area. Residents permits or allow residents and visitors to park off-road on owners' /rate payers driveways in peak usage times eg weekends. 	<ul style="list-style-type: none"> As the Study area does not meet the criteria set by Roads and Maritime Services, we are unable to consider an approved residential parking scheme in the area. Reference: http://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/technical-manuals/permit-parking.pdf Page 23/8.4Resident Parking Permit All properties have off street parking available to them, or can provide off street parking within their property.
Driveway access	<ul style="list-style-type: none"> Please mark lines on the road perpendicular to the gutter on either side of our driveways to give some hope that people don't park over our driveway - it's so dangerous trying to exit the driveways as it is with cars parked everywhere. Visitors have blocked driveways off to units/townhouse. 	<ul style="list-style-type: none"> Noted for investigation and consideration.
Cyclist safety	<ul style="list-style-type: none"> Parking on both sides of road make it unsafe to ride in the area. Build a bike path. 	<ul style="list-style-type: none"> Noted. For consideration during Bike Plan review.

Theme	Community Comments	Council Response
New Car Park	<ul style="list-style-type: none"> Multi level car parking is clearly called for. There really needs to be a new carpark built near the Newport Hotel so visitors can access the facilities. 	<ul style="list-style-type: none"> There is no current proposal to construct a car park in this area.
Condition of Road	<ul style="list-style-type: none"> The street was recently resurfaced but the parking area in Kalinya Street wasn't. There are pot holes in the parking bays and the surface is in poor condition. There are no markings for the bays and the gutters are never cleaned. It really looks poorly maintained by the Council and an eyesore. 	<ul style="list-style-type: none"> Only traffic lanes are resurfaced under the roads resurfacing program. We note the comments for improvements to the car parking area and will investigate adding re-surfacing and line marking to our works program.
Outside of Study Area	<ul style="list-style-type: none"> The area under study is the focus however the impact of this traffic mess on residents as well extends to Irrubel Road in the north Barrenjoey Road in the east and The Avenue to the south. Gladstone and Beaconsfield Streets are a nightmare for residents for safety/parking in driveways and failure to stop illegal parking that affect people's lives and livelihood. The issue is not limited to the area you have highlighted, since the opening of The Newport, demand is far higher. On weekends people park up on Queens Parade (further east) as far as (and including) Stuart Street. 	<ul style="list-style-type: none"> Comments noted regarding illegal parking outside the study area. Council will request that parking enforcement patrols extend beyond the study area.
Newport Public School	<ul style="list-style-type: none"> The school drop off and pick up creates a lot of traffic and it's because there's only one school bus that only services a small area. When I went to school there was a bus for where every student lived. Now that we have two parents working it seems crazy that school buses are not utilised to keep cars from the area - makes it dangerous for kids to walk to school and also makes them reliant on cars rather than walking or independently making their way to school on a bus Move the Queens Parade School crossing so it is above the kiss and drop parking zone or have the lollipop people better manage the pedestrian flow. 	<ul style="list-style-type: none"> Council will work with Newport Primary on active travel initiatives, such as the Bicycle Network Ride to school Program. Reference: https://www.bicyclenetwork.com.au/general/programs/179/

Theme	Community Comments	Council Response
Disabled Spaces	<ul style="list-style-type: none"> There are 2 disabled car spaces opposite the Newport Arms but too far away from where I live. 	<ul style="list-style-type: none"> There is no proposal to relocate pedestrian crossing at this time. Additional disabled spaces could be achieved through line marking parking areas. Disabled spaces need to meet Australian and New Zealand Standards. Reference: AS/NZS 2890.6:2009
General Comments	<ul style="list-style-type: none"> The changes that have been made are a great improvement to parking. Weekends are much more of a problem due to the frequency of visitors to The Newport hotel, especially on a good weather day! Council has to make its mind up, either it understands and supports the needs of the local residents or it doesn't care. 	<ul style="list-style-type: none"> Comments on improvements to date are noted. Council will be working closely with The Newport to devise and implement strategies to alleviate the parking demand especially on weekends and in fine weather.

**Newport Parking Demand Management Strategy
Community Engagement Listening Posts Summary**

- **Wednesday 2 November 9.30-11am**
- **Thursday 3 November 2.30-4pm**
- Total attendees – 50+**

Hour parking suggestions/support for the local businesses

- 1 hour parking for the priority of the medical centre patients for an appointment/check-up (Doctor's office opens Monday – Friday 8:30am – 6:00pm).
- Also have a pathology lab, chiropractor. In total 30 minute restrictions might not be enough for doctors to see patients. Up to 5 doctors meaning 5 patients being served at a time (needs to be enough space).
- Transform the 30 minute spots into 15 minute spot. Optimum time for quick stop into the post office or Chemist. Get higher turnover too.
- Another supporter for Queens Parade car park to be time limited with a mix of 15min - 4 hour.
- A couple of other locals also mentioned that they frequent the post office on weekends.
- Another local who regularly has trouble finding a park in order to visit the chemist. Supportive of 15 minute spaces for higher turnover enabling people to quickly pop into the chemist.
- Support for current unrestricted kerb parking on Kalinya St to be transformed into 4 hour, to get more turn over.
- One local, quite adamant in getting more turnover in the area, supports all spaces to be 1 hour maximum. She visits the shops for short durations; 30mins was a suitable time for her.
- More turn-over could even support the kindergarten in the mornings.
- One resident mentioned the Marina wine business having 40 employees, noting they would fill up unrestricted car spaces. Expressed that the businesses should properly accommodate for their large employee's parking demand.
- One lady walks her dog in the Dearin Reserve, unrestricted so difficult to find a nearby space for her to conveniently use the park. Also usually visits The Newport for lunch, for her, 4 hour seems to suit her and others needs while ensuring turnover.

The Newport's parking

- Signage and greater awareness of the amount of parking spaces. Have P the blue signs with number of spaces (~100) to direct patrons to The Newport's own parking.
- Greater awareness on their website. False presumption with the new valet parking that the carpark access might be charged. In fact parking is free (should encourage the convenience of the onsite parking rather than searching the streets for a space).
- Resident suggesting the Newport should accommodate for staff parking onsite, so that they don't park all day in the streets.

Managing parking for bigger events in The Newport

- Porter Reserve and other parking places to house additional cars. Run bus service from reserve to The Newport.

Bus and bus stop related

- Fewer bus stops, move bus stop outside The Newport (where taxi zone is proposed).

Lack of parking/circling around

- Some patients for doctor's office have to circle area several times to find a parking spot. Similarly for those wanting to visit the post office quickly, can't find a space.

Observed several people pulling into the bus zone (and blocking access for the buses) to access the post office shop.

- One gentleman said he had to wheel his lawnmower to the shop and back because he couldn't find parking directly near/in front of the lawn mower shop. Supportive for a 15/30min spot outside the mower shop.

Enforcement, safety and driveways

- Commuters and renters without a Northern Beaches Beach Parking Permit can't park at beach car parks so they come (from outside of this study area) to this car park to catch public transport to the city.
- Commuters park in the unrestricted areas and catch the nearby bus in front of chemist to the city.
- Another lady who requested stricter enforcement on weekends/popular times as she thinks even in the 2 hour spots people regularly park longer.
- Princes Street, new double white line implemented across the corner to Gladstone Street. Lots of cars ignore or not aware of the 3 meter parking rule. Request for no parking or no stopping signs.
This corner is also dangerous since natural blind spot and narrow road as a result of cars parking all along the corner.
- Princes Street, boat trailer problem. Trailers pushed off end of the north side of Kalinya Street and into Princes Street.
- Kalinya Street-Beaconsfield Street bend and dangerous corner.

