

AGENDA

NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING

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

TUESDAY 5 JUNE 2018

Beginning at 10:00am for the purpose of considering and determining matters included in this agenda.



Ben Taylor
General Manager
Environment and Infrastructure

Voting Members

Chair – Mayor - Northern Beaches Council	Mr Michael Regan
Member for Pittwater Mr R Stokes MP Representative	Mr Andrew Johnston
Member for Davidson Mr J O’Dea MP Representative	Mr Phil Corbett
Member for Wakehurst Mr B Hazzard MP Representative	Mr Toby Williams
Member for Manly Mr J Griffin MP Representative	Mr John O’Connor
Roads and Maritime Services	Mr Raymond Tran
Northern Beaches Police Command, Dee Why	Sergeant Nino Jelovic

Non Voting Members

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

Officers

General Manager Environment and Infrastructure	Mr Ben Taylor
Executive Manager Transport and Civil Infrastructure	Mr Andy Davies
Manager Transport Network	Mr Phillip Devon
Senior Traffic Engineer	Mr James Brocklebank
Traffic Engineer	Mr Ricky Kwok
Traffic Engineer	Mrs Rezvan Saket
Traffic Officer	Mr Shankar Pandey
Traffic Officer	Mr Velsamy Sankaran
Ranger Coordinator	Mr Luke Nickson
Active Travel Officer	Ms Michelle Carter
Active Travel Officer	Mr Phillip Gray
Road Safety Officer	Mrs Karen Menzies
Road Safety Officer	Ms Robynann Dixon
Administration Officer	Ms Lisa Monk
Intern	Nafisa Nishandar

Visitors

Nil

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

to be held on Tuesday 5 June 2018

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10:00am

1.0 APOLOGIES

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

2.1 Minutes of Northern Beaches Council Local Traffic Committee held 1 May 2018

2.2 Declaration of Pecuniary and Conflicts of Interest

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION2

4.1 South Creek Road (Cromer Park), Cromer - Parking Restrictions.....2

4.2 Jubilee Avenue, Warriewood - Parking Restrictions.....8

4.3 Pacific Parade, Dee Why - Timed Parking 12

4.4 Madison Way, Allambie Heights - No Stopping Restrictions and Dividing Barrier Line 14

4.5 Lane Cove Road / Ingleside Road / Boronia Road / Laurel Road West, Ingleside - Intersection Improvements 16

4.6 Careel Head Road, Avalon Beach - Bus Zone Restrictions.....22

4.7 Allambie Road, Frenchs Forest - Bus Stop Relocation.....25

4.8 Seaview Avenue, Newport - No Parking Restrictions28

5.0 MATTERS FOR NOTATION

NEXT MEETING Tuesday 3 July 2018

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

2.1 MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD 1 MAY 2018

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 1 May 2018, copies of which were previously circulated to all Members, be confirmed as a true and correct record of the proceedings of that meeting.

2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1 SOUTH CREEK ROAD (CROMER PARK), CROMER - PARKING RESTRICTIONS

REPORTING OFFICER TRAFFIC OFFICER

TRIM FILE REF 2018/285149

ATTACHMENTS

- 1 South Creek Road, Cromer - Plan
- 2 South Creek Road, Cromer - Table of Consultation
- 3 South Creek Road, Cromer - Site Photograph

GEOCODES: -33.738652, 151.283770; -33.739457, 151.286678

REPORT

BACKGROUND

Council has received concerns from local residents requesting 'No Parking' signs be placed either side of the driveway at 101 South Creek Road and both exits of Cromer Park Carpark, Cromer. Residents and visitors to the area report inadequate visibility for traffic along South Creek Road when vehicles are parked very close to the driveways. Visibility is also affected when exiting the site into busy and fast moving traffic. Council is proposing 'No Parking' signs to be installed either side of the driveway at 101 South Creek Road and two exits of Cromer Park Carpark.

It was also noted that the 'No Stopping' distances around the pedestrian crossing had not been revised in accordance with the Roads and Maritime Services Technical Direction. It is proposed to update the 'No Stopping' distances either side of the pedestrian crossing in accordance with Roads and Maritime Services Technical Directions October 2011 – Pedestrian Crossing.

LOCATION

- South Creek Road is a local road with a 50km/h speed limit.
- The section of the road under consideration has a variable pavement width between 12.5m and 13m allowing on-street parking on both side of the road.
- There is a pedestrian crossing next to the exit of Cromer Park which provides the link across South Creek Road to Cromer High School.
- Cromer Park Carpark has approximately 130 car spaces with two exits to the South Creek Road.

ISSUES

- Most of the drivers are not familiar with the driveway exit as they only use the Cromer Park Carpark occasionally.
- Drivers find it difficult driving into fast-moving traffic at speeds of 50km/h or higher with limited sight distance.
- The 'No Parking' signs on either side of the driveway will improve the visibility and traffic flow within the carpark.
- An update on 'No Stopping' distances either side of the pedestrian crossing in accordance with Roads and Maritime Services Technical Direction would improve the safety around the crossing.

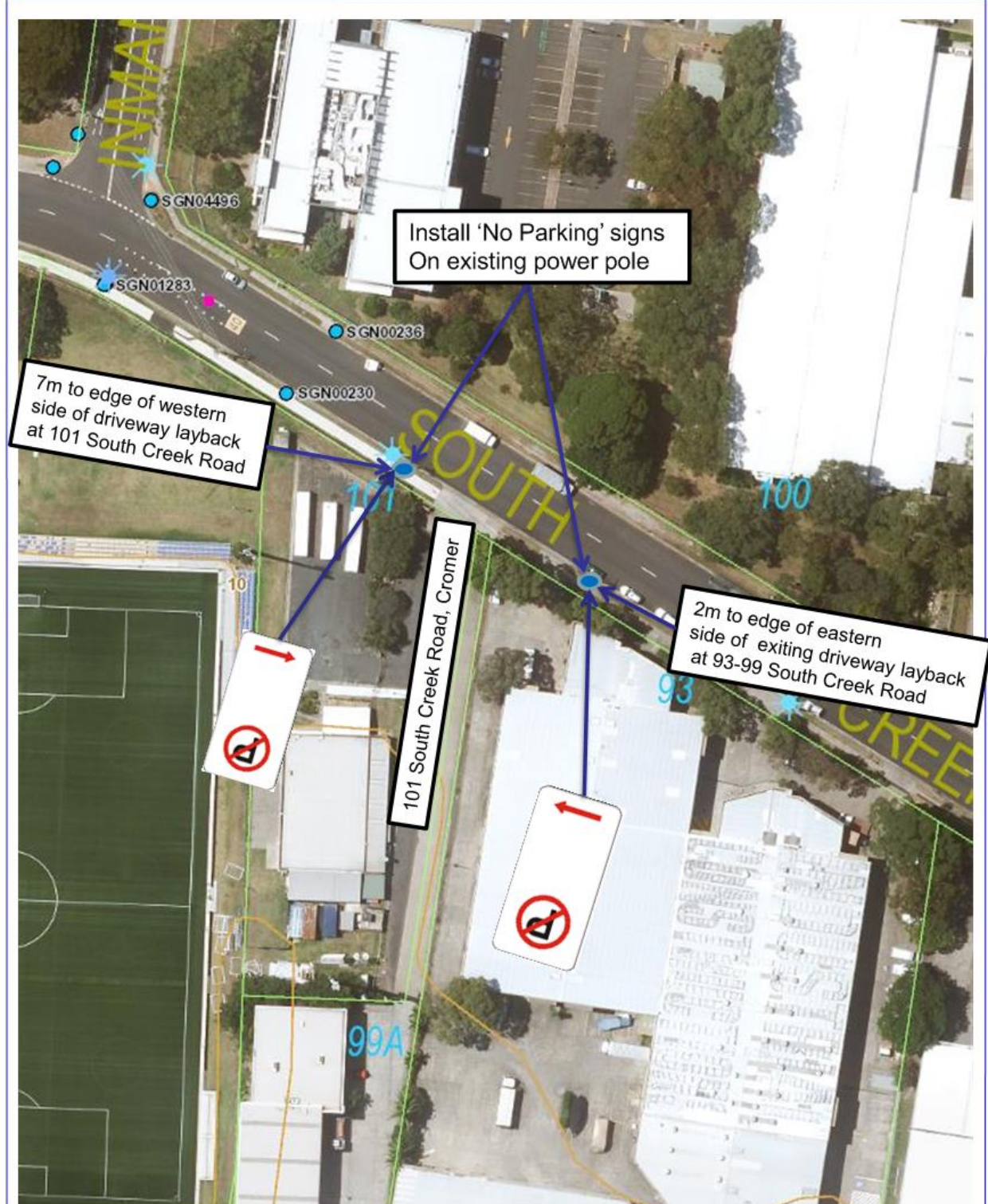
CONSULTATION

- A resident survey letter was sent to 16 properties within approximately 50m radius of the proposed location.
- Council has received one reply at the time of reporting supporting the proposal and suggesting to install 'No Parking' signs on the fourth exit from Cromer Park.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The relocation of the 'No Stopping' signs in accordance with Roads and Maritime Services Technical Direction around the pedestrian crossing on South Creek Road in front of Cromer High School, Cromer.
 - B. The installation of 'No Parking' signs either side of the driveway at 101 South Creek Road and two exits of Cromer Park Carpark, Cromer.
-



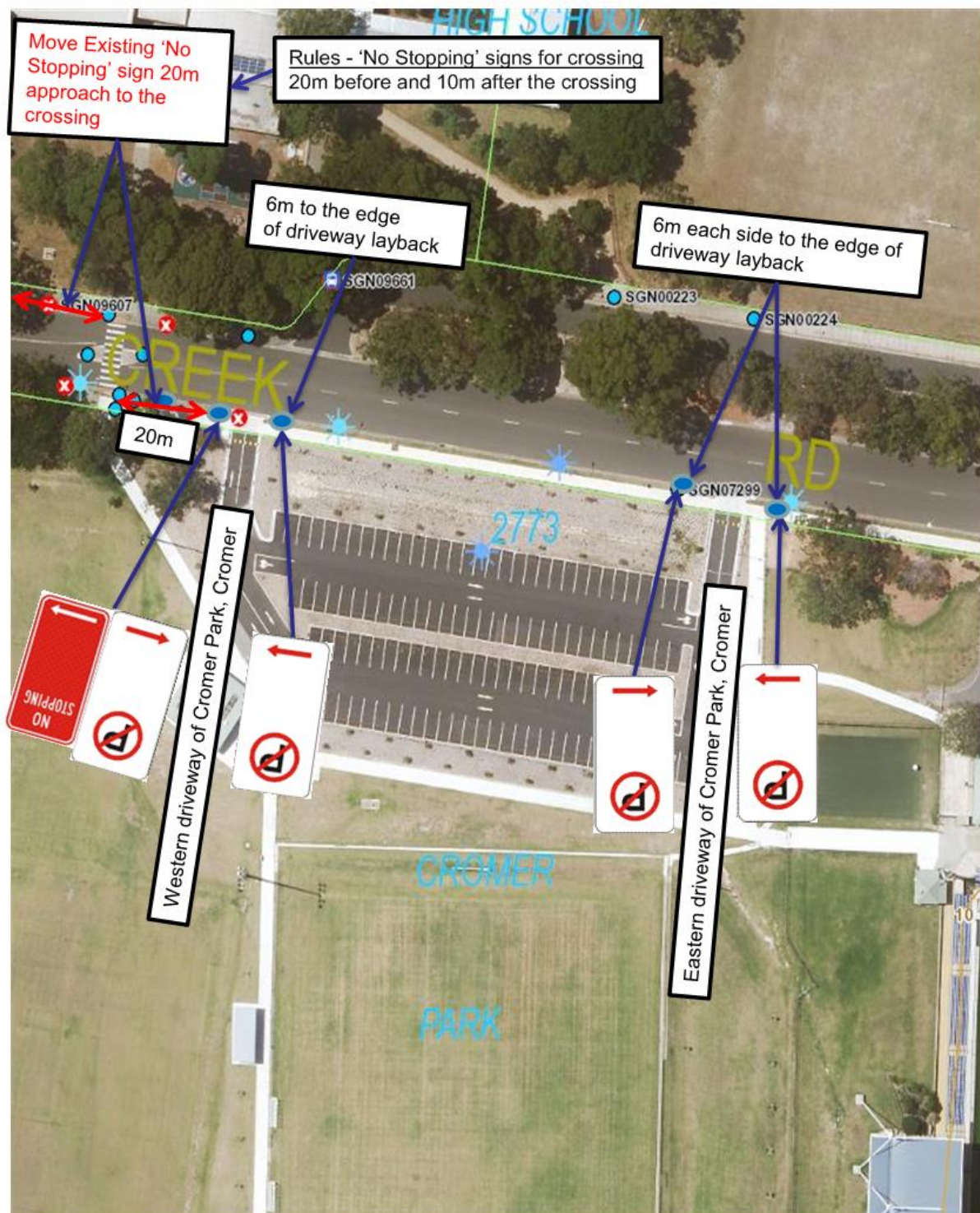
PROPOSAL - 1

101 South Creek Road, Cromer
Parking Restriction



northern
beaches
council

Drawn SP Approved *P. Deen* ISM No.



PROPOSAL - 2

South Creek Road–Cromer Park, Cromer
Parking Restriction

Drawn SP

Approved *P. Deen* ISM No.