Residents

- No turnover on kerb side parking. As a result, apartments with no visitor parking make it difficult for when friends come over.
- Heavy demand for kerbside parking, as a result cars parked near the driveways making it hard for residents to navigate out.
- Numerous residents wanting a residents parking permit scheme.

Miscellaneous notes

- No stopping at Intersections yellow lines at intersections to reinforce the 10m road rule.
- Area is busy all the time Peak 9am-2pm.
- Increase disabled spaces.
- Difficulty in finding a space during the day in Queens Parade Carpark.
- More support for 3 hour parking restrictions.
- The Newport bus, illegal parking and turning around.
- 2 hour parking does not meet local business needs.
- Naked Wines - large number of staff (call centre downstairs).

- More signs for Newport parking. Entrances back to the way it was, familiar and easy to access. Tell customers about parking spaces, that it's free.
- Many commented that parking has been severe since the Newport opened.

Newport Parking Demand Management Strategy

Community Engagement – Public Exhibition Period

Summary of responses received between 2 March 2017 and 29 March 2017

Comment	Submission Comments
1.	Thank you for your very comprehensive West Newport Parking Demand Strategy. It is a most professional forensic and dedicated approach to the problem. The recommendations are excellent and we fully support them. We look forward to the changes being adopted and again thank everyone involved in the study and to make these changes possible.
2.	We are residents of the area affected by the proposed parking changes and fully support the current proposed changes.
3.	To whom it may concern, I just want to email you to let you know I support the proposal before council regarding the parking at Newport (Kaliya St and Queens Pde and surrounding areas) We believe that the proposal is fair and equitable and will address all the needs of the local community and local shops. Again, we fully support this plan and we thank the council and everyone involved in getting this study done. We look forward to seeing the suggestions adopted.
4.	We would very much like to thank you for the comprehensive study and work done in addressing the parking issues affecting the local community. We support the current proposal before council and believe this is the perfect solution to solve the parking issues on a long term basis. I believe there should also be more disabled/handicap spots in the 1 hour zone, flat area. Please keep the 15 mins zones proposed as that is a good enough time to access the shops. We look forward to the changes being adopted and again thank everyone involved in the study and to make these changes possible.
5.	The 15 min parking is a complete waste of time in the Area 1 Zone. AND most importantly we NEED disabled parking close to the Café/shops to remain as currently in place.
6.	We wish to thank council for the excellent work in community consultation and the preparation of this study. The only query we had with the strategy is that it appeared to be silent with regard to the short term 'Drop Off' zone located in front of the kindergarten. Following a discussion today with Michelle Carter from council today we are advised that this drop off zone will remain and may be extended to run all day with which we agree. Subject to the above the Newport Residents Association agrees completely with the draft strategy.

Comment	Submission Comments
7.	<p>AREA 1 row 1 should be unchanged with 2 disabled and nine 30 minute parks 8.30 am to 8 pm Monday to Sunday. 15 mins too short - even if I go to the shops to pick up takeaway or go to chemist 30 minutes is often required. Row 2 should be changed as suggested to 1 hour parking 8.30 to 8.00 Monday to Saturday. And longer on Sundays and public holidays. Row 3 should be changed as suggested. Row 4 should remain unrestricted. AREA 2 changes I don't have a strong opinion on but proposes changes seem sensible. AREA 3 taxi zone hours should be only after 7pm at night. 1 hour parking seems a good idea there. AREA 4 this area should remain as 2 p parks as hairdresser and medical practice may take over 1 hour THE NEWPORT NEEDS TO PROVIDE BETTER SIGNAGE TO ITS EXISTING CARPARK SO THAT IT IS NOT UNDER-UTILISED AT THE EXPENSE OF STREET PARKING. THE NEWPORT WEBSITE IS CONFUSING AND SUGGESTS THAT THERE IS A CHARGE FOR PARKING. PATRONS OF THE NEWPORT SHOULD BE CLEARLY ADVISED ON ITS WEBSITE OF AVAILABLE FREE PARKING AT THE NEWPORT. ASIDE FROM MELBOURNE CUP DAY PARKING WAS NEVER A PROBLEM BEFORE THE NEWPORT OPENED AND THE OLD NEWPORT ARMS HAD A LARGE RESTAURANT AS WELL AS THE OUTSIDE AREAS. PARKING ZONES NEED TO BE ADEQUATELY POLICED BY RANGERS AND NOT JUST ON WEEKENDS</p>
8.	<p>In Area 4 there are 9 cars paces. Our business needs:</p> <ol style="list-style-type: none"> 1. Short stays of 15 minutes parking till 8pm or 9 pm allowing local residents to drop in and pick up takeaway meals. 2. Home delivery business needs the Shopping Centre Access driveway to remain clear of parked cars at night as essential (Beaconsfield St). 3. The area needs more night parking spaces so that customers can park and dine in. These have gone now from Thursday through to Sunday. The parking needs genuine enforcement as this is a big problem
9.	<p>We support the current proposal before council and believe this is the perfect solution to solve the parking issues on a long term basis. Thank you for taking the time to perform the study.</p>
10.	<p>Whilst the various strategies address vital issues, they are essentially a painted lines and signs approach, however Strategy Four is no less than PC nonsense.</p> <p>Strategy Seven needs to continue, and address the traffic density and safety issue of Beaconsfield Street. The RMS should be given notice to upgrade the intersection of Beaconsfield Street and Barrenjoey Road to provide left turn lands north into Barrenjoey Road. The corner from Barrenjoey Road south into Beaconsfield Street, widening at road needed to provide easier turning for buses and trucks.</p> <p>It should also be recognised that the former council did not require the Merrivale development to provide additional parking (there is ample space at the south east of the property for multi-level parking). Any future DA should provide for this requirement as a matter of course.</p>
11.	<p>As a resident of Beaconsfield Street I strongly support your recommended changes. Well done.</p> <p>The only other observation is the Newport car park entrance is dangerous when coming south along Kalinya Street, as it involves crossing the road on the bend where Kalinya Street and Beaconsfield Street meet, at a bus stop!</p>