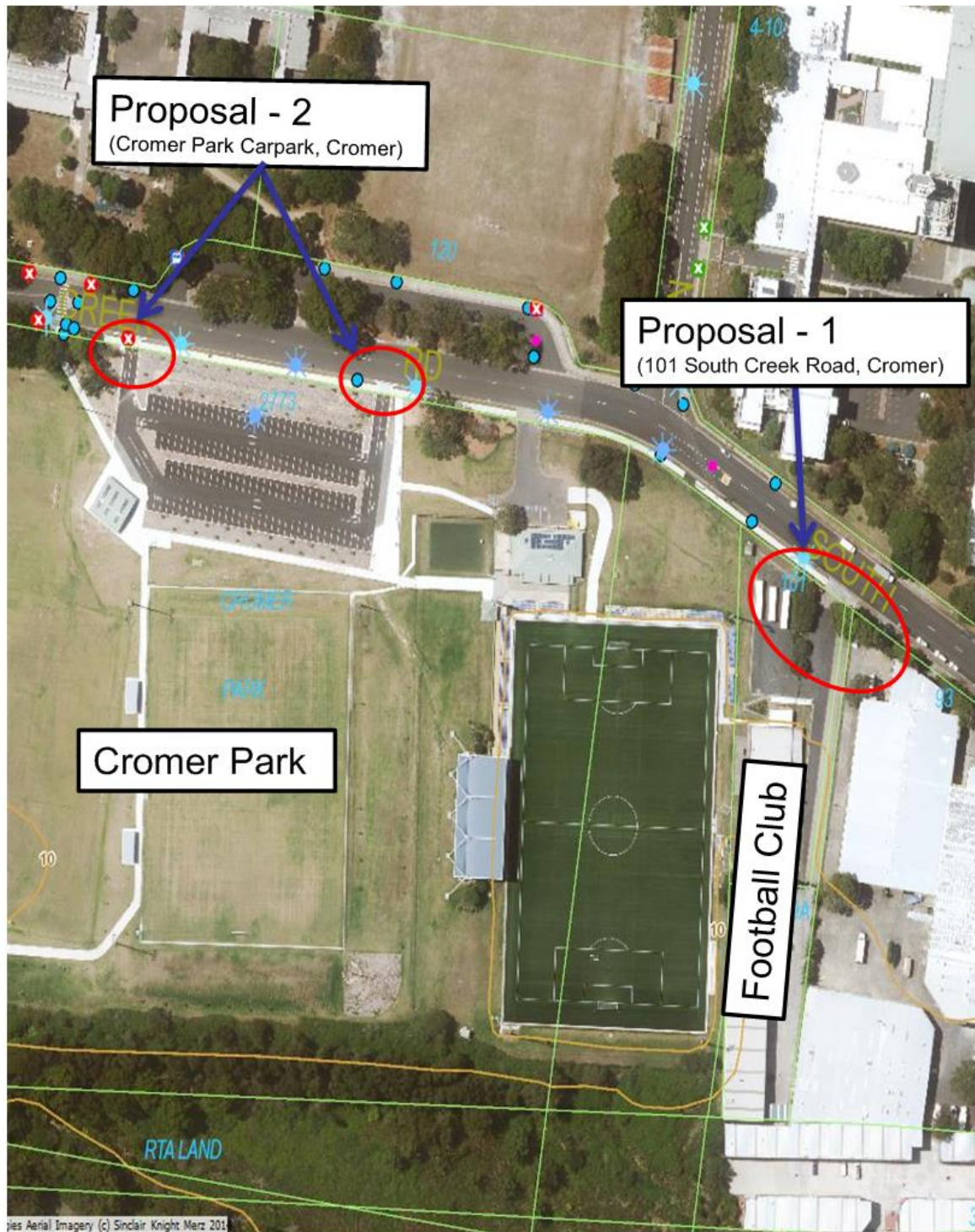


northern
beaches
council

Table of Consultation

Properties Consulted	16
Responses Received	1
Support	1
Do Not Support	0

Issue	Resident Comment	Council Response
Vehicles parked close to the driveways limit the visibility for traffic along South Creek Road.	Agrees with providing 'No Parking' signs either side of the driveway. Resident also suggested to install 'No Parking' signs on one more driveway exit between those proposed driveway.	Proposed to install 'No Parking' signs either side of the driveway at 101 South Creek Road and two exits of Cromer Park Carpark.



jes Aerial Imagery (c) Sinclair Knight Merz 201



PROPOSAL

Cromer Park Car Park
Parking Restriction

Drawn SP Approved *P. Deon* ISM No.



northern
beaches
council

ITEM 4.2	JUBILEE AVENUE, WARRIEWOOD - PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2018/295037
ATTACHMENTS	1 Jubilee Avenue, Warriewood - Plan 2 Jubilee Avenue, Warriewood - Table of Consultation

GEOCODES: -33.680027, 151.285300

REPORT

BACKGROUND

Council has received requests from local residents regarding parking restrictions along both sides of the access road from the turnaround area on Jubilee Avenue to the southern end of the bridge across Narrabeen Creek, Warriewood. The proposed development, Warriewood Grove, located south of the bridge has begun which will require a significant workforce and the need for large trucks to enter and exit the site during the construction period.

LOCATION

- Jubilee Avenue is a collector road with 50km/h speed limit.
- The section of the road under consideration has a variable pavement width between 5.5m and 6m with the kerb and gutter on both sides of the road.
- The proposed area of Jubilee Avenue was a private road up until it was recently re-gazetted as a public road.