Comment	Submission Comments
12.	<p>We wish to express our appreciation for the comprehensive study and the efforts put in to address the significant parking issues affecting our local community.</p> <p>We offer our support for the current proposal before council and agree that this is the perfect solution to solve the parking issues on a long term basis.</p> <p>Thank you to everyone who has been involved in the study to make these changes possible and we will look forward to the changes being adopted.</p>
13.	<p>Thank you very much for the study and work you have undertaken regarding the parking issues affecting the local community at Kalinya St Newport since the change of ownership and subsequent rise in customer numbers at the Newport Hotel.</p> <p>I support the current proposal before council and believe this is a fair solution to the current parking issues on a long term basis especially for patients at the medical centre and the local businesses affected. Thank you to all involved for listening to the community and finding a solution.</p>
14.	<p>We refer to the car parking proposal for Queens Pde West and Kalinya Street that is before council resulting from the recently conducted study. It is evident that a lot of work has gone into the study and we are very appreciative of that work. We fully support the current proposal which is before council which in our view is the best solution to the ongoing parking problems. We look forward to the adoption of the changes referred to in the report by the council.</p>
15.	<p>Regarding the parking in Kalinya Street. With people parking there all day then catching a bus to work is stopped as that is the major problem with the parking as it affects all the people in business there.</p>
16.	<p>Please keep the all day parking as is. Workers in the shopping centre are trapped between the school and a very busy pub. There will be nowhere for local employees to park if the all day parks are reduced even further.</p>
17.	<p>In response to the Newport Parking Management Strategy I feel the 15 minute parking is not suitable at all. We need more 1 and 2 hour parking spaces and all day parking to remain for the local staff who work in the vicinity. Thank you.</p>
18.	<p>15 minute parking a waste of time, do not need nine 30 minute spots no more than 4 needed, more 1hr -2hr parking & some all day parking needed or allocated parking for staff of local businesses.</p>
19.	<p>As residents in the middle of the area, we are disappointed to see that parking for local residents appears to attract considerable "blame" for the parking conflicts, and indeed that we are the major group which will have to bear most of the impacts of what is being proposed. This is reinforced by one of Council's objectives of the study: Make on road parking options for local residents less attractive so they are encouraged to provide additional parking on private property.</p> <p>We do understand the parking problems and suffer from the congestion - on a warm summer's day finding any parking in our area is just impossible. We cannot have visitors on such days. From our viewpoint the parking issues stem from the attractions of The Newport and the local shops, not the local residents.</p> <p>Much is made in the study of the proposition that residents do not use their off-street parking effectively, without any recognition of the fact that it is not always possible to do this. For example if a home has a driveway sufficient for 3 cars to park off-road along the driveway, it will not always be possible to use all 3 vehicles to park there depending on what order the vehicles need to leave the home in the morning.</p>

Comment	Submission Comments
	<p>The streets here are always busy so that trying to do a car shuffle to get the vehicles in the right order can be impossible. In our situation we do have sufficient off-road parking and make full use of this. But we do also at times have to get our vehicles onto the street if we are having work done on our property. This is often an all-day event. Currently we have to get up very early to move the cars out (before 6am) or we will not get a spot. For example, today we have glass being replaced and there are 2 trucks here with glass on board which needed access to our parking spots - thus our cars were out before 6am, and will be out until the job is completed this afternoon. Under the new arrangements, we would have to go out every couple of hours in the rain to move our 2 cars to a different area altogether....</p> <p>The proposed strategy would reduce the unrestricted parking spaces by one-third - a loss of 68 spaces on a weekday and 112 spaces on the weekend. This is by far the most significant strategy and the impacts will be felt almost entirely on local residents, who, according to Council's objective, will have to provide additional parking on their own land to compensate, or join the fight to find one of the fewer remaining spaces very early in the morning and probably at some distance from their homes. If we are to be encouraged to provide off-road spaces, which many residents (such as us) will find impossible because of the nature of their land, why does Council not propose some incentives to assist residents to create more parking spaces on their land? Why do we have to bear all the costs of this strategy which is tailored to benefit the local businesses?</p> <p>We are also disappointed that none of the recommended strategies deal with trailers/boats/caravans left on the streets on a full time basis. Although not great in number (we counted 8 in Queens Pde recently), surely this should be the first target to free up parking spaces.</p> <p>We also suggest that it may be wrong to assume that the construction of apartments at 7 Kalinya Street will result in no increased demand for unrestricted or overnight parking on-road. At best the units will each have 2 off-road spaces, but some residents will inevitably have 3 or more cars in their family. These will be looking for on-street parking.</p> <p>There are no proposals for Council or any other body to increase the supply of spaces (only residents). In Queens Pde, the nature strip is very wide and cars could be easily parked on this without impacting on pedestrians traffic or other amenity. Council has a strict policy against parking on nature strips and we support that, but in some cases could this not be relaxed under Council guidelines to help a critical parking situation?</p> <p>There is also the problem of people living on their boats (we know of people living on their boats permanently at the marina at Queens Pde West) and parking their cars permanently on the street, or in "The Newport" car park. Surely if a marina offers permanent residency, it should be a mandatory requirement by Council to insist on an adequate number of parking spaces on site, as they do with any home.</p>

Comment	Submission Comments
20.	State Transit Authority of NSW – Request for the existing bus zone in Kalinya Street to be relocated further north to the intersection on Kalinya Street Road and Gladstone Street to allow for the bus to improve the turning arc for drivers. This will also provide a road safety benefit as the bus will be able to draw fully within the zone. This will be consideration during the Traffic Committee process.
21.	Northern Beaches Council Enforcement Team – Request for parking restrictions to apply during weekends to the parking spaces outside Newport Kindy. Also requested that Trafalgar Park car park have 4P restrictions on weekends.



ITEM 4.7 **REQUEST FOR (NEW/EXTENSION) WORKS ZONES**
REPORTING OFFICER **TRAFFIC ENGINEER**
TRIM FILE REF **2017/139602**
ATTACHMENTS **1 Works Zone (New) - 2A Gilbert Street, Manly**

UBD Ref: N/A

REPORT

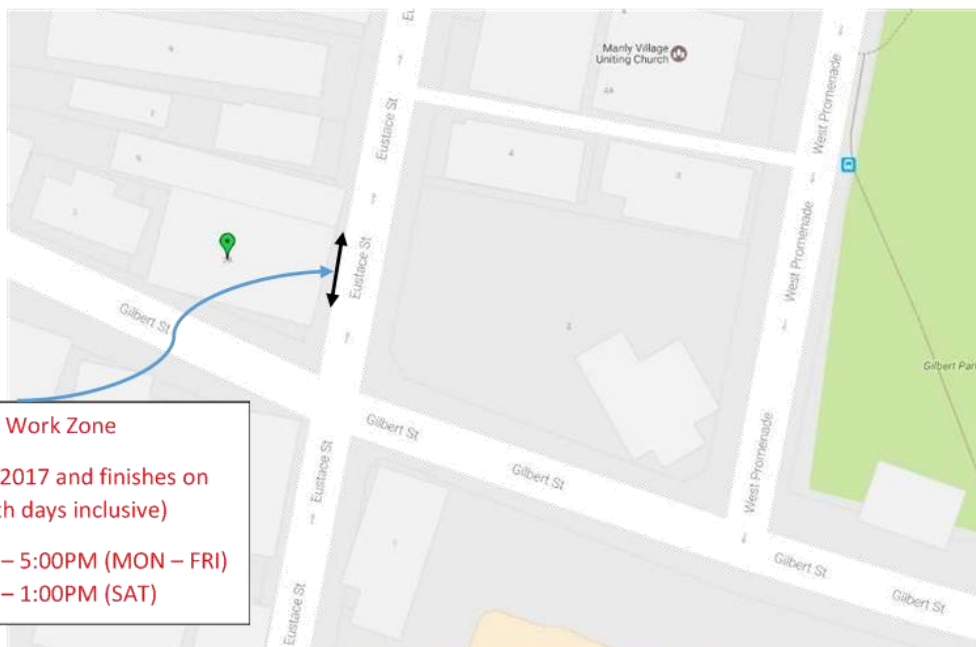
Council has approved the following new Works Zones and extensions of existing Works Zones under delegated authority from the Northern Beaches Council Local Traffic Committee to the Traffic Engineer. The Works Zone signs are installed by Council and the applicant is to advise Council of any extension 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 & location	Requested period
2A Gilbert Street, Manly NSW 2095 (New)	Osawood Pty Limited	Length: 5.5m Time: 7am-5pm Mon-Fri; 7am-1pm Sat. Location: West side of Eustace Street and East of Gilbert Street. (See the attachment 1)	15 May 2017 - 20 May 2017 (Both days inclusive)
323-325 Sydney Road, Balgowlah NSW 2093 (Extension)	DreamBuild	26.5m length Time: 7am-5pm Mon-Fri; 7am-1pm Sat. Location: South side of Sydney Road and East of Condamine Street.	01 May 2017 - 23 July 2017 (Both days inclusive)
18-22 Wentworth Street, Manly NSW 2095 (Extension)	FDC Construction & Fit out Pty Ltd	32.5m length. Time: 7am-5pm Mon-Fri; 7am-1pm Sat. Location: South - East side of Wentworth Street and North - East of Darley Road.	11 April 2017 - 15 June 2017 (Both days inclusive)
17-19 Central Avenue, Manly NSW 2095 (Extension)	Nazero Group Pty Limited.	16m length, Works Zone Time: 7am-5pm Mon-Fri; 7am-1pm Sat. Location: East side of Central Avenue and South of Raglan Street.	31 March 2017 - 01 June 2017 (Both days inclusive)

RECOMMENDATION TO TRAFFIC COMMITTEE

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

Work Zone (New) - 2A Gilbert Street, Manly



5.5m Work Zone

Starts on 15/05/2017 and finishes on
20/05/2017 (Both days inclusive)

Timing: 7:00AM – 5:00PM (MON – FRI)
7:00AM – 1:00PM (SAT)

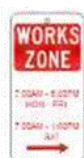


(i) Install 'Work Zone Right Arrow' Sign
7:00AM – 5:00PM, MON – FRI
7:00AM – 1:00PM SAT

(ii) Cover the '2P Area Parking' Sign.

(iii) Install 'Work Zone Left Arrow' Sign
7:00AM – 5:00PM, MON – FRI
7:00AM – 1:00PM SAT

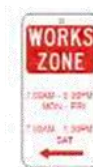
(i) Install – R5255R



(ii) Cover



(iii) Install – R5-25L



ITEM 4.8	GRANDVIEW DRIVE/SYBIL STREET, NEWPORT - PROPOSED INTERSECTION UPGRADE
REPORTING OFFICER	CIVIL DESIGN & TRAFFIC ENGINEER
TRIM FILE REF	2017/141608
ATTACHMENTS	1 Grandview Drive and Sybil Street - Plan 2 Grandview Drive and Sybil Street - Site Photographs

UBD Ref: 118 N8

REPORT

BACKGROUND

Council has received requests from residents to improve traffic safety at the intersection of Grandview Drive and Sybil Street in Newport.

LOCATION

- Grandview Drive is a collector road with a 40km/h Local Traffic Area speed limit. The road is a primary route for traffic linking Newport to Bilgola Plateau.
- Sybil Street is an access road and no through road, approximately 160m long, servicing 21 properties.
- Sybil Street forms an intersection with Plateau Road on a hairpin bend that is effectively a 'Y' intersection. The intersection is controlled by a 'Give Way' sign and holding line.
- There are no existing parking restrictions in Sybil Street, except for the statutory 10m 'No Stopping' restrictions from the intersection with Grandview Drive.
- There are existing double separation lines which run along the centre of Grandview Drive with parking prevented within 3m of the lines.

CONSULTATION

- No consultation has been undertaken as the proposal does not result in the loss of on street parking.
- Approval by the Traffic Committee is required for the construction of the works where funds have been allocated for the completion by the end of the 2016/17 financial year.

ISSUES

- Residents have raised concerns regarding the limited traffic sight distances when turning right from Grandview Drive into Sybil Street, due to the location of a pedestrian fence west of the intersection.
- The pedestrian fence was constructed as part of the footpath extension in Grandview Drive, and is necessary for pedestrian safety due to the steep terrain.
- Council proposes to construct a central traffic island in Grandview Drive, forcing drivers to make the right turn manoeuvre further into the intersection, where traffic sight distance is not obstructed by the pedestrian fence (refer Attachment 1 – Grandview Drive and Sybil Street – Plan. The proposal includes the installation of double separation lines in Sybil Street on the approach to the intersection, as well as separate left and right turn lanes for exiting traffic.
- It is considered reasonable that the request be granted as it will enhance overall traffic safety at the Grandview Drive/Sybil Street intersection.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the proposal to upgrade the Grandview Drive/Sybil Street intersection (shown in Attachment 1 – Grandview Drive and Sybil Street – Plan), to improve traffic safety.





Grandview Drive looking north towards Sybil Street



Sybil Street looking south towards Grandview Drive

ITEM 4.9	BASSETT STREET, MONA VALE - PROPOSED 'BUS ZONE' RESTRICTIONS
REPORTING OFFICER	CIVIL DESIGN & TRAFFIC ENGINEER
TRIM FILE REF	2017/141673
ATTACHMENTS	1 Bassett Street - Plan 2 Bassett Street - Site Photographs

UBD Ref: 138 J1

REPORT

BACKGROUND

Council has received a request from State Transit to install Bus Zone signage for the bus stop in Bassett Street, which was originally located on a power pole south of Bangalow Avenue, Mona Vale.

LOCATION

- Bassett Street is a collector road with a 50km/h speed limit connecting Barrenjoey Road and Mona Street with a road pavement width of approximately 11.5m.
- The southern side of Bassett Street is commercial/light industrial land use while the northern side is residential. Patrick Giles Reserve is located towards the north-western end of Bassett Street.
- Parking is generally unrestricted on both sides of Bassett Street except for the statutory 10m No Stopping restrictions at the intersections.
- There is an existing footpath on the southern side of Bassett Street, but no footpath on the northern side.

CONSULTATION

- The proposed Bus Zone fronts Patrick Giles Reserve and not any residential properties.
- No consultation has been undertaken as the proposed Bus Zone signage maintains the existing bus stop facility, and formalises the restrictions required to access the bus stop.

ISSUES

- State Transit operates a School Bus service along Bassett Street, with the previous bus stop sign mounted on a power pole. Ausgrid has since undertaken works in Bassett Street which involved the removal of the power pole.
- Parking demand in the area is generated by workers of the industrial area, residents and visitors to the Reserve. The parking of trailers, boats and caravans has been an ongoing issue in the section of Bassett Street between Mona Street and Jedda Place, and trailers are now parking in the bus stop area since the sign has been removed by Ausgrid.
- According to the Road Rules, a driver (except the driver of a public bus) must not stop at a bus stop, or on the road, within 20 metres before a sign on the road that indicates the bus stop, and 10 metres after the sign, unless a parking sign permits the driver to stop at that location.
- State Transit has requested that 'Bus Zone 3:30PM - 4:00PM School Days Only' restrictions be provided to cater for the afternoon School Bus service (refer Attachment 1 - Bassett Street - Plan). A Bus Zone length of only 16.5m is required, as the School Bus can use the existing

statutory 10m 'No Stopping' restrictions from the intersection with Bangalow Avenue as part of the draw in to the bus stop.

- The proposal would formalise and clearly indicate the extent of the Bus Zone for the School Bus service, reduce the length of the required parking restrictions, and enable additional unrestricted parking outside of these hours. The restricted Bus Zone would also offset some of the parking loss to the area from a recent proposal recommended by the Traffic Committee for the provision of 'No Stopping' restrictions adjacent to a crossing point, to improve visibility and safety for pedestrians crossing Bassett Street.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of 'Bus Zone 3:30PM-4:00PM School Days Only' restrictions in Bassett Street (16.5m in length), located immediately south of the existing 'No Stopping' restrictions from Bangalow Avenue, Mona Vale.