ISSUES

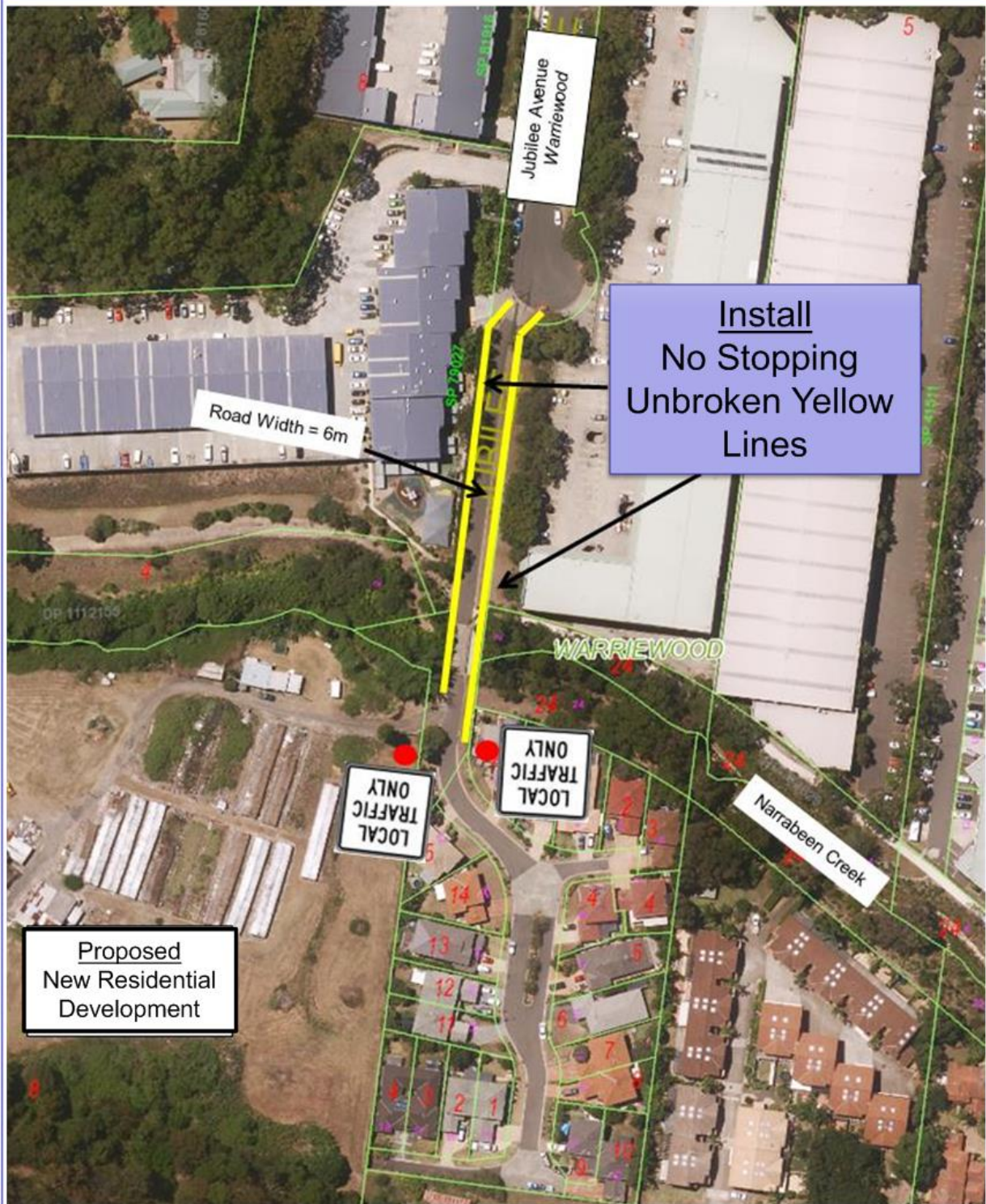
- The proposed area of Jubilee Avenue is approximately 6m wide which is enough for two cars to pass each other when they are travelling in opposite directions.
- The proposed development is planned to take several years to complete.
- Council is proposing to install No Stopping unbroken yellow lines on both sides of the road to improve the safety and movement of the construction vehicles.
- The 'Private Road' sign located on the turnaround area on Jubilee Avenue will be removed and two 'Local Traffic Only' signs will be installed immediately south of the access to the new development site.
- The 'No Through Road' sign will remain on the turnaround area on Jubilee Avenue as it is now.

CONSULTATION

- A resident survey letter was sent to 146 properties within approximately 50m radius of the proposed location.
- Council has received two replies at the time of reporting and both replies supported the proposal.
- A resident suggested having a shared zone at this location; however, it was not included in the proposed plan due to the appropriate mix of pedestrian and heavy vehicles accessing the development site.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of No Stopping unbroken yellow lines along both sides of the access road from the turnaround area on Jubilee Avenue to the southern end of the bridge across Narrabeen Creek, Warriewood.



PROPOSAL

JUBILEE AVENUE, WARRIEWOOD
NO STOPPING UNBROKEN YELLOW LINES

Drawn SP Approved *P. Deen* ISM No.



northern
beaches
council

Table of Consultation

Properties Consulted	146
Responses Received	2
Support	2
Do Not Support	0

Issue	Resident Comment	Council Response
6m wide road is just enough for two cars to pass each other when travelling in opposite directions.	Residents were agreed with installing No Stopping unbroken yellow lines on both sides of the road and suggested to have shared zone as well.	Proposed to install No Stopping unbroken yellow lines on both sides of the road but shared zone was not supported due to the appropriate mix of pedestrian and heavy vehicles accessing the development site.

ITEM 4.3 **PACIFIC PARADE, DEE WHY - TIMED PARKING****REPORTING OFFICER** **TRAFFIC OFFICER****TRIM FILE REF** **2018/301490****ATTACHMENTS** **1 Pacific Parade, Dee Why - Plan****GEOCODES:** -33.755306, 151.283641**REPORT****BACKGROUND**

Council has received a request from TfNSW on behalf of the impacted business on Pittwater Road, Dee Why, regarding a loss of parking due to the removal of six spaces immediately opposite the Fisher Road/Pittwater Road Intersection. In response, Council is proposing to convert a few existing one-hour parking spaces to a loading zone and fifteen-minute parking spaces on Pacific Parade near the intersection at Pittwater Road. This proposal will assist these businesses providing shorter term parking for their customers and allow for deliveries to the affected business.

LOCATION

- The section of the road under consideration has a variable pavement width between 12.5m and 13m allowing two-way traffic with on-street parking on both sides of the road.
- There are many one-hour parking spaces in surrounding streets including Pacific Parade and Oaks Avenue but not 30 minute or 15 minute parking spaces.

ISSUES

- Parking is in high demand around the proposed location due to the Dee Why Grand Shopping Centre and many on-street local businesses.
- Local shops are impacted from the removal of six on-street parking spaces immediately opposite the Fisher Road/Pittwater Road intersection. It was identified that shorter term parking would assist these businesses.
- A Loading Zone will help with deliveries to the affected businesses.