Bassett Street looking north-west towards Bangalow Avenue



Bassett Street looking north-west towards Jedda Place

ITEM 4.10	10 FERN CREEK ROAD SUBDIVISION, WARRIEWOOD - PROPOSED DOUBLE SEPARATION LINES AND NO STOPPING RESTRICTIONS
REPORTING OFFICER	CIVIL DESIGN & TRAFFIC ENGINEER
TRIM FILE REF	2017/141734
ATTACHMENTS	1 Fern Creek Road - Overall Signage & Linemarking Plan 2 Fern Creek Road - Signage & Linemarking Plan - Sheet 1 3 Fern Creek Road - Signage & Linemarking Plan - Sheet 2

UBD Ref: 138 B8

REPORT

BACKGROUND

- The subdivision of 10 Fern Creek Road, was approved through the Courts as part of the Warriewood Valley Land Release.
- The parcel of land fronts Fern Creek Road, and requires a half road construction that complies with the Warriewood Valley Roads Master Plan (WVRMP).
- The internal access road within the subdivision will be open to the public but will remain as community title roads and not be owned by Council.
- The Development Consent requires that 'No Stopping' restrictions be provided for the full length of the proposed access road as well as Fern Creek Road.

LOCATION

- Fern Creek Road is a local road, with a road pavement width of 7.5m, connecting Orchard Street with the separately approved subdivisions of 2 and 10 Fern Creek Road.
- The future extension of Fern Creek Road will connect with the proposed local road system for the Sector.

CONSULTATION

- Consultation for the approved subdivision was undertaken as part of the Development Application process.

ISSUES

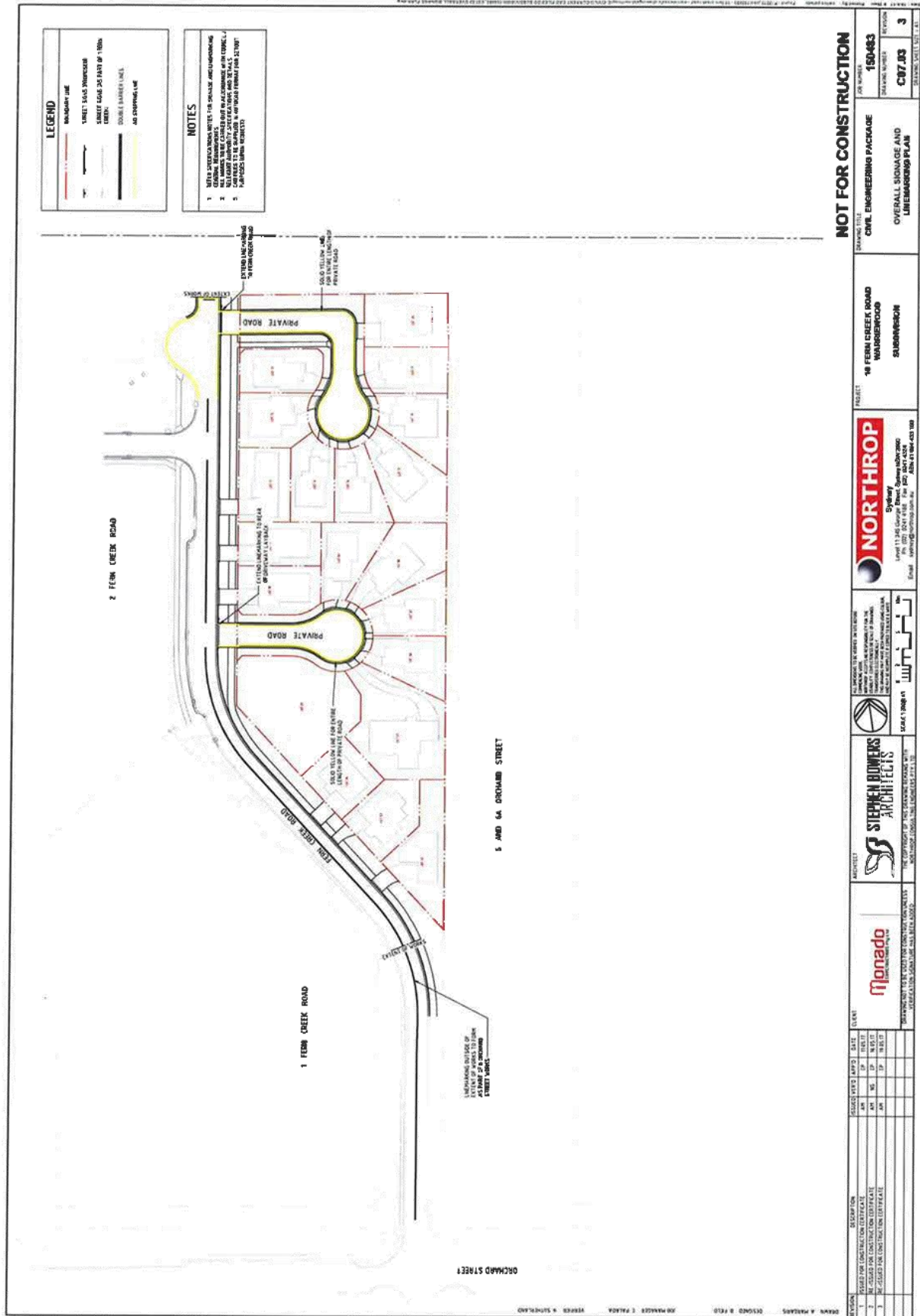
- It is necessary for the Traffic Committee to approve the traffic signs and lines to be provided on all public accessible roads (refer Attachments 1, 2 and 3).
- The provision of 'No Stopping' restrictions for the full length of the proposed access roads is required to cater for the safe movement of waste collection and service vehicles.
- The installation of double separation lines along the centre of Fern Creek Road, from the intersection with Orchard Street to the start of the turning circle, is required to prevent parking on both sides of the road and to delineate the opposing traffic lanes. It is also recommended that a solid yellow line be installed to prevent parking in the turning circle, and an obstruction marker sign be located at the northern end to indicate the termination of the road, which will remain in place until the extension of Fern Creek Road is completed.
- The approval of the proposed restrictions and traffic control devices is a requirement of the Development Consent for the subdivision prior to issue of the Construction Certificate.

- It is considered that the proposed signage and linemarking in Fern Creek Road and the internal access roads will improve traffic safety and meets the requirements of the Development Consent conditions for consideration by the Traffic Committee.

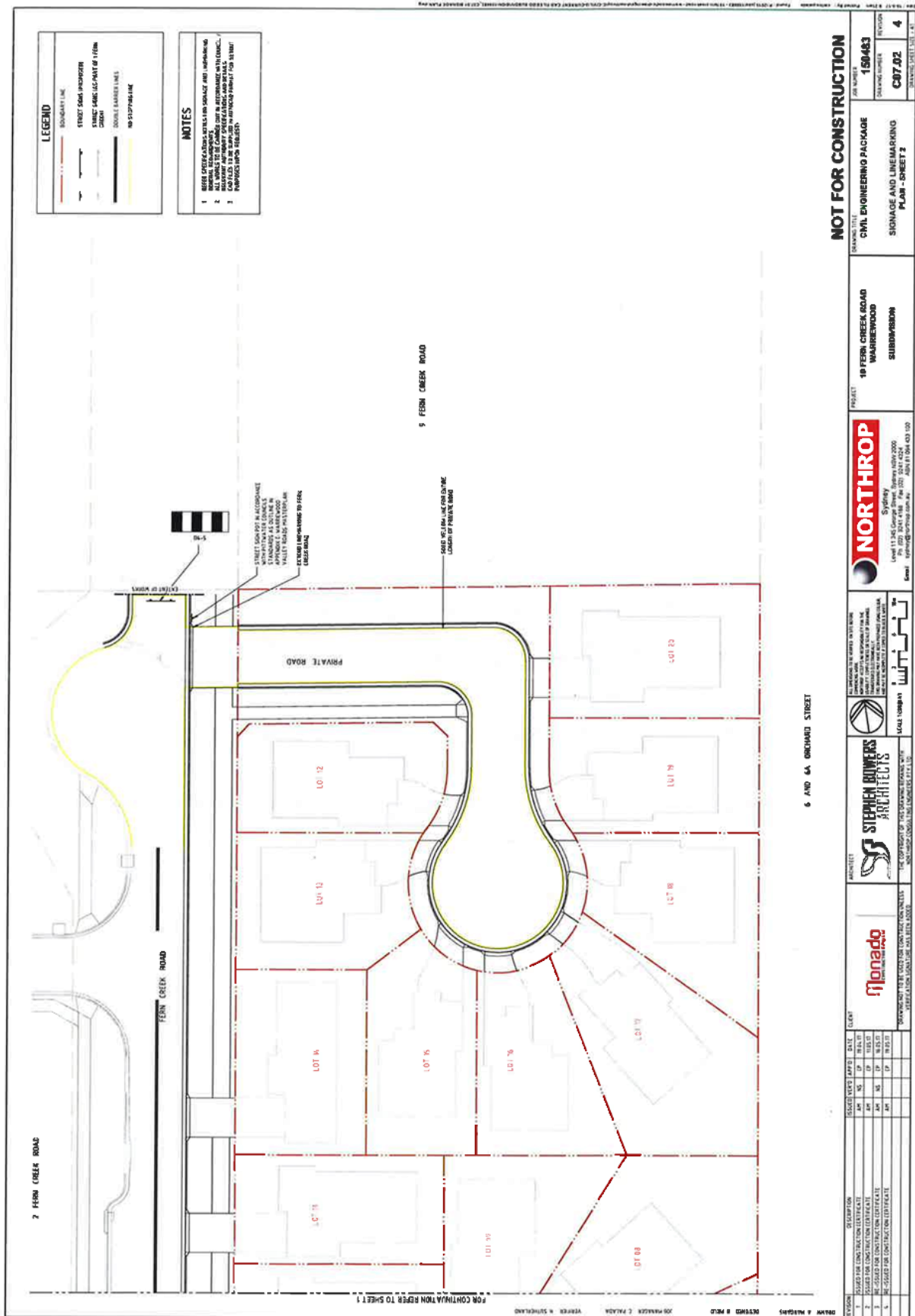
RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following measures in Fern Creek Road and the internal access roads as a requirement of the Development Consent conditions:

- A. Installation of double separation lines along the centre of Fern Creek Road, from the intersection with Orchard Street to the start of the turning circle.
 - B. Installation of 'No Stopping' restrictions for the full length of the proposed access roads (to be indicated by a solid yellow line).
 - C. Installation of obstruction marker sign and 'No Stopping' restrictions (to be indicated by a solid yellow line) at the northern end of Fern Creek Road.
-







ITEM 4.11	QUEENSCLIFF ROAD, QUEENSCLIFF - REQUEST FOR HAZARD SIGN
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2017/141845
ATTACHMENTS	1 Queenscliff Road - Signage Plan

UBD Ref: 198 D4

REPORT

Council has received a request from a resident of Queenscliff Road for a barrier at the eastern dead end of Queenscliff Road, Queenscliff.

This section of Queenscliff Road is a local road, surrounded by low to medium density residential units, with a high demand of on-street parking. The road is used mostly by local traffic, with low level of traffic volume. The eastern end of the road operates as a two way arrangement with a single travelling carriageway with parking on both sides of the road. The road has a gentle descending gradient leading to the eastern cul-de-sac end of the road.

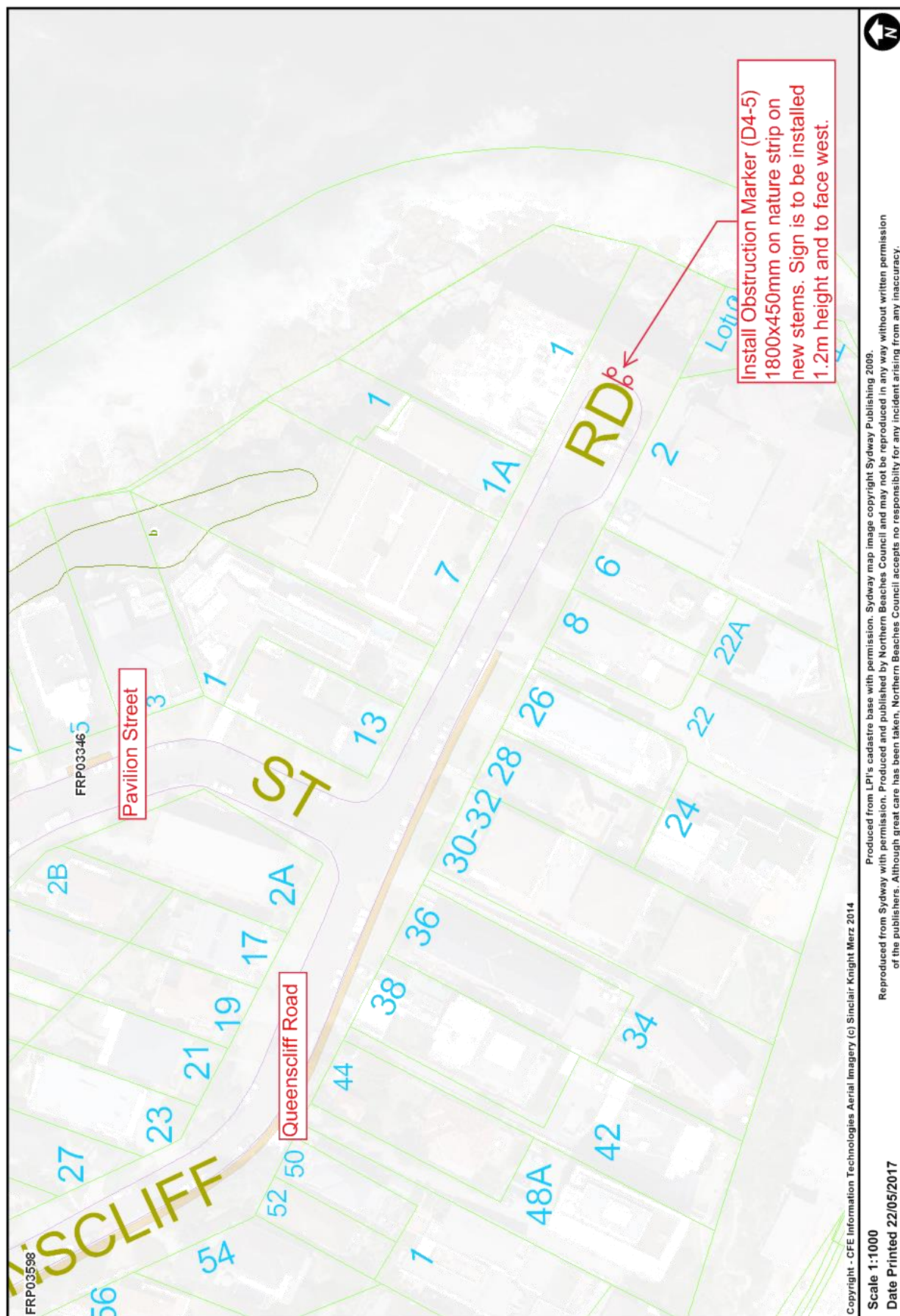
Examinations of the traffic accident database provided by the Roads and Maritime Services (RMS) show that there has been one fatal accident recorded at this location in January 2016, with RUM Code 75, off end of road/T intersection.