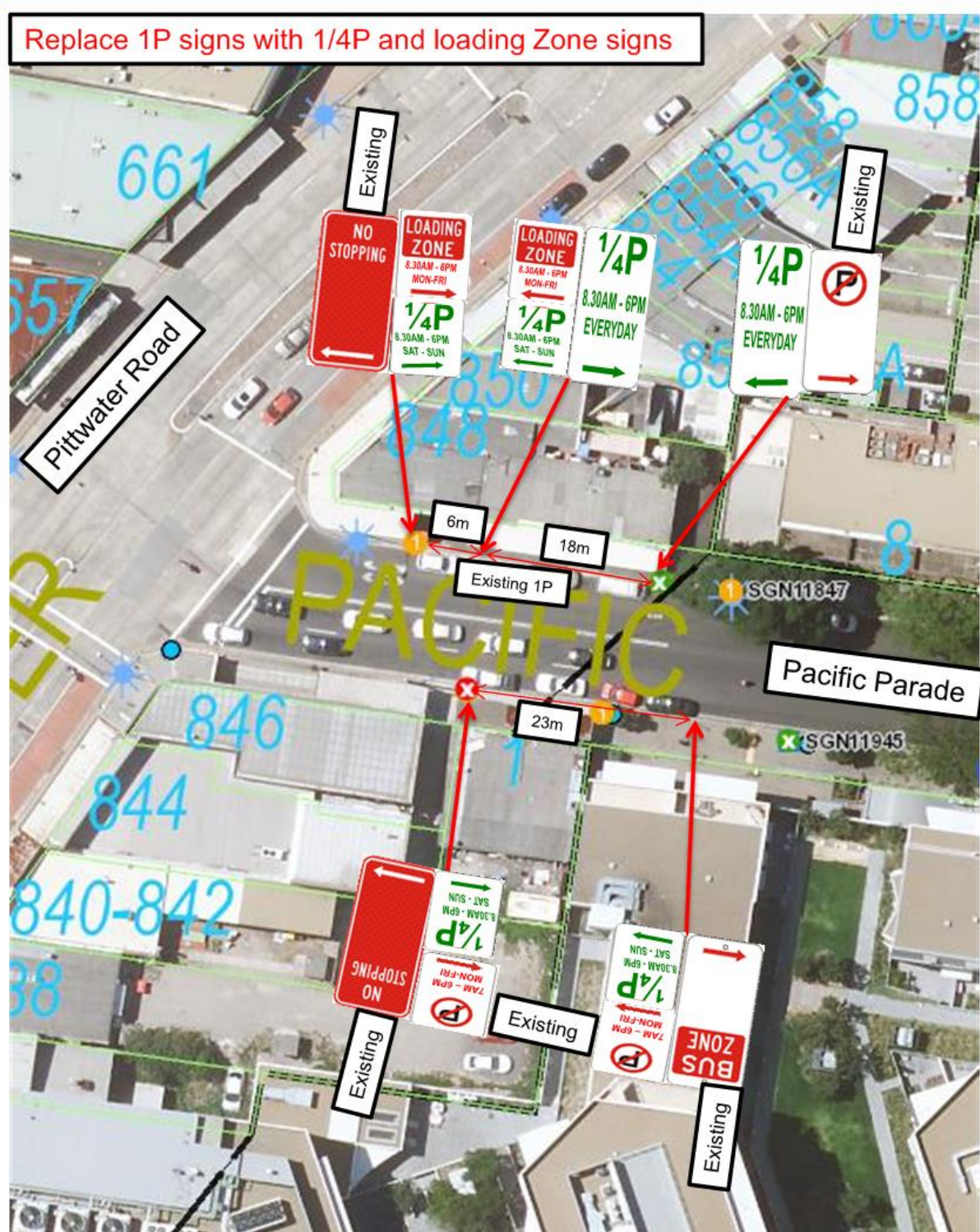
CONSULTATION

- B-Line Project Community representatives doorknocked the impacted businesses on Pittwater Road, Dee Why, regarding the removal of the six spaces immediately opposite the Fisher Road/Pittwater Road intersection.
- A meeting was organised on-site with the B-Line Project Community representative, Roads and Maritime Services and the owners of local businesses.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The replacement of 1P 8:30am–6:30pm Mon-Fri, 8:30am-12:30pm Sat with a Loading Zone 8:30am-6pm Mon-Fri, 1/4P 8:30am-6:00pm Sat-Sun for 6m and 1/4P 8:30am-6:00pm Every-day for next 18m on the north side of Pacific Parade, Dee Why.
 - B. The replacement of 1P 8:30am-6:30pm Sat-Sun with 1/4P 8:30-6:00pm Sat-Sun on the south side of Pacific Parade near the Pittwater Road/Pacific Parade intersection, Dee Why.
-



PROPOSAL

Pacific Parade, Dee Why
Timed Parking – Converting 1P to 1/4 P

Drawn SP

Approved

P. Deane

ISM No.



northern
beaches
council

ITEM 4.4 **MADISON WAY, ALLAMBIE HEIGHTS - NO STOPPING
RESTRICTIONS AND DIVIDING BARRIER LINE****REPORTING OFFICER** **TRAFFIC ENGINEER****TRIM FILE REF** **2018/303879****ATTACHMENTS** **1 Madison Way, Allambie Heights - Plan****GEOCODES:** -33.757331, 151.239810**REPORT****BACKGROUND**

Council has received concerns regarding safety on Madison Way, Allambie Heights, due to parked cars on the street challenging visibility and creating a safety hazard.

Madison Way is a narrow road and has an average width of 6m, having lots of bends and sharp curves. With vehicles parked on Madison Way sight distance is compromised and has the potential to create a safety hazard. This particular section of Madison Way has no residential or commercial properties on either side of road.

The proposal is to install Dividing barrier lines on this the section of Madison Way. Dividing barrier lines would assist motorists in maintaining lane discipline and help them to negotiate through horizontal and vertical alignments of the road safely. Also, it prevents parking on both sides of Madison Way and reduces the speed of the road environment.

Also, to reinforce the Statutory No Stopping at the intersection of Madison Way, it is recommended to install No Stopping unbroken yellow lines.

LOCATION

Madison Way, Allambie Heights.

ISSUES

- Proposed Dividing barrier lines delineates the vehicles and regulates the traffic flow and speed; as well as preventing parking on both sides of the road.
- Statutory No Stopping at the intersection of Madison Way has been reinforced by installing No Stopping unbroken yellow lines.

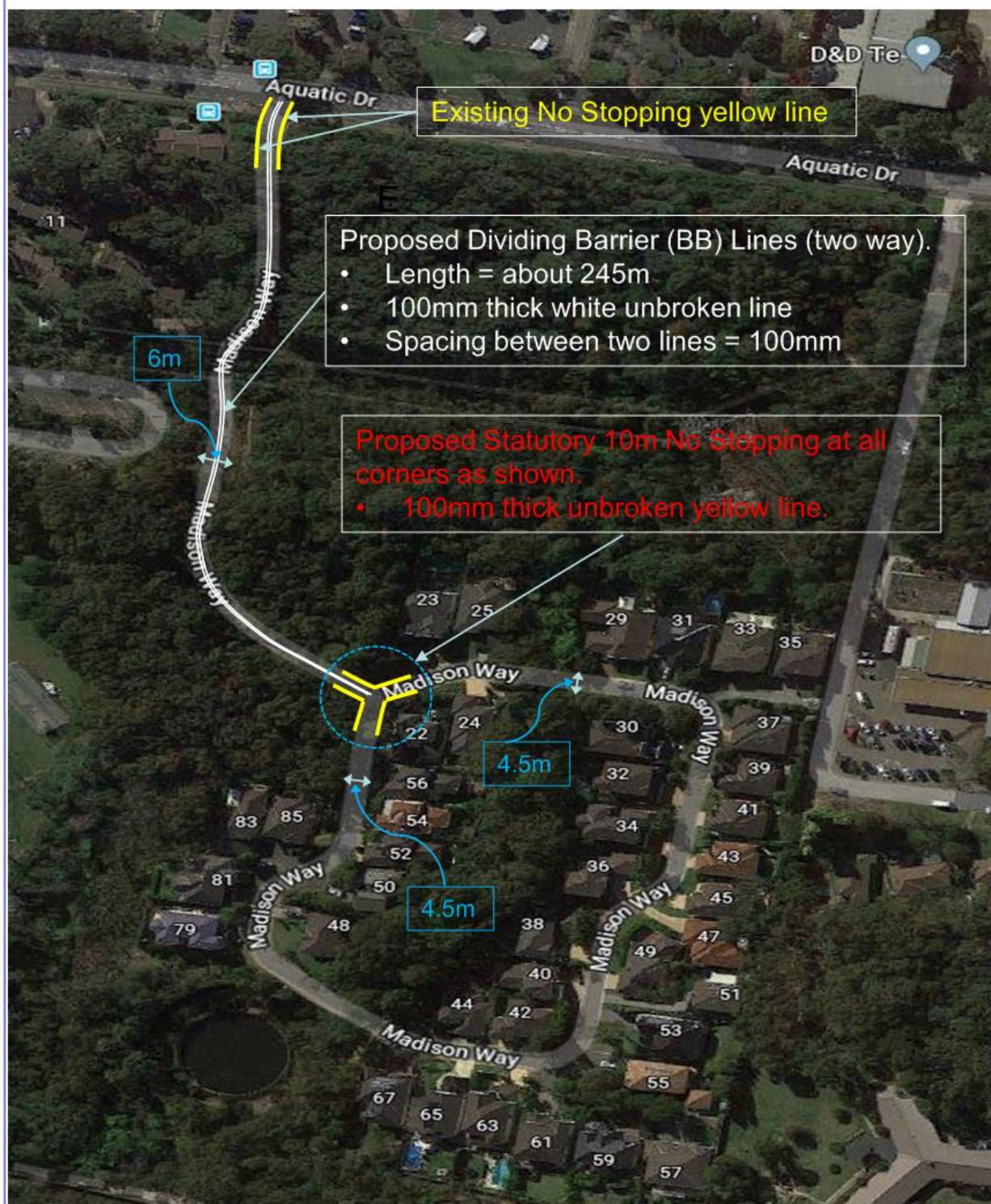
CONSULTATION

Public consultation is not necessary as no residents will be affected by the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The installation of Dividing barrier lines on Madison Way, Allambie Heights.
 - B. The Installation of No Stopping unbroken yellow lines at the intersection of Madison Way, Allambie Heights.
-



PROPOSED SAFETY IMPROVEMENTS

MADISON WAY, ALLAMBIE HEIGHTS

Drawn: VS

Approved

P. Deva

ISM No.



northern
beaches
council

ITEM 4.5 **LANE COVE ROAD / INGLESIDE ROAD / BORONIA ROAD / LAUREL ROAD WEST, INGLESIDE - INTERSECTION IMPROVEMENTS****REPORTING OFFICER** **TRAFFIC ENGINEER****TRIM FILE REF** **2018/303912****ATTACHMENTS**
1 Ingleside Intersections - Plan
2 Ingleside Road and Lane Cove Road, Ingleside - Plan
3 Ingleside Road and Boronia Road, Ingleside - Plan
4 Boronia Road and Laurel Road West, Ingleside - Plan**GEOCODES:** -33.677425, 151.270335**REPORT****BACKGROUND**

Council received concerns regarding safety at the intersections of Lane Cove Road / Ingleside Road, Ingleside Road / Boronia Road and Boronia Road / Laurel Road West at Ingleside.

Though the traffic volume is low there are some safety concerns observed due to narrow road width, poor sight distance and poorly defined road edges. The following recommendations are proposed to improve the safety of these intersections:

- Intersection 1 - Lane Cove Road / Ingleside Road
 - As the sight distance is compromised the proposal is to install a Stop Sign and Holding Line at Ingleside Road to reinforce traffic priorities.
 - Install 12 m Dividing barrier lines (two way) at Ingleside Road on the approach of the intersection to delineate vehicles.
- Intersection 2 - Ingleside Road / Boronia Road
 - As the sight distance is compromised, the proposal is to install a Stop Sign and Holding Line at Boronia Road to reinforce traffic priorities.
- Intersection 3 - Boronia Road / Laurel Road West
 - Install a Give Way Sign and Holding Line at Laurel Road to reinforce traffic priorities.
 - As the edge lines are not well defined it is proposed to install flexible guideposts with delineators at the eastern side of Boronia Road and northern side of Laurel Road west to improve the visibility of road alignment. The intersection is poorly lit and therefore delineators installed on guide posts will enhance night time safety.

LOCATION

Intersections of Lane Cove Road / Ingleside Road, Ingleside Road / Boronia Road and Boronia Road / Laurel Road West at Ingleside.

ISSUES

Although the traffic volume is low there are some safety hazards due to narrow road width, poor sight distance and undefined road edges.

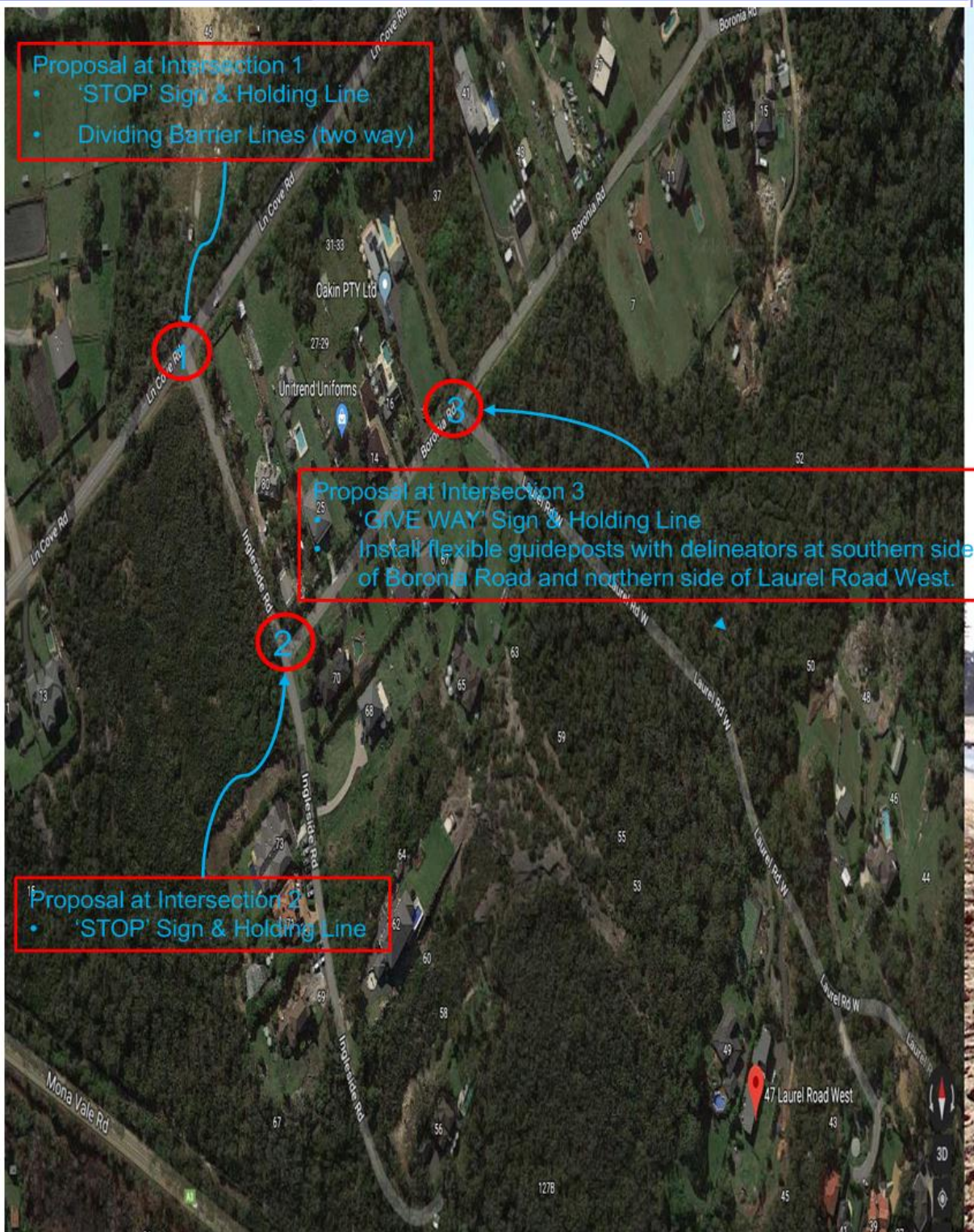
CONSULTATION

No consultation was necessary as no residents are affected by the proposal which will enhance safety at the intersections.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The installation of a Stop Sign and Holding Line at the intersection of Lane Cove Road and Ingleside Road, Ingleside.
 - B. The installation of Dividing barrier lines (two way) at Ingleside Road on the approach to the intersection of Lane Cove Road and Ingleside Road, Ingleside.
 - C. The installation of a Stop Sign and Holding Line at the intersection of Boronia Road and Ingleside Road, Ingleside.
 - D. The installation of a Give Way Sign and Holding Line at the intersection of Boronia Road and Laurel Road West, Ingleside.
 - E. The installation of flexible guideposts with delineators on the eastern side of Boronia Road and northern side of Laurel Road west, Ingleside.
-



Proposed Intersection Improvements at Ingleside

Location & Summary

Drawn: VS

Approved

P. Deon

ISM No.



northern
beaches
council

Install 'STOP' sign (r1-1) at the existing sign post.

Stop Line (TF).

- 300mm wide unbroken white line

Transverse line at right side (TB1).

- 150 mm wide broken white line
- Line segments 600mm length with 600mm spacing.



Proposed Dividing Barrier (BB) Lines (two way).

- Length = 12 m
- 100mm thick white unbroken line
- Spacing between two lines = 100mm

6 m



Proposed Intersection Improvements at Ingleside

Ingleside Road & Lane Cove Road, Ingleside

Drawn: VS

Approved

P. Devan

ISM No.



northern
beaches
council

Install 'STOP' sign (R1-1) at the new sign post.

Stop Line (TF).

- 300mm wide unbroken white line

Transverse Line at right side (TB1).

- 150 mm wide broken white line
- Line segments 600mm length with 600mm spacing.



Proposed Intersection Improvements at Ingleside

Ingleside Road & Boronia Road, Ingleside

Drawn: VS

Approved

P. Deva

ISM No.



northern
beaches
council



	Proposed Intersection Improvements at Ingleside	 northern beaches council
	Boronia Road & Laurel Road West, Ingleside	
	Drawn: VS Approved <i>P. Devan</i> ISM No.	

ITEM 4.6	CAREEL HEAD ROAD, AVALON BEACH - BUS ZONE RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2018/307103
ATTACHMENTS	1 Careel Head Road, Avalon Beach - Plan 2 Careel Head Road, Avalon Beach - Site Photographs

GEOCODES: -33.621296, 151.334025

REPORT

BACKGROUND

Council has received a request from State Transit Authority (STA) to formalise the existing bus stop terminus for the E88 route in Careel Head Road, Avalon Beach, to improve bus stop accessibility.

LOCATION

- Careel Head Road is a local road with a pavement width of approximately 9m between kerbs.
- The statutory 10m 'No Stopping' restrictions from the intersection prohibit parking on the southern side of Careel Head Road; however, 'No Stopping' has been extended to 25m from the intersection on the northern side.
- The E88 bus route operates along Careel Head Road, connecting North Avalon to the City.

ISSUES

- The existing bus stop located in Careel Head Road, near the intersection with Burrawong Road, is the E88 and School special terminus.
- Buses must stop at and parallel to kerbs to ensure accessibility as required under the Commonwealth Disability Discrimination Act.
- Bus operators have reported vehicles parking too close or adjacent to the bus stop which makes it difficult to safely pick up and drop off passengers, especially the elderly and less mobile passengers.
- 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 20m before a sign on the road that indicates the bus stop and 10m after the sign unless a parking sign permits the driver to stop at that location.
- Council proposes to install 'Bus Zone' signs in Careel Head Road to formalise and clearly indicate the extent of the Bus Zone.
- It is considered reasonable that the proposed Bus Zone restrictions be granted to improve bus stop accessibility and safety for users.

CONSULTATION

- Council has liaised with the STA and has sent out consultation letters to 33 properties in the area.
- No responses were received at the time of reporting.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of Bus Zone signs for the E88 terminus located in Careel Head Road (near the intersection with Burrawong Road), Avalon Beach, to clearly indicate the extent of the Bus Zone and to improve bus stop accessibility.



PROPOSAL

CAREEL HEAD ROAD, AVALON BEACH
'BUS ZONE' RESTRICTIONS

Drawn RK Approved *P. Devo* ISM No.



northern
beaches
council



Careel Head Road looking east towards Burrawong Road



Careel Head Road looking west towards Barrenjoey Road

ITEM 4.7 ALLAMBIE ROAD, FRENCHS FOREST - BUS STOP RELOCATION

REPORTING OFFICER **TRAFFIC ENGINEER**

TRIM FILE REF **2018/302449**

ATTACHMENTS

1 Allambie Road, Frenchs Forest - Plan

GEOCODES: -33.754611, 151.243225

REPORT

BACKGROUND

Council has received a request from the State Transit Authority (STA) to relocate the existing bus stop terminal for the 142 and E66 routes (opposite the Skyline Shops in Frenchs Forest Road East) to a new location in Allambie Road midway between Rodborough Road and Aquatic Drive (western side), Frenchs Forest, to improve bus services during the roadworks for the new Northern Beaches Hospital.

LOCATION

- Allambie Road is classified as a regional road with a 60km/h speed limit and traffic volumes exceeding 7,000 vehicles per day.
- The section of Allambie Road located between Rodborough Road and Aquatic Drive is a two lane two way road with an overall pavement width of approximately 13m between kerbs.
- The Allambie Road/Rodborough Road and Allambie Road/Aquatic Drive intersections are controlled by a roundabout with dividing barrier lines installed along the centre of the road. The Allambie Road/Rodborough Road intersection is controlled by traffic signals.
- There are existing 'No Parking' restrictions only on the eastern side of Allambie Road between Rodborough Road and Aquatic Drive.
- The surrounding area and land use is zoned for a Business Park.

ISSUES

- The existing bus stop terminal for the 142 and E66 routes is located in Frenchs Forest Road East opposite the Skyline Shops, Frenchs Forest.
- The bus services are affected by the current roadworks in Frenchs Forest Road East and Allambie Road for the new Northern Beaches Hospital.
- The STA has requested that the existing bus stop terminal be relocated to a new location in Allambie Road midway between Rodborough Road and Aquatic Drive (western side) to avoid disruption to services which currently require the buses to travel through the works area.
- Council proposes to install a new 'Bus Zone' located outside No.191 Allambie Road Frenchs Forest.
- It is considered reasonable that the proposed bus stop relocation be granted to improve the reliability and on time running of bus services as well as customer satisfaction.

CONSULTATION

- Council has liaised with the STA regarding the relocation of the bus stop. Although the initial request was for a temporary measure to be installed during the road works for the new Hospital, it was agreed that bus services would operate better with the new bus stop location south of Warringah Road and the bus stop would remain permanently at this location.
- The STA will undertake any necessary notifications to their bus patrons regarding any changes to the existing services.
- No further consultation has been undertaken as the proposed restrictions are located in an area zoned for a Business Park with existing offstreet parking facilities.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the relocation of the existing bus stop terminal for the 142 and E66 routes (opposite the Skyline Shops in Frenchs Forest Road East) to a new location south of the driveway to No.191 Allambie Road, Frenchs Forest.



PROPOSAL

ALLAMBIE ROAD, FRENCHS FOREST
BUS STOP RELOCATION & NEW BUS ZONE
SHEET 1 OF 1

ITEM 4.8	SEAVIEW AVENUE, NEWPORT - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2018/302428
ATTACHMENTS	1 Seaview Avenue, Newport - Plan 2 Seaview Avenue, Newport - Table of Consultation 3 Seaview Avenue, Newport - Site Photographs

GEOCODES: -33.654568, 151.318189

REPORT

BACKGROUND

- Council has received concerns from residents regarding traffic safety, congestion and related extended AM peak hour queues in Seaview Avenue on the approach to the traffic lights at Barrenjoey Road in Newport.
- Council previously introduced 'No Parking 7:00am-10:00am Mon-Fri' restrictions in Seaview Avenue (southbound), between Bardo Road and Foamcrest Avenue, to cater for the additional traffic volumes along Seaview Avenue as part of the implementation of the Newport Master Plan in 2009.

LOCATION

- Seaview Avenue, between Bardo Road and Grandview Drive, is classified as a collector road with a 50km/h speed limit.
- The section of Seaview Avenue under consideration is located between Foamcrest Avenue and Robertson Road where the pavement width is approximately 9m.
- The Seaview Avenue/Robertson Road intersection and Seaview Avenue/Foamcrest Avenue are controlled by a roundabout, with dividing barrier lines installed in Seaview Avenue approximately 30m on the approaches to each roundabout.
- Parking is restricted adjacent to the dividing barrier lines due to the narrow road width where it is illegal to park within 3m of a continuous dividing line.

ISSUES

- The parking of vehicles on both sides of the unrestricted section of Seaview Avenue affects traffic flow on the approach to the traffic signals at Barrenjoey Road, especially during the morning peak period.
- Drivers are often required to give way to oncoming vehicles in order to pass due to the reduced road width.
- Council consulted on a proposal to install 'No Parking 7:00am-10:00am Mon-Fri' restrictions in Seaview Avenue (southbound) between Foamcrest Avenue and Robertson Road.
- The proposed measures would be an extension of the existing restrictions currently in place between Foamcrest Avenue and Barrenjoey Road and it is considered that the changes will ease congestion and improve the operation of the traffic signals.
- The parking restrictions would affect approximately 14 on-street car park spaces, however overnight parking would still be permitted in the restricted areas until 7:00am the next morning.
- It is considered reasonable that the proposed measures be granted to improve safety and traffic flow during the morning peak period with parking permitted when traffic volumes are lower.

CONSULTATION

- Council sent out consultation letters to 55 properties and also advised the Newport Residents Association (NRA) and Clareville and Bilgola Plateau Residents Association (CABPRA) of the proposal.
- A total of 9 submissions were received with all 9 respondents not supporting or suggesting alternative measures to the proposed changes.
- The majority of the submissions received were residents of the unit block at No.26 located on the western side of Seaview Avenue where there are existing off-street parking facilities, however concerns were raised regarding the loss of on-street parking.
- All respondents acknowledge to some degree that there may be difficulties for vehicles passing along this section of road especially during the morning peak period with some concerned that the removal of parking would increase traffic speeds.
- Two of the respondents have indicated a preference for the restrictions to be installed on the western side of Seaview Avenue (northbound) to minimise the loss of on street parking. There are 14 available spaces on the eastern side and only 11 on the western side due to additional driveways on this side of the road.
- Comments and suggestions were also received for widening of the road on the eastern side to accommodate on-street parking and to re-open Bardo Road immediately north of the traffic lights to divert traffic away from Seaview Avenue. It is not feasible to widen the road due to costs and location of existing trees close to the kerb. The alteration to the traffic priorities at Bardo Road/Seaview Avenue was implemented as part of the traffic Newport Shopping Centre Masterplan to improve traffic and pedestrian safety and intersection throughput. The right turn from Bardo Road is not permitted under current traffic guidelines and safety grounds as this would create a major conflict point and queuing effect near the signalised intersection at Barrenjoey Road.
- Suggestions were also received to make Seaview Avenue one way northbound and to redirect traffic from Bilgola Plateau to Neptune Road onto Barrenjoey Road. This proposal would not be supported by the general community as it would double the journey route length and require motorists to travel through an additional three sets of traffic lights.
- Council has further reviewed these comments and has decided to amend the original proposal so that the 'No Parking 7:00am-10:00am Mon-Fri' restrictions are to be applied to the western side of the road to minimise the periodic loss of parking spaces.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of 'No Parking 7:00am-10:00am Mon-Fri' restrictions in Seaview Avenue (western side), Newport, from the driveway of No.26 to the location 18m north of the driveway of No.36.






	PROPOSAL			 northern beaches council
	SEAVIEW AVENUE, NEWPORT 'NO PARKING 7AM-10AM MON-FRI' RESTRICTIONS			
	Drawn	RK	Approved 	

Table of Consultation

	'No Parking 7am-10am Mon-Fri'	
	Eastern side	Western side
Properties Consulted	55	55
Responses Received	9	9
Support		2
Do Not Support	9	7

Issue	Resident Comment	Council Response
No Parking 7am-10am Mon-Fri' restrictions on eastern side (southbound)	Current renovations require residents in the unit block to move their vehicles onto the street in the morning while work is carried out on the property. Preference for restrictions on the western side (northbound) to minimise the loss of on street parking, as there are more available spaces on the eastern side.	The work on the property is temporary in nature and is likely to be completed prior to any implementation. Council will however recommend that parking restrictions be installed on the western side to minimise the loss of overnight parking spaces
Other suggestions and comments	<ul style="list-style-type: none"> • Widen road on eastern side to allow parking • Re-open Bardo Road immediately north of the traffic lights to divert traffic away from Seaview Avenue • Make Seaview Avenue one way northbound and redirect traffic from Bilgola Plateau to Neptune Road onto Barrenjoey Road. 	<ul style="list-style-type: none"> • Not a feasible or practical option due to costs and existing trees located close to the kerb. • This alternative is not possible based on traffic safety grounds under current traffic guidelines, as the right turn would create a major conflict point and queuing effect near the signalised intersection at Barrenjoey Road. • This alternative would not be supported by the general community as it would double the journey route length and require motorists to travel through an additional 3 sets of traffic lights.



Seaview Avenue looking north towards Robertson Road



Seaview Avenue looking south towards Barrenjoey Road showing existing 'No Parking 7am-10am Mon-Fri' restrictions