Council's Transport and Civil Infrastructure Assets and Traffic Engineering have undertaken investigation and have provided advice regarding the provision of a physical barrier at the eastern end of Queenscliff Road. Whilst not all dead-end roads in the Northern Beaches have signs indicating the end of a public road, it is recommended that in this situation an Obstruction Marker (D4-5) should be installed.

A signage plan is attached for information.

RECOMMENDATION TO TRAFFIC COMMITTEE

That an Obstruction Marker (D4-5) be installed at the eastern end of Queenscliff Road, Queenscliff as shown in the attached signage plan.



ITEM 4.12	THE DRIVE, SEDDON HILL ROAD & EDGAR STREET, FRESHWATER - PROPOSED 'NO PARKING' RESTRICTIONS
REPORTING OFFICER	CONTRACTOR - TRAFFIC ENGINEER
TRIM FILE REF	2017/142638
ATTACHMENTS	1 The Drive, Freshwater - No parking

UBD Ref: 198 E1

REPORT

BACKGROUND

Council has received a request from Council's Waste Service Officer to install 'No Parking' signs from 8am to 12-midday Thursdays along one side of The Drive, to assist with the collection of domestic waste in The Drive, and sections of Seddon Hill Road and Edgar Street, Freshwater.

LOCATION

- Western side of The Drive from Dick Street to Edgar Street, Freshwater.
- South eastern end of the turning area at the intersection of The Drive, Seddon Hill Road and Edgar Street, Freshwater.
- The turning area at the southern end of The Drive.
- For 10m on the southern side of The Drive prior to the intersection with Dick Street, Freshwater.

A Location Plan is attached.

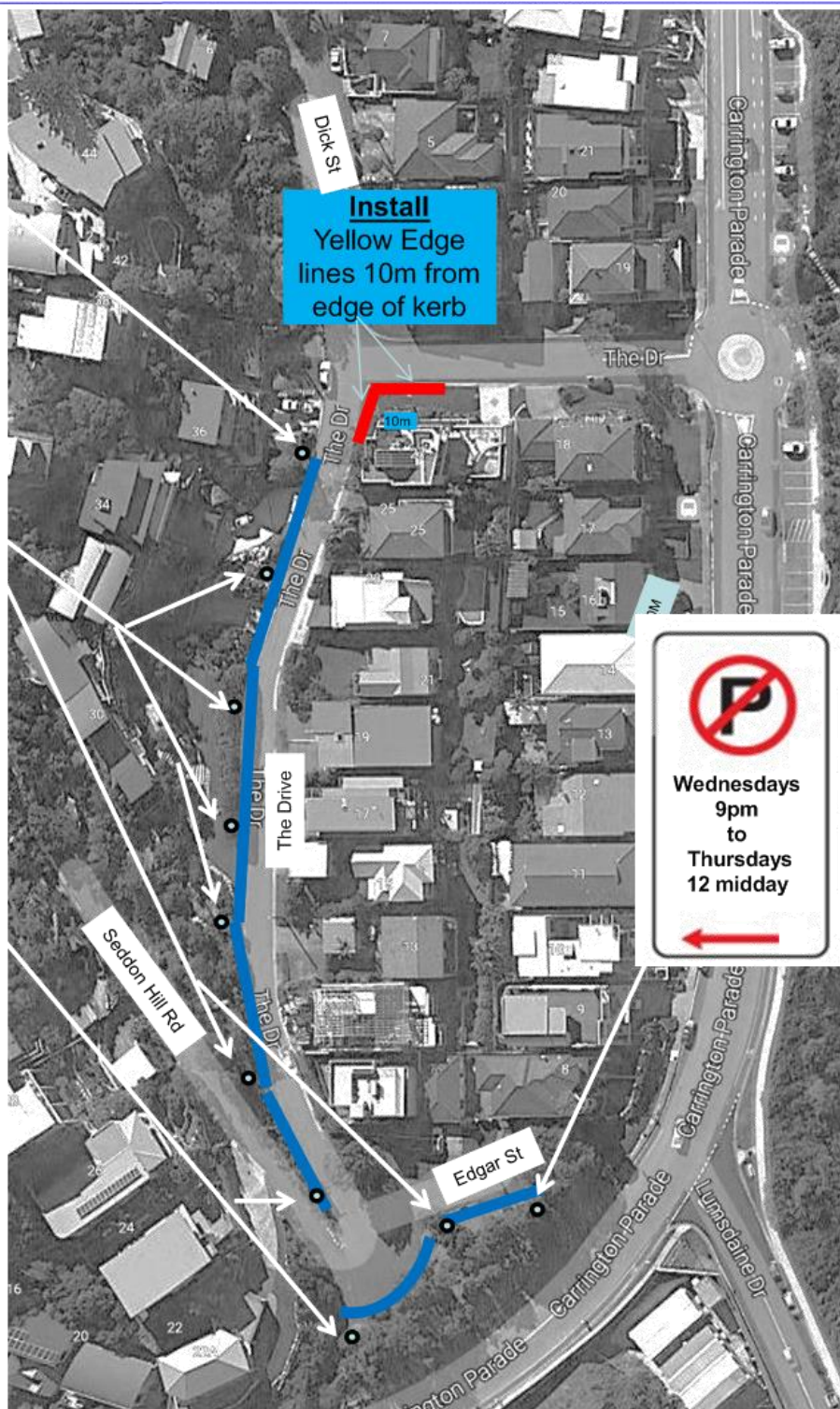
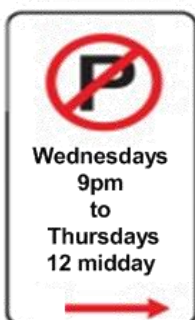
ISSUES:

- Parallel parking is unrestricted on both sides of the road, including the turning area at the southern end of The Drive.
- If vehicles are parked on both sides of The Drive Council's waste collection vehicles cannot enter The Drive or turn around in the turning area at the southern end of The Drive.
- To ensure the area is clear of parked vehicles on Thursday mornings it is proposed that the 'No Parking' restrictions be from 9pm Wednesdays to 12-midday Thursdays.
- The majority of vehicles parking in The Drive are worker's vehicles working at The Diggers Club site off Carrington Parade and Lumsdaine Drive.
- Council will notify all residents in The Drive, Seddon Hill Road & Edgar Street of the proposed parking restrictions by letterbox drop. The residents will also be informed that the 'No Parking' restrictions will be reviewed when construction is completed at The Diggers site and there is no possibility parked vehicles along The Drive will restrict access to Council's Waste Collection Vehicles.
- The Diggers Club has reported that some residents living along The Drive want 'No Parking' on one side of the street seven days as they have been complaining that workers' vehicles block driveways and access to the street. The Diggers Club development is expected to be completed around April 2018.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of:

- A. 'No Parking' from 9pm Wednesdays to 12-midday Thursdays on the western side of The Drive,
 - B. 'No Parking' from 9pm Wednesdays to 12-midday Thursdays at the southern end of The Drive in the turning area.
 - C. 'No Parking' from 9pm Wednesdays to 12-midday Thursdays on the southern side of Edgar Street.
 - D. 'No Stopping' yellow edge lines be painted for 10m on the southern corner of The Drive opposite Dick Street.
-



PROPOSAL



THE DRIVE, FRESHWATER PARKING RESTRICTIONS

NORTHERN
BEACHES
COUNCIL

**ITEM 4.13 OXFORD FALLS ROAD, OXFORD FALLS - PROPOSED
LINEMARKING****REPORTING OFFICER TRAFFIC ENGINEER****TRIM FILE REF 2017/144241****ATTACHMENTS 1 Oxford Falls Road - Linemarking Plan****UBD Ref: 157 B14****REPORT**

Council has been working with Oxford Falls Grammar School to improve road safety during the peak school zone times in Oxford Falls Road between the roundabout adjacent to the school's entrance and Meatworks Avenue.

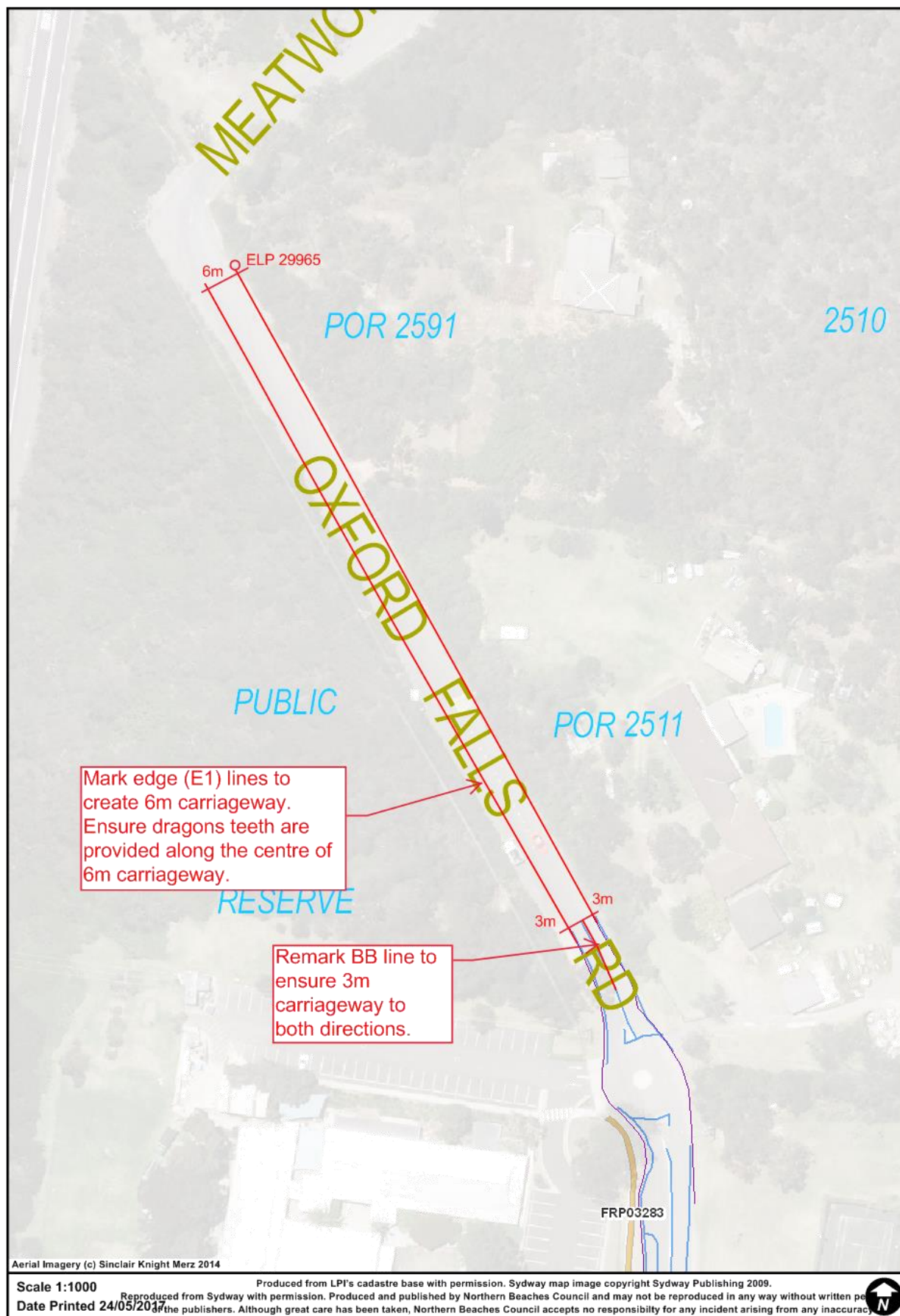
In May 2016 work was undertaken to clear the vegetation on the west side, resulting in improved amenities and access for parents using this area as a parking zone. Additional works were undertaken to seal the road shoulder on the western side of the road to formalise a parallel parking zone. The area allows for space for pedestrians to safely walk away from the roadway.

In the past there were instances of vehicles parked at 90 degrees, creating insufficient space for trucks and a dangerous situation for pedestrians.

To improve vehicle delineation and ensure safety for pedestrians and students, an edge line along both sides is recommended along the travelling carriageway in this section. The linemarking plan is attached for information.

RECOMMENDATION TO TRAFFIC COMMITTEE

That edge lines (E1) lines be marked out in Oxford Falls Road between the roundabout adjacent to the Oxford Falls Grammar school to Meatworks Avenue.



ITEM 4.14	LAITOKI ROAD, TERREY HILLS - TRAFFIC SIGN AND LINEMARKING DESIGN
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2017/144261
ATTACHMENTS	1 Aerial Map 2 Signage and Linemarking Plan

UBD Ref: 136G5

REPORT

The installation of traffic signs and line marking on Laitoki Road and its intersection with Booralie Road and Nambucca Road is a condition of consent imposed on the development application DA2013/0796 for Construction of Housing for Seniors or People with Disability to be undertaken in conjunction with the proposed road design.

A condition of consent was imposed on the subject development requiring the applicant to submit Civil Engineering Plans for the design and construction of road shoulder, kerb and guttering, drainage and concrete footpath along Laitoki Road as well as provision of traffic control devices at the intersection of Laitoki Road with Booralie Road and Nambucca Road.

As part of the condition, the provision of minimum 6m carriageway width was required on Laitoki Road. Accordingly, it is proposed to widen the road mainly on the eastern side of Laitoki Road; however, due to the requirements for retaining the threatened species on the eastern side of Laitoki Road where it intersects Nambucca Road, it is considered infeasible to widen the road continuously on the eastern side. Therefore, it is proposed to construct a kerb build out on this section of road and achieve the minimum carriageway width requirements by widening the kerb returns on the western side of the intersection of Laitoki Road and Nambucca Road.

It should be noted that there will be a 9m break with no kerb and guttering in the middle of the proposed kerb build out due to the close proximity of the kerb build out alignment to the threatened species which does not allow for any construction and concrete works. In the absence of the kerb and guttering there are traffic facilities proposed to improve traffic safety at the intersection.

A copy of the design plan detailing the proposed signage and line making has been provided in the attachment for Traffic Committee approval.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the proposed traffic signs and line marking as shown in the attached plan be approved by Traffic Committee.



